Appendix G - Transportation and Mobility

Environmental Statement
East-West Arterial Extension:
Section 2 (Woodland Drive – Lookout Road)
Section 3 (Lookout Road – Frank Sound Road)

Appendix G.1 – VISTRO Reports

Appendix G.1.1

2021 Baseline VISTRO Reports

Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	0	80	702	0	55	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	80	702	0	55	31
Peak Hour Factor	1.0000	0.6400	0.6400	1.0000	0.6400	0.6400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	274	0	21	12
Total Analysis Volume [veh/h]	0	125	1097	0	86	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.09	0.24
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	9.26	28.56
Movement LOS		A	A		A	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.30	0.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	7.61	22.58
d_A, Approach Delay [s/veh]	0.00		0.00		16.17	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	1.60					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 102: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	121	80	159	574	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	80	159	574	0	0
Peak Hour Factor	0.6400	0.6400	0.6400	0.6400	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	31	62	224	0	0
Total Analysis Volume [veh/h]	189	125	248	897	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.61	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.16	0.00	0.00
Movement LOS	A	A	A	B		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	4.39	4.39	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	109.87	109.87	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		8.74		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.86					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	116	88	0	0	295	9	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	116	88	0	0	295	9	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	32	24	0	0	82	3	0	0	0
Total Analysis Volume [veh/h]	0	0	0	129	98	0	0	328	10	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.18	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.11	12.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.65	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.28	15.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			11.70			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	4.70											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	130.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	12	85	0	0	0	8	1175	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	12	85	0	0	0	8	1175	0
Peak Hour Factor	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000	0.9000	0.9000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	3	24	0	0	0	2	326	0
Total Analysis Volume [veh/h]	34	0	0	0	13	94	0	0	0	9	1306	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.08	0.83	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	27.16	0.00	0.00	0.00	121.18	130.33	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	0.61	0.00	0.00	0.00	5.71	5.71	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.26	0.00	0.00	0.00	142.72	142.72	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.16			129.22			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	10.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	124	340	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	124	340	0	0	0
Peak Hour Factor	1.0000	0.9000	0.9000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	94	0	0	0
Total Analysis Volume [veh/h]	0	138	378	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.34	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.34		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	4	0	42	12	277	0	0	1108	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	4	0	42	12	277	0	0	1108	1
Peak Hour Factor	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	2	0	19	5	124	0	0	495	0
Total Analysis Volume [veh/h]	5	0	0	7	0	75	21	495	0	0	1979	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	17.16	0.00	0.00	8.40
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	12.68	12.68	12.68	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	42.93	42.93	42.93	316.90	316.90	316.90	0.00	0.00	0.00	0.14	0.14	0.14
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			0.01		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	336.69											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Two-way stop	Delay (sec / veh):	32.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	6	6	273	8	8	1103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	6	273	8	8	1103
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	72	2	2	290
Total Analysis Volume [veh/h]	6	6	287	8	8	1161
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	21.57	32.23	0.00	11.03	0.00	0.00
Movement LOS	C	D	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.42	5.42	1.00	1.00	0.00	0.00
d_A, Approach Delay [s/veh]	26.90		0.30		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	1	0	1	0	73	0	0	205	0
Total Analysis Volume [veh/h]	7	0	6	3	0	4	0	293	0	0	820	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.27	22.87	25.08	10.15	22.48	25.03	0.00	0.00	9.40	0.00	0.00	7.81
Movement LOS	C	C	D	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.08	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.99	3.99	3.99	1.99	1.99	1.99	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.80			18.65			0.00			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	316.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	126	20	294	9	13	694
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	20	294	9	13	694
Peak Hour Factor	0.5600	0.5600	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	9	131	4	6	310
Total Analysis Volume [veh/h]	225	36	525	16	23	1239
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.06	0.43	0.01	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	290.87	316.66	0.00	11.65	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	16.56	16.56	0.09	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	414.00	414.00	2.21	2.21	0.00	0.00
d_A, Approach Delay [s/veh]	294.43		0.34		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	37.32					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	43.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	83	56	271	596	75
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	83	56	271	596	75
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	24	16	78	171	22
Total Analysis Volume [veh/h]	25	95	64	311	685	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.52	0.00	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	29.21	43.83	0.00	0.00	0.00	8.25
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.01	3.01	0.00	0.00	0.23	0.23
95th-Percentile Queue Length [ft/ln]	75.15	75.15	0.00	0.00	5.81	5.81
d_A, Approach Delay [s/veh]	40.78		0.00		0.92	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.43					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	51	14	61	0	0	102	1
Total Analysis Volume [veh/h]	3	0	0	2	0	205	55	242	0	0	407	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.58	15.06	14.96	21.98	27.01	27.29	0.00	0.00	8.10	0.00	0.00	7.83
Movement LOS	B	C	B	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	3.39	3.39	3.39	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.35	84.63	84.63	84.63	0.00	0.00	0.00	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	10.58			27.24			0.00			0.08		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	6.21											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	35	20	11	228	338	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	20	11	228	338	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	6	3	64	95	6
Total Analysis Volume [veh/h]	39	22	12	256	380	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.33	14.69	0.00	0.00	0.00	7.81
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	8.72	8.72	0.00	0.00	1.52	1.52
d_A, Approach Delay [s/veh]	11.90		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	192	257	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	192	257	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	51	68	0
Total Analysis Volume [veh/h]	0	15	1	202	271	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.45	11.69	0.00	0.00	0.00	7.61
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.09	2.09	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	10	150	90	77	58	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	150	90	77	58	12
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	44	26	23	17	4
Total Analysis Volume [veh/h]	12	176	106	91	68	14
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.24	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.54	11.41	0.00	0.00	0.00	7.40
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.98	0.98	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	24.57	24.57	0.00	0.00	0.70	0.70
d_A, Approach Delay [s/veh]	11.35		0.00		1.26	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.79					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	15.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	59	55	75	69	52	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	55	75	69	52	81
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	14	19	17	13	20
Total Analysis Volume [veh/h]	59	55	75	69	52	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.05	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.54	9.68	11.42
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.15	0.63	0.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.64	3.64	15.78	15.78
d_A, Approach Delay [s/veh]	0.00		3.61		10.74	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	78	21	11	40	31	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	21	11	40	31	5
Peak Hour Factor	0.7300	0.7300	0.7300	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	7	4	14	11	2
Total Analysis Volume [veh/h]	107	29	15	55	42	7
Pedestrian Volume [ped/h]	0		0		0	

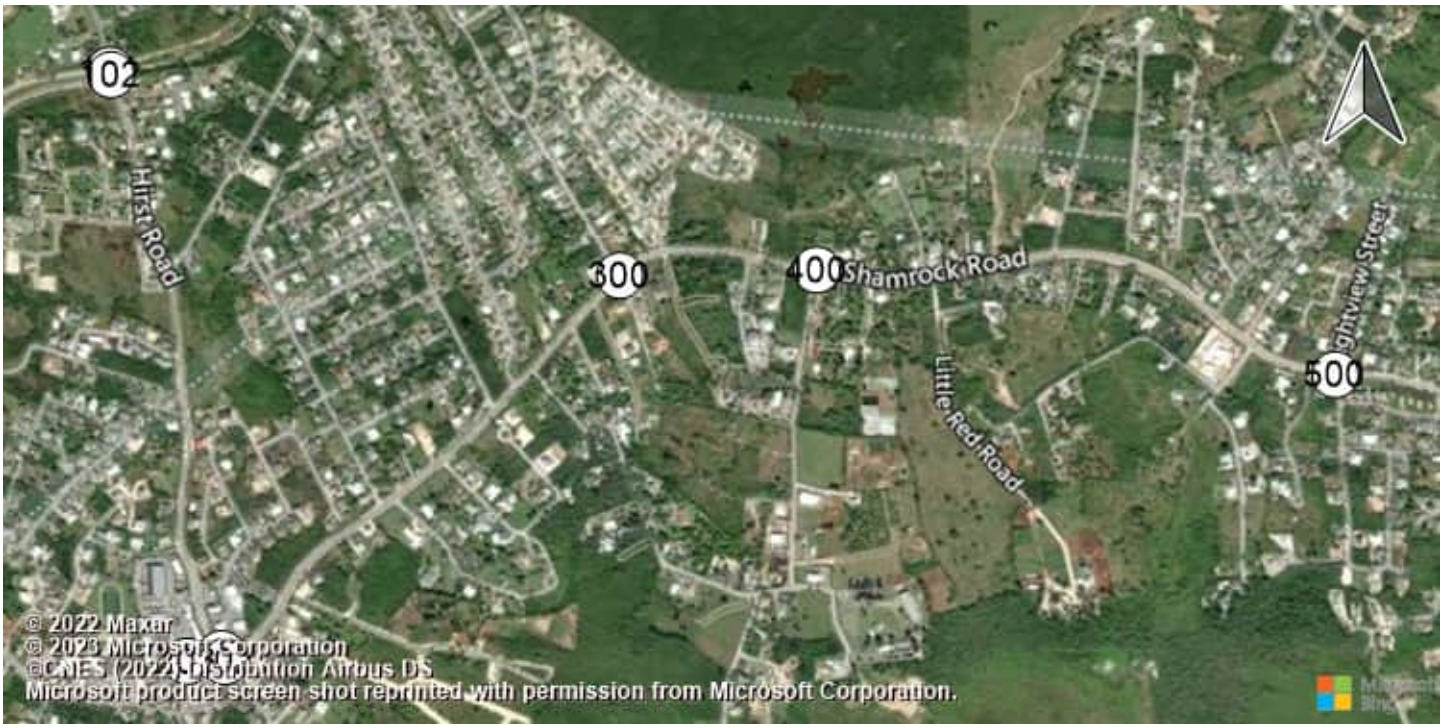
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

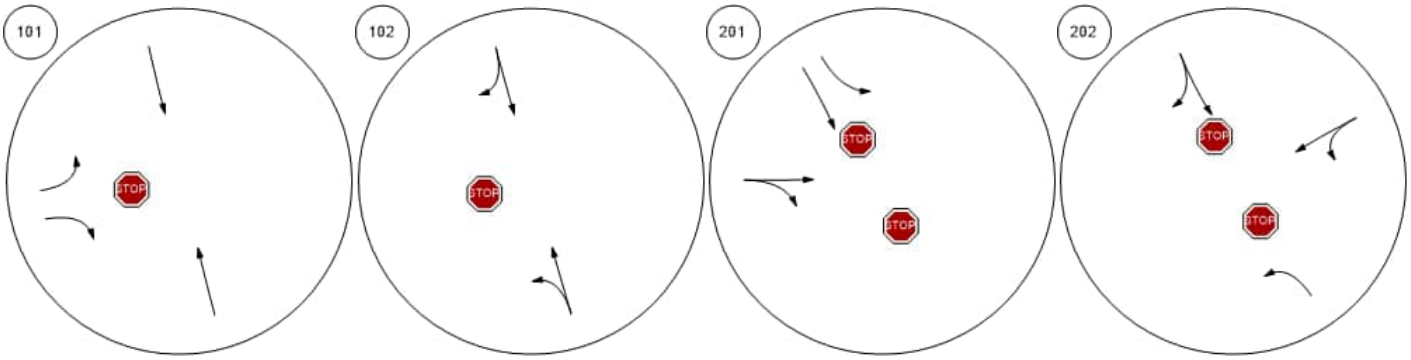
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.38	0.00	0.00	8.77	10.00
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.16	0.16
95th-Percentile Queue Length [ft/ln]	1.44	1.44	0.00	0.00	4.03	4.03
d_A, Approach Delay [s/veh]	1.57		0.00		8.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	B					

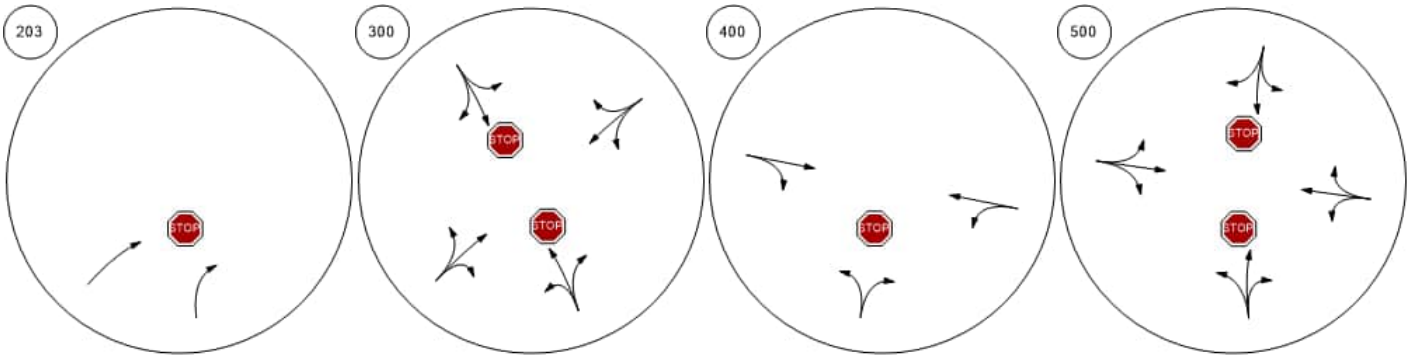
Lane Configuration and Traffic Control



East-West Arterial Road at Hi East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (



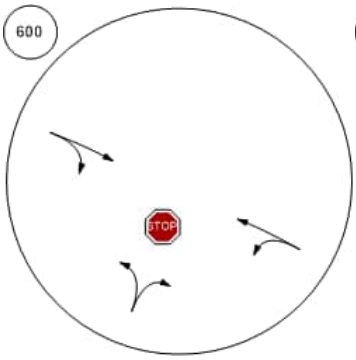
Shamrock Road at Hirst Road Shamrock Road at Woodland Shamrock Road at Agricola Dr Shamrock Road at Brightview



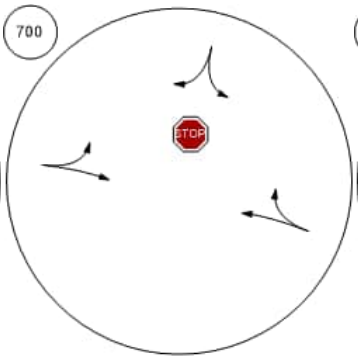
Lane Configuration and Traffic Control



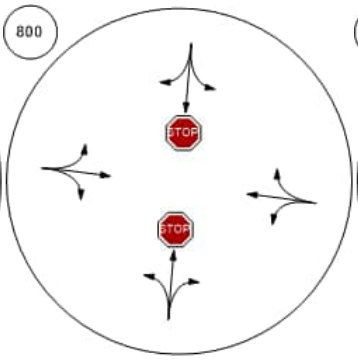
Shamrock Road at Beach Ba



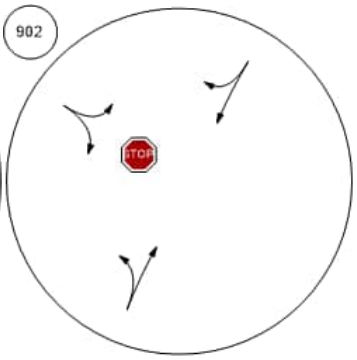
Shamrock Road at Northward



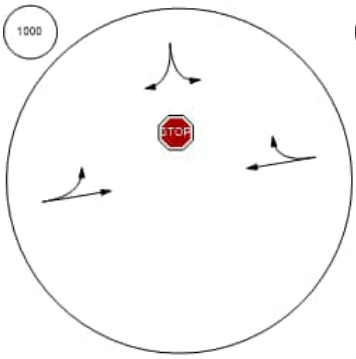
Shamrock Road at Condor R



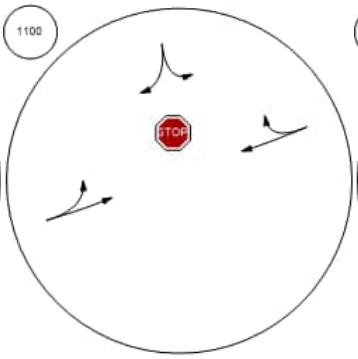
Bodden Town Road at Bodde



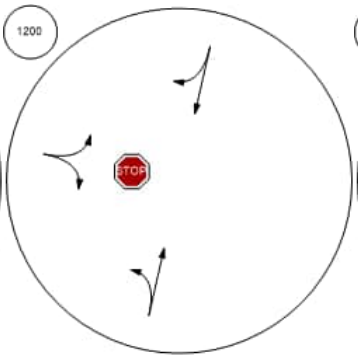
Bodden Town Road at Long



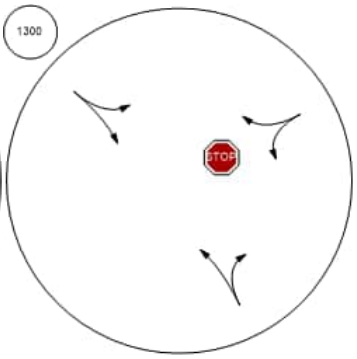
Frank Sound Road at Bodde



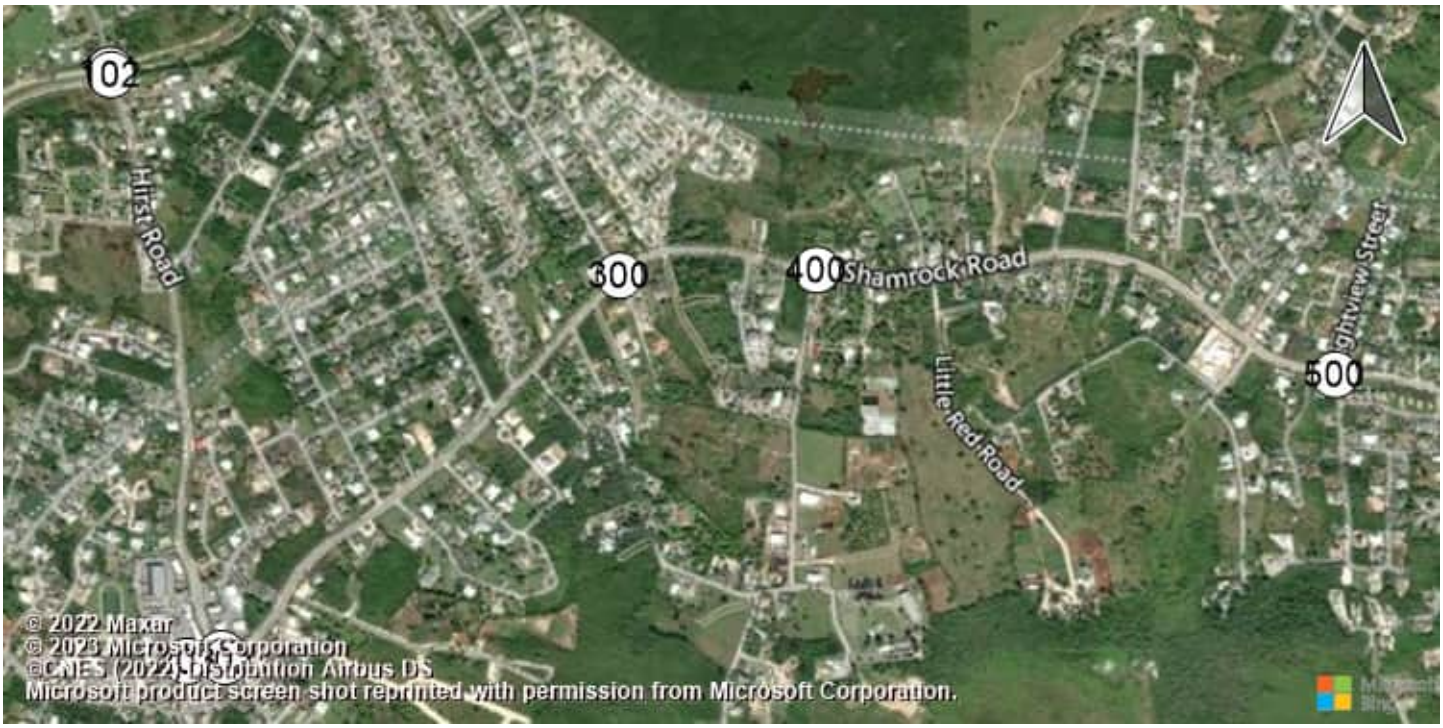
Frank Sound Road at Clifton



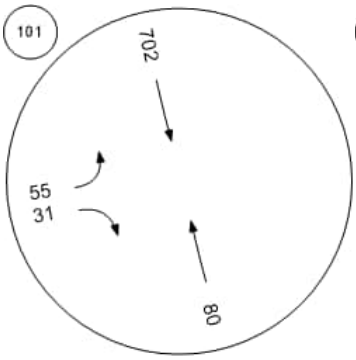
Frank Sound Road at North S



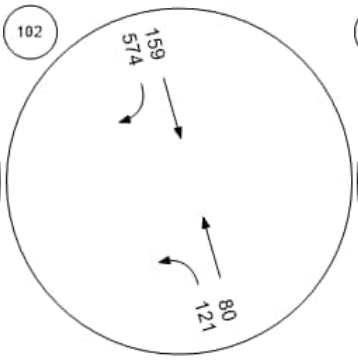
Traffic Volume - Base Volume



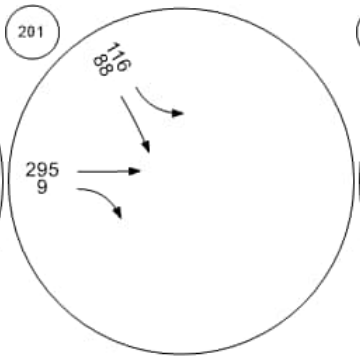
East-West Arterial Road at Hi



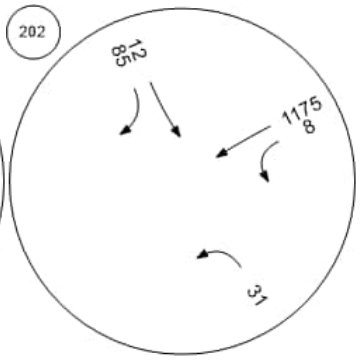
East-West Arterial Road at Hi



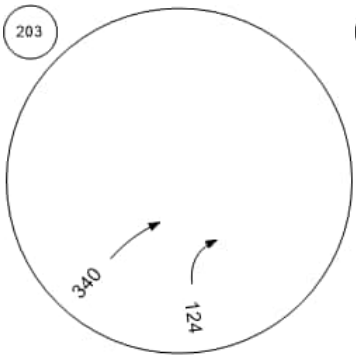
Shamrock Road at Hirst Rd (



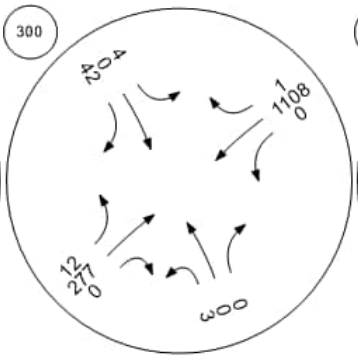
Shamrock Road at Hirst Rd (



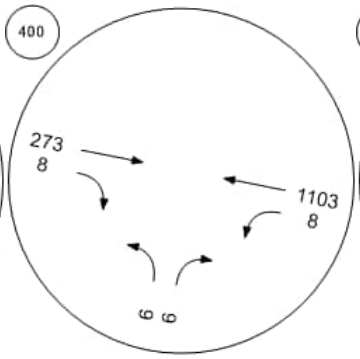
Shamrock Road at Hirst Road



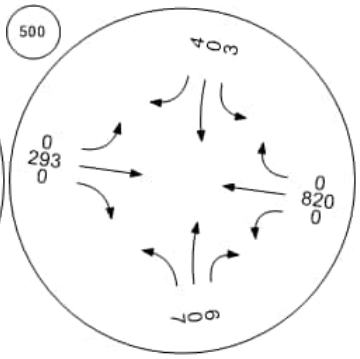
Shamrock Road at Woodland



Shamrock Road at Agricola D



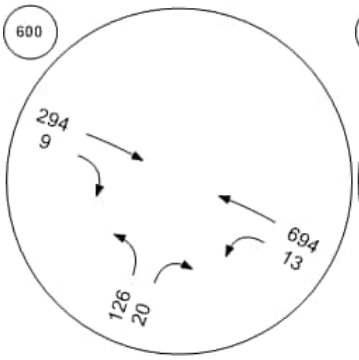
Shamrock Road at Brightview



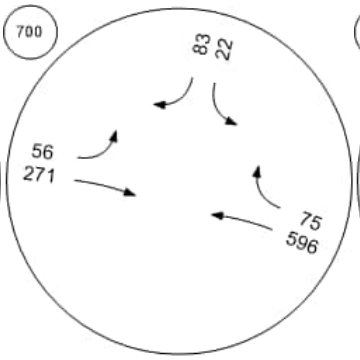
Traffic Volume - Base Volume



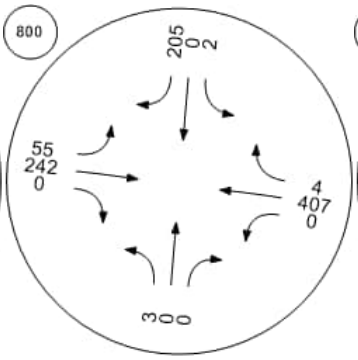
Shamrock Road at Beach Ba



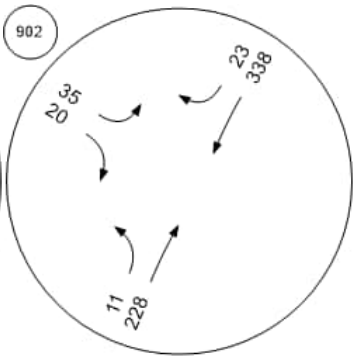
Shamrock Road at Northward



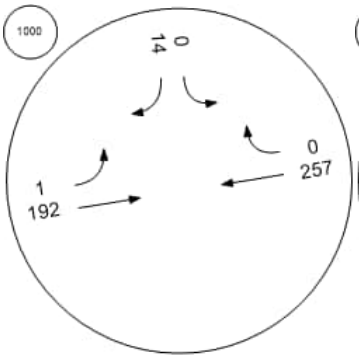
Shamrock Road at Condor R



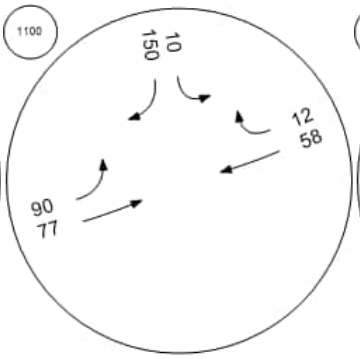
Bodden Town Road at Bodde



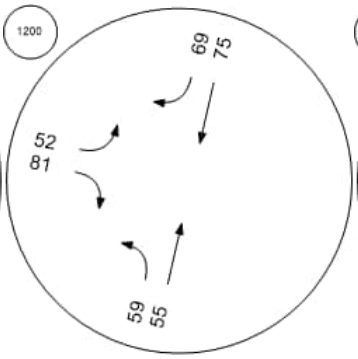
Bodden Town Road at Long



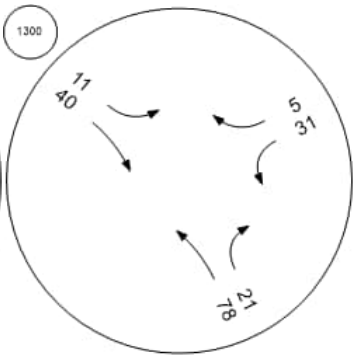
Frank Sound Road at Bodde



Frank Sound Road at Clifton



Frank Sound Road at North S



Intersection Level Of Service Report
Intersection 101: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	0	202	289	0	381	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	202	289	0	381	304
Peak Hour Factor	1.0000	0.9400	0.9400	1.0000	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	54	77	0	101	81
Total Analysis Volume [veh/h]	0	215	307	0	405	323
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.49	0.62
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	13.40	22.73
Movement LOS		A	A		B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	2.72	4.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	67.99	105.64
d_A, Approach Delay [s/veh]	0.00		0.00		17.54	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.21					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 102: East-West Arterial Road at Hirst Road

Control Type:	Two-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Hirst Rd		Hirst Rd		East-West Arterial	
Base Volume Input [veh/h]	115	202	460	133	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	202	460	133	0	0
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	54	122	35	0	0
Total Analysis Volume [veh/h]	122	215	489	141	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.94	0.00	0.00
Movement LOS	A	A	A	A		
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	8.61	8.61	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		1.78		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	82.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.009

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	356	157	0	0	760	28	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	356	157	0	0	760	28	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	96	42	0	0	204	8	0	0	0
Total Analysis Volume [veh/h]	0	0	0	383	169	0	0	817	30	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1.01	0.58	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	82.21	33.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	D			A	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	12.20	3.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	305.10	85.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			67.33			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	26.57											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	30	0	0	0	38	147	0	0	0	17	397	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	0	0	38	147	0	0	0	17	397	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	10	40	0	0	0	5	107	0
Total Analysis Volume [veh/h]	32	0	0	0	41	158	0	0	0	18	427	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.08	0.31	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.07	0.00	0.00	0.00	16.55	16.61	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	1.85	1.85	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.04	0.00	0.00	0.00	46.16	46.16	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.07			16.59			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.41											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	36.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	150	939	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	150	939	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	40	252	0	0	0
Total Analysis Volume [veh/h]	0	161	1010	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.60	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	36.74	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	3.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	89.03	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	36.74		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	5.05					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	54.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.112

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	8	0	9	23	1056	2	1	512	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	8	0	9	23	1056	2	1	512	3
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	2	6	272	1	0	132	1
Total Analysis Volume [veh/h]	0	0	0	8	0	9	24	1089	2	1	528	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.11	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.50	41.56	51.51	23.81	45.94	54.75	0.00	0.00	8.44	0.00	0.00	10.70
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.48	0.48	0.48	0.01	0.01	0.01	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	12.03	12.03	12.03	0.14	0.14	0.14	0.36	0.36	0.36
d_A, Approach Delay [s/veh]	34.86			40.19			0.02			0.06		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.44											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive

Control Type:	Two-way stop	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Agricola Dr		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	4	2	1049	15	18	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	2	1049	15	18	512
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	285	4	5	139
Total Analysis Volume [veh/h]	4	2	1140	16	20	557
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	12.36	44.37	0.00	8.63	0.00	0.00
Movement LOS	B	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.25	2.25	1.21	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	23.03		0.12		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	E					

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	44.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	2	235	5	14	114	7
Total Analysis Volume [veh/h]	0	0	1	0	0	0	9	938	18	54	457	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	11.56	38.49	44.61	16.20	39.12	44.18	0.00	0.00	8.44	0.00	0.00	10.11
Movement LOS	B	E	E	C	E	E	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.00	0.00	0.00	0.05	0.05	0.05	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.82	0.82	0.82	0.00	0.00	0.00	1.29	1.29	1.29	2.97	2.97	2.97
d_A, Approach Delay [s/veh]	44.61			33.17			0.16			0.53		
Approach LOS	E			D			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	56.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	44	24	864	75	18	495
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	24	864	75	18	495
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	7	237	21	5	136
Total Analysis Volume [veh/h]	48	26	949	82	20	544
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.29	0.01	0.08	0.00	0.01
d_M, Delay for Movement [s/veh]	22.74	56.47	0.00	8.85	0.00	0.00
Movement LOS	C	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.67	1.67	0.26	0.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.66	41.66	6.56	6.56	0.00	0.00
d_A, Approach Delay [s/veh]	34.59		0.70		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	63.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	53	84	163	639	471	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	84	163	639	471	58
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	22	42	165	121	15
Total Analysis Volume [veh/h]	55	87	168	659	486	60
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.58	0.00	0.01	0.00	0.07
d_M, Delay for Movement [s/veh]	48.12	63.38	0.00	0.00	0.00	9.78
Movement LOS	E	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.51	4.51	0.00	0.00	0.24	0.24
95th-Percentile Queue Length [ft/ln]	112.65	112.65	0.00	0.00	5.96	5.96
d_A, Approach Delay [s/veh]	57.47		0.00		1.07	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	5.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	33.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	21	48	122	0	0	107	3
Total Analysis Volume [veh/h]	1	0	0	5	0	82	192	487	1	0	426	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.70	22.89	22.48	22.81	31.53	33.11	0.00	0.00	8.15	0.00	0.00	8.95
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.82	1.82	1.82	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	45.52	45.52	45.52	0.07	0.07	0.07	0.99	0.99	0.99
d_A, Approach Delay [s/veh]	10.70			32.52			0.01			0.25		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	2.45											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	23.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.191

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	47	45	27	452	360	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	45	27	452	360	58
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	12	7	120	96	15
Total Analysis Volume [veh/h]	50	48	29	481	383	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.19	0.00	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	15.11	23.23	0.00	0.00	0.00	8.59
Movement LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.11	1.11	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	27.87	27.87	0.00	0.00	4.63	4.63
d_A, Approach Delay [s/veh]	19.08		0.00		1.20	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	393	353	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	393	353	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	108	97	0
Total Analysis Volume [veh/h]	0	13	26	432	388	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.25	15.96	0.00	0.00	0.00	8.23
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.96	2.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.96		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	21	180	190	129	137	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	180	190	129	137	26
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	48	51	35	37	7
Total Analysis Volume [veh/h]	23	194	204	139	147	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.34	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	13.12	15.03	0.00	0.00	0.00	7.52
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.72	1.72	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	43.02	43.02	0.00	0.00	1.47	1.47
d_A, Approach Delay [s/veh]	14.83		0.00		1.20	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	81	130	106	110	89	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	130	106	110	89	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	33	27	28	22	27
Total Analysis Volume [veh/h]	81	130	106	110	89	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.10	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.85	11.83	15.06
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.37	1.37
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.53	6.53	34.29	34.29
d_A, Approach Delay [s/veh]	0.00		4.00		13.59	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.66					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	125	23	35	121	57	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	23	35	121	57	25
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	6	10	34	16	7
Total Analysis Volume [veh/h]	140	26	39	136	64	28
Pedestrian Volume [ped/h]	0		0		0	

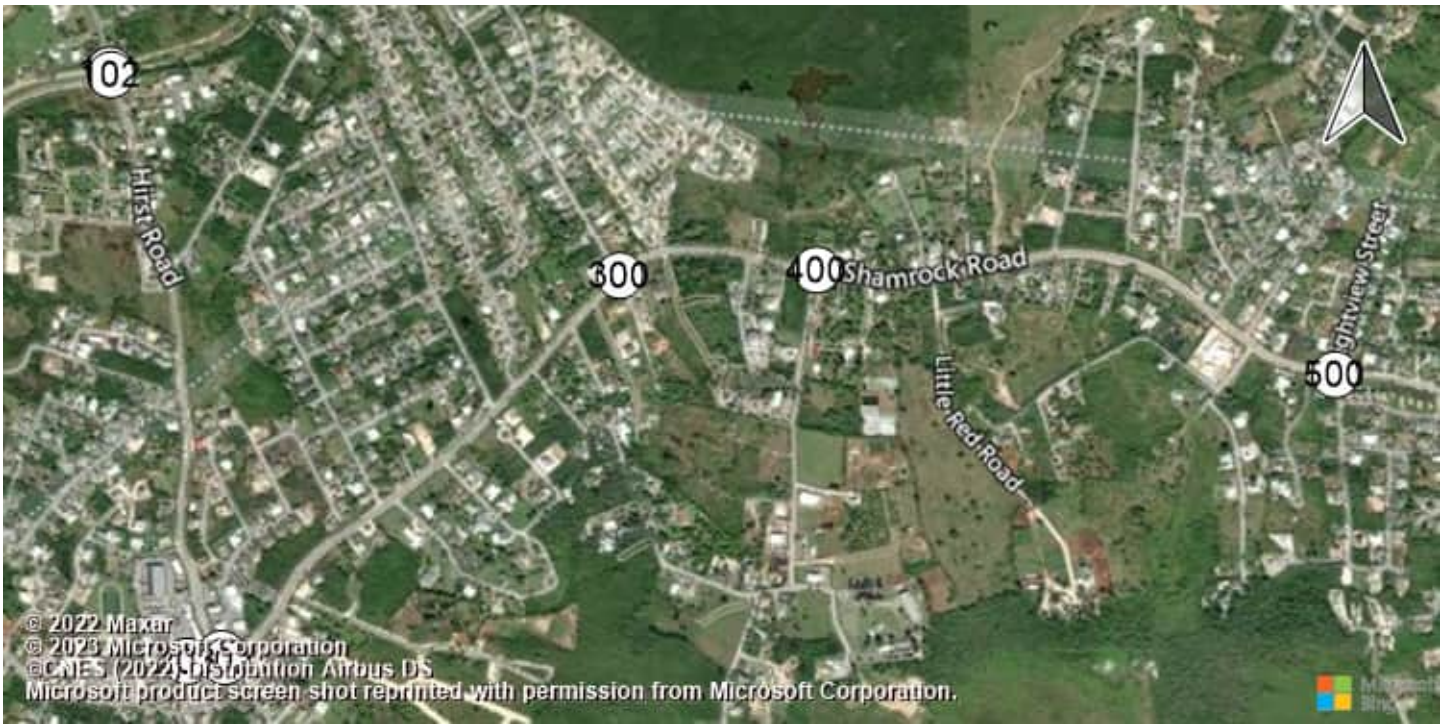
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

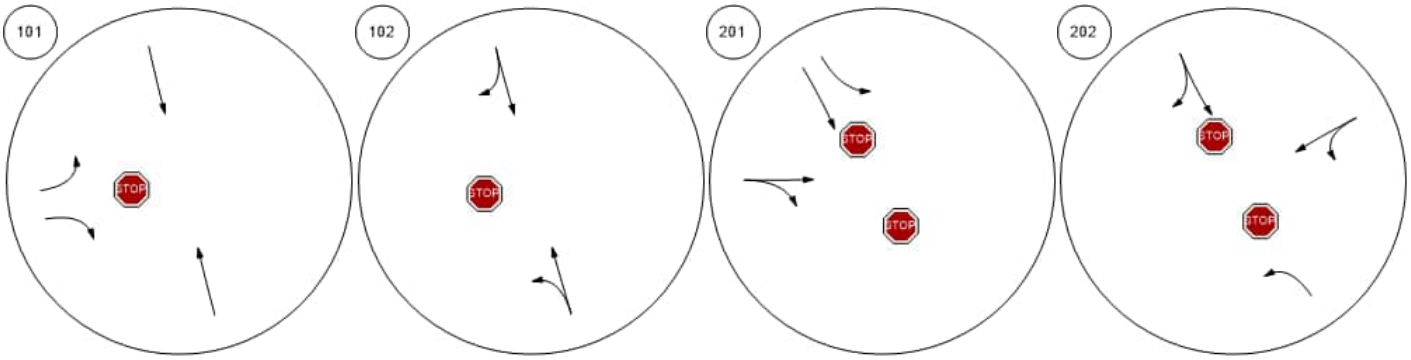
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.07	0.04
d_M, Delay for Movement [s/veh]	0.00	7.59	0.00	0.00	9.61	11.21
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	1.40	1.40	0.00	0.00	9.72	9.72
d_A, Approach Delay [s/veh]	1.19		0.00		10.09	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

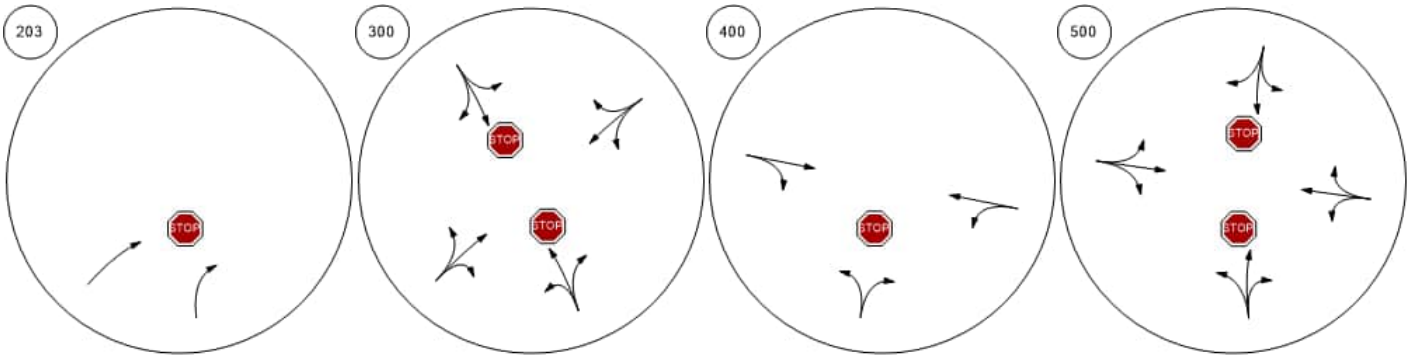
Lane Configuration and Traffic Control



East-West Arterial Road at Hi East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (



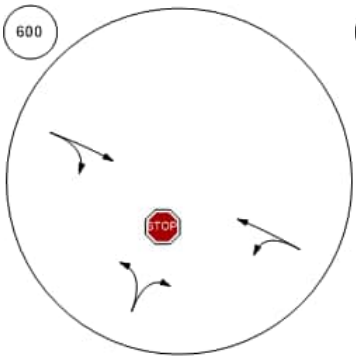
Shamrock Road atHirst Road Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview



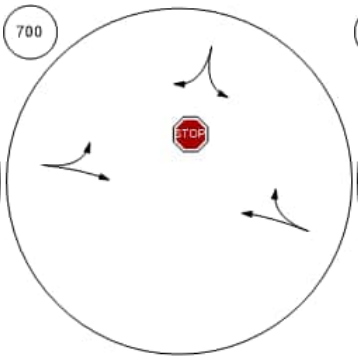
Lane Configuration and Traffic Control



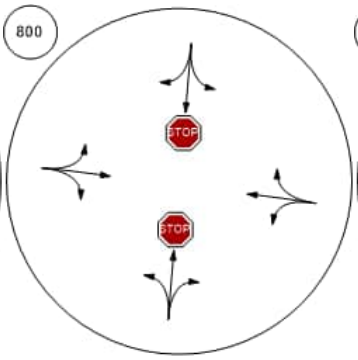
Shamrock Road at Beach Ba



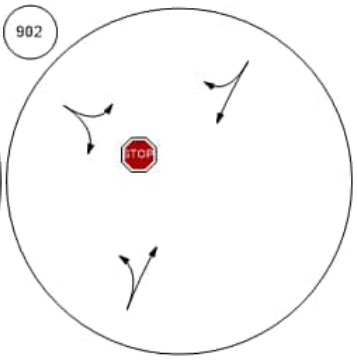
Shamrock Road at Northward



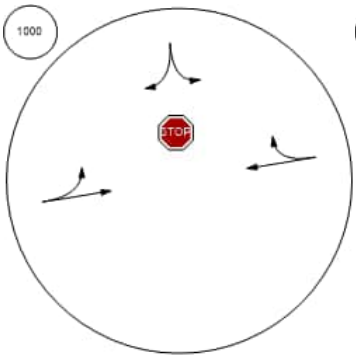
Shamrock Road at Condor R



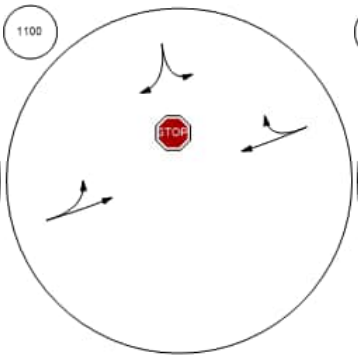
Bodden Town Road at Bodde



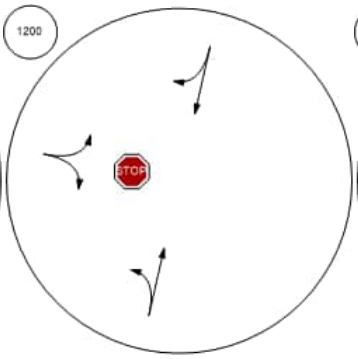
Bodden Town Road at Long



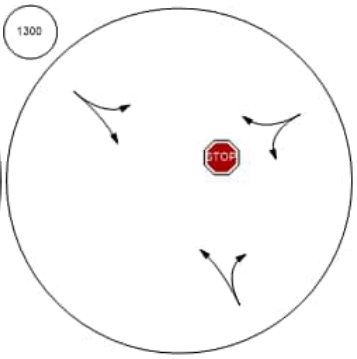
Frank Sound Road at Bodde



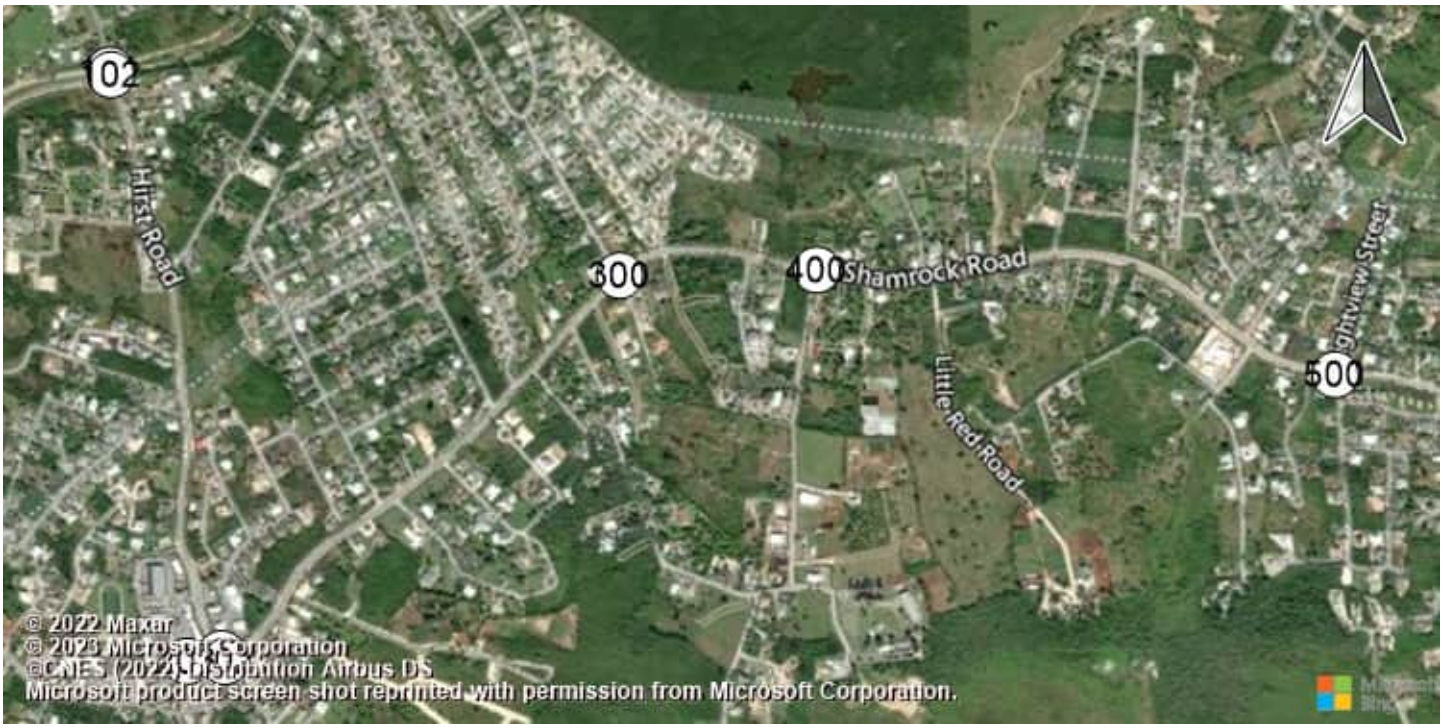
Frank Sound Road at Clifton



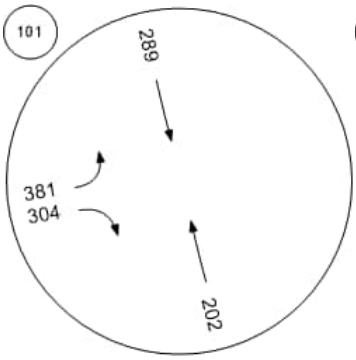
Frank Sound Road at North S



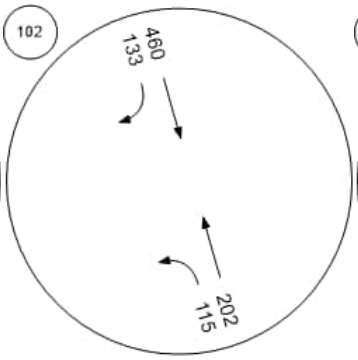
Traffic Volume - Base Volume



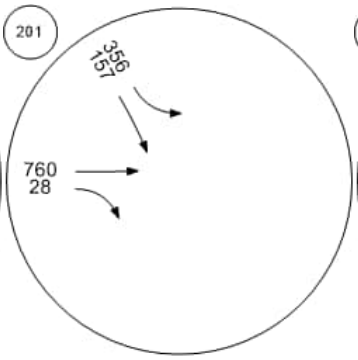
East-West Arterial Road at Hi



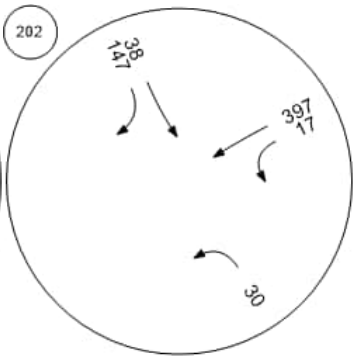
East-West Arterial Road at Hi



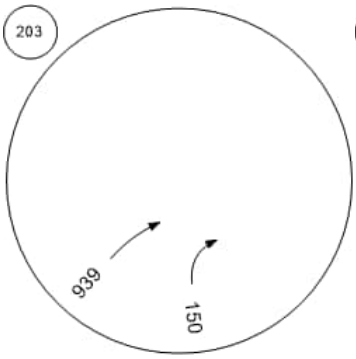
Shamrock Road at Hirst Rd (



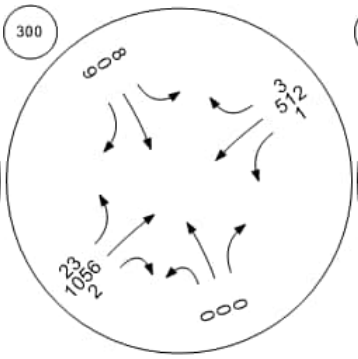
Shamrock Road at Hirst Rd (



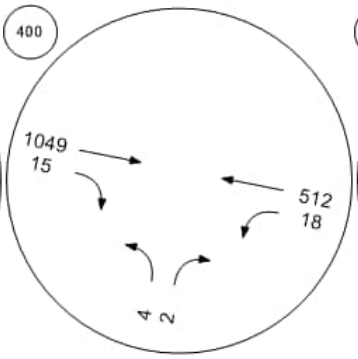
Shamrock Road atHirst Road



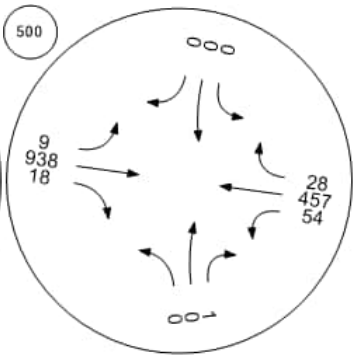
Shamrock Road at Woodland



Shamrock Road at Agricola D



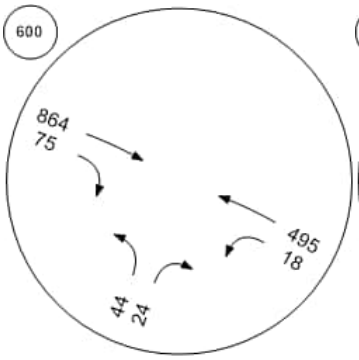
Shamrock Road at Brightview



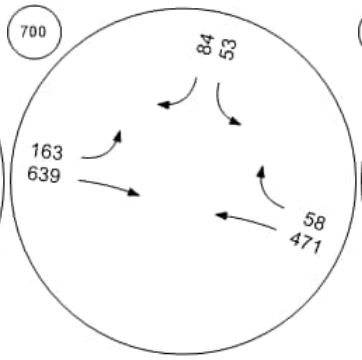
Traffic Volume - Base Volume



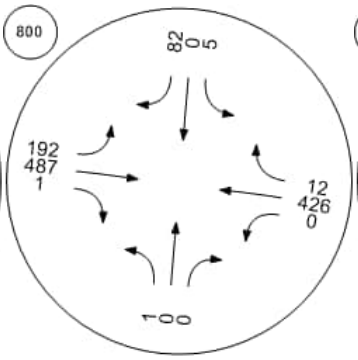
Shamrock Road at Beach Ba



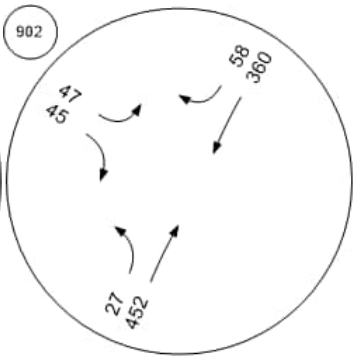
Shamrock Road at Northward



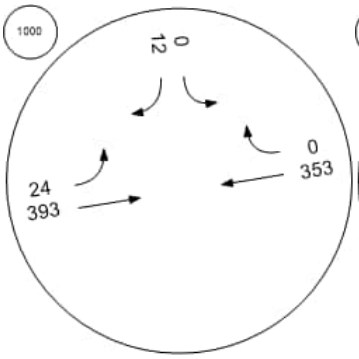
Shamrock Road at Condor R



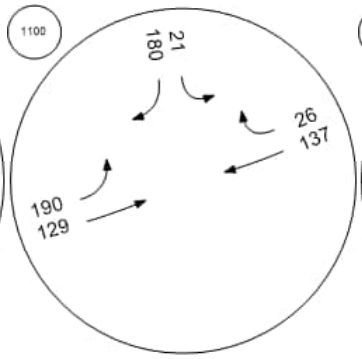
Bodden Town Road at Bodde



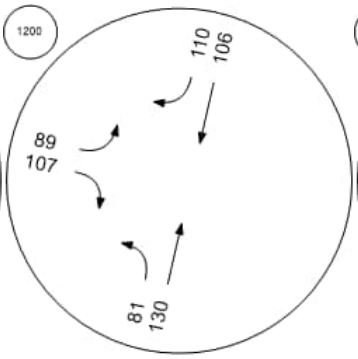
Bodden Town Road at Long



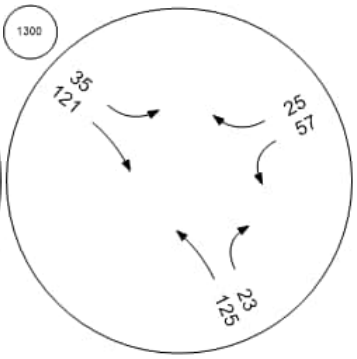
Frank Sound Road at Bodde



Frank Sound Road at Clifton



Frank Sound Road at North S



Appendix G.1.2

2026 VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	18.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	18	0	10	0	1	3	0	16	0	139	14	0	17	2	5	1	180	0	1	0
Total Analysis Volume [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1300					98					47					647				
Exiting Flow Rate [veh/h]	73					98					1369					82				
Demand Flow Rate [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0
Adjusted Demand Flow Rate [veh/h]	72	0	40	0	4	11	0	64	0	556	55	0	67	7	20	2	721	0	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	116	631	122	27	726
Capacity of Entry and Bypass Lanes [veh/h]	471	1307	1365	1293	820
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	471	1307	1365	1293	820
X, volume / capacity	0.25	0.48	0.09	0.02	0.89

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	D
95th-Percentile Queue Length [veh]	0.96	2.72	0.29	0.06	11.67
95th-Percentile Queue Length [ft]	24.03	67.88	7.35	1.60	291.71
Approach Delay [s/veh]	11.38	7.72	3.27		32.28
Approach LOS	B	A	A		D
Intersection Delay [s/veh]	18.56				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.189

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	27	98	0	0	352	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	27	98	0	0	352	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	26	0	0	95	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	29	105	0	0	378	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.59	12.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.37	17.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			12.45			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.26											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	5	92	0	0	0	8	728	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	5	92	0	0	0	8	728	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	1	25	0	0	0	2	196	0
Total Analysis Volume [veh/h]	33	0	0	0	5	99	0	0	0	9	783	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.35	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.95	0.00	0.00	0.00	23.07	24.57	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	1.59	1.59	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.80	0.00	0.00	0.00	39.83	39.83	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.95			24.50			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.27											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	23	403	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	23	403	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	108	0	0	0
Total Analysis Volume [veh/h]	0	25	433	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.44	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	5	5	0	11	6	264	7	2	687	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	5	5	0	11	6	264	7	2	687	2
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	1	0	3	2	66	2	1	172	1
Total Analysis Volume [veh/h]	41	0	5	5	0	11	6	264	7	2	687	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.02	0.01	0.00	0.05	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.13	20.51	21.84	10.51	20.22	23.55	0.00	0.00	8.97	0.00	0.00	7.76
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.38	0.19	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.47	9.47	9.47	4.80	4.80	4.80	0.58	0.58	0.58	0.12	0.12	0.12
d_A, Approach Delay [s/veh]	14.97			19.47			0.23			0.02		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.05											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	40.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	1	26	3	9	0	68	0	1	164	173
Total Analysis Volume [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1382			275			700			49		
Exiting Flow Rate [veh/h]	17			699			691			376		
Demand Flow Rate [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692
Adjusted Demand Flow Rate [veh/h]	1	6	2	102	13	35	1	272	1	3	655	692

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	150	274	1350
Capacity of Entry and Bypass Lanes [veh/h]	338	1043	676	1313
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	338	1043	676	1313
X, volume / capacity	0.03	0.14	0.41	1.03

Movement, Approach, & Intersection Results

Lane LOS	B	A	B	F
95th-Percentile Queue Length [veh]	0.08	0.50	1.97	24.95
95th-Percentile Queue Length [ft]	2.05	12.55	49.22	623.75
Approach Delay [s/veh]	11.11	4.75	10.94	50.32
Approach LOS	B	A	B	F
Intersection Delay [s/veh]	40.24			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	38.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	1	0	1	0	97	0	0	261	0
Total Analysis Volume [veh/h]	8	0	6	3	0	4	0	388	0	0	1043	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.05	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.67	33.39	38.86	11.32	32.43	38.82	0.00	0.00	10.34	0.00	0.00	8.05
Movement LOS	C	D	E	B	D	E	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.26	0.13	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.59	6.59	6.59	3.19	3.19	3.19	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	27.90			27.04			0.00			0.00		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	56.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	138	23	387	10	14	905
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	23	387	10	14	905
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	106	3	4	249
Total Analysis Volume [veh/h]	152	25	425	11	15	995
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.51	0.18	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	43.08	56.17	0.00	10.27	0.00	0.00
Movement LOS	E	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	4.54	4.54	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	113.60	113.60	1.21	1.21	0.00	0.00
d_A, Approach Delay [s/veh]	44.93		0.26		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	4.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	78.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	27	100	63	360	788	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	100	63	360	788	76
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	26	16	93	203	20
Total Analysis Volume [veh/h]	28	103	65	371	812	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.72	0.00	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	58.23	78.02	0.00	0.00	0.00	8.41
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.95	4.95	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft/ln]	123.77	123.77	0.00	0.00	5.53	5.53
d_A, Approach Delay [s/veh]	73.79		0.00		0.74	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	7.08					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	34	13	68	0	0	93	2
Total Analysis Volume [veh/h]	3	1	1	2	0	136	51	273	0	0	371	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.37	15.06	14.97	15.73	20.56	20.85	0.00	0.00	8.00	0.00	0.00	7.90
Movement LOS	B	C	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	1.72	1.72	1.72	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	43.10	43.10	43.10	0.00	0.00	0.00	0.36	0.36	0.36
d_A, Approach Delay [s/veh]	12.23			20.78			0.00			0.13		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	26.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	79	20	12	261	302	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	20	12	261	302	221
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	5	3	69	80	59
Total Analysis Volume [veh/h]	84	21	13	278	321	235
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.11	0.00	0.00	0.00	0.18
d_M, Delay for Movement [s/veh]	11.88	26.04	0.00	0.00	0.00	8.44
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.84	0.84	0.00	0.00	0.67	0.67
95th-Percentile Queue Length [ft/ln]	20.89	20.89	0.00	0.00	16.74	16.74
d_A, Approach Delay [s/veh]	14.71		0.00		3.57	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.70					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	268	417	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	268	417	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	74	115	0
Total Analysis Volume [veh/h]	0	15	1	295	458	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.20	14.86	0.00	0.00	0.00	7.82
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.07	3.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.86		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	14	294	164	79	75	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	294	164	79	75	18
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	79	44	21	20	5
Total Analysis Volume [veh/h]	15	316	176	85	81	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.46	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	13.63	14.71	0.00	0.00	0.00	7.39
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.55	2.55	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	63.68	63.68	0.00	0.00	0.95	0.95
d_A, Approach Delay [s/veh]	14.66		0.00		1.40	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.286

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	133	72	114	78	54	162
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	72	114	78	54	162
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	18	29	20	14	41
Total Analysis Volume [veh/h]	133	72	114	78	54	162
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.06	0.29
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.77	11.93	14.35
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	1.53	1.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.49	4.49	38.36	38.36
d_A, Approach Delay [s/veh]	0.00		3.16		13.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	86	28	11	63	35	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	28	11	63	35	5
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	8	3	18	10	1
Total Analysis Volume [veh/h]	97	31	12	71	39	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.41	0.00	0.00	8.83	10.05
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	1.55	1.55	0.00	0.00	3.74	3.74
d_A, Approach Delay [s/veh]	1.79		0.00		8.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	724	0	37	79	0	2	3	79	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	724	0	37	79	0	2	3	79	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	0	9	20	0	1	1	20	0
Total Analysis Volume [veh/h]	724	0	37	79	0	2	3	79	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	2			79			37		
Exiting Flow Rate [veh/h]	158			40			726		
Demand Flow Rate [veh/h]	724	0	37	79	0	2	3	79	0
Adjusted Demand Flow Rate [veh/h]	724	0	37	79	0	2	3	79	0

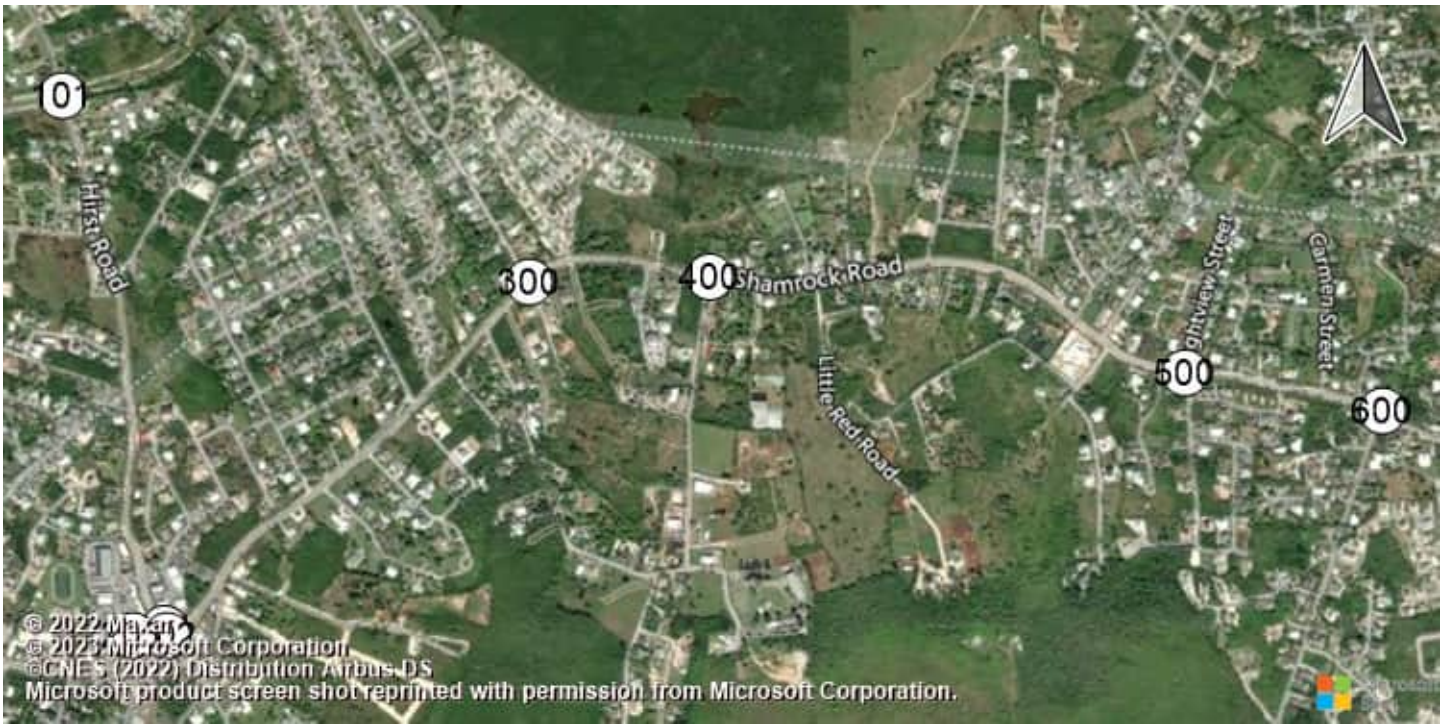
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	761	81	82
Capacity of Entry and Bypass Lanes [veh/h]	1378	1274	1329
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1378	1274	1329
X, volume / capacity	0.55	0.06	0.06

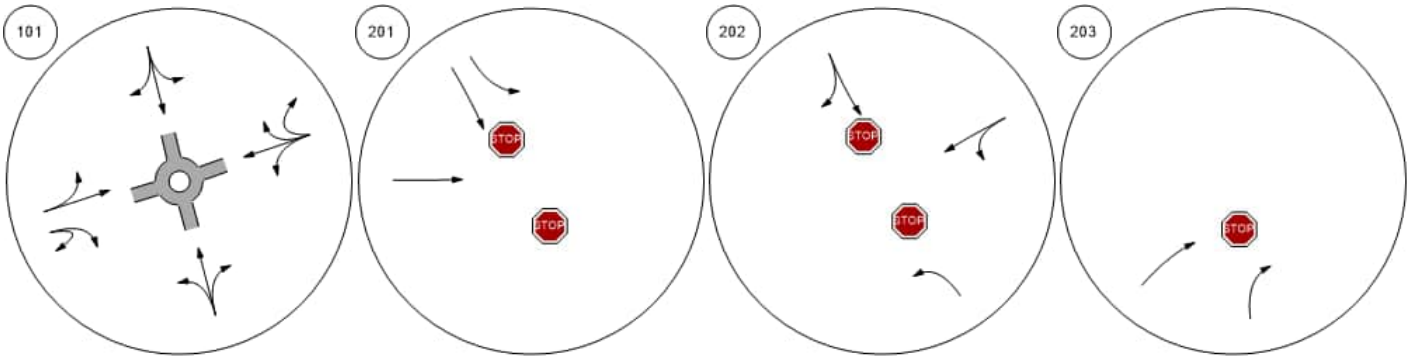
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	3.54	0.20	0.20
95th-Percentile Queue Length [ft]	88.55	5.09	4.93
Approach Delay [s/veh]	8.56	3.34	3.20
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.62		
Intersection LOS	A		

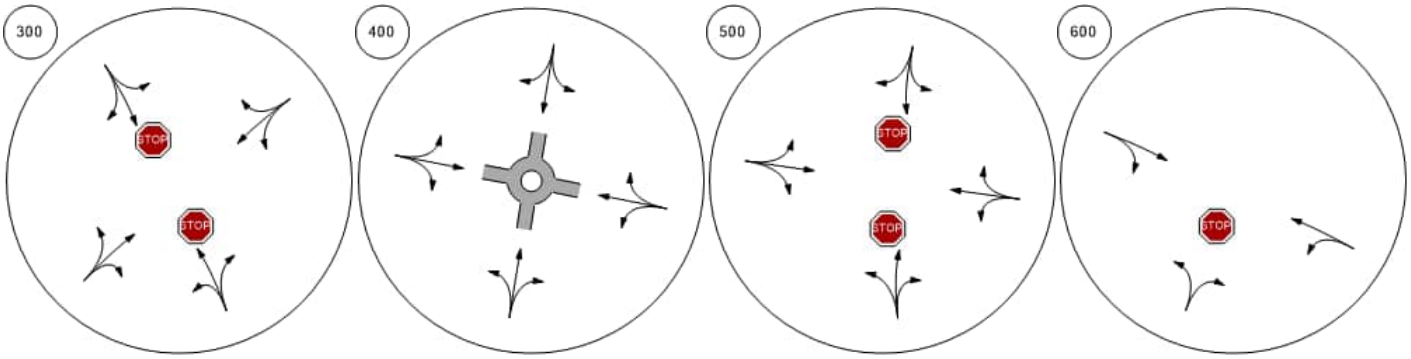
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



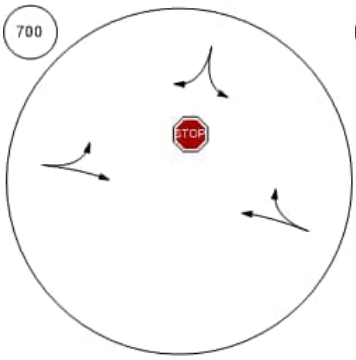
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



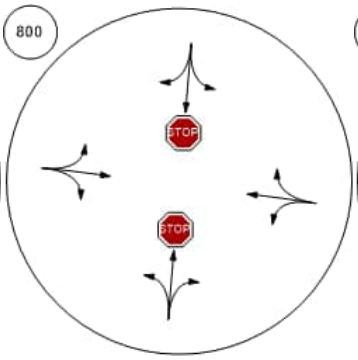
Lane Configuration and Traffic Control



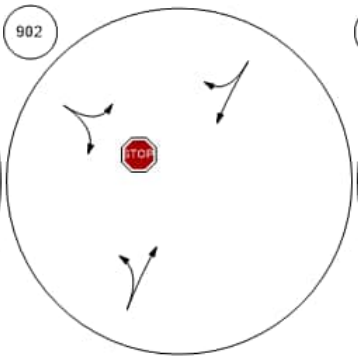
Shamrock Road at Northward



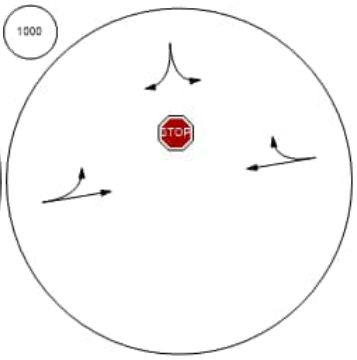
Shamrock Road at Condor R



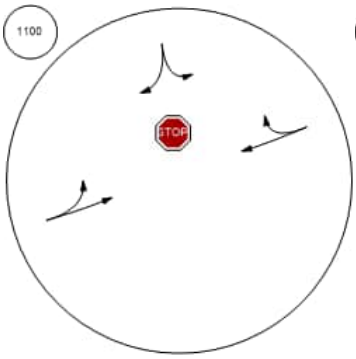
Bodden Town Road at Bodde



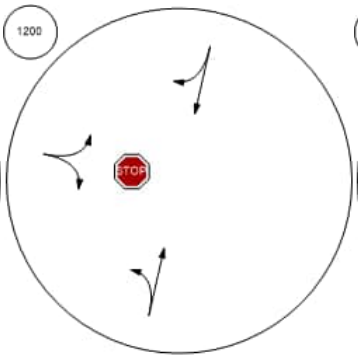
Bodden Town Road at Long



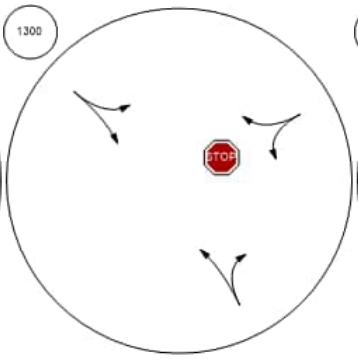
Frank Sound Road at Bodde



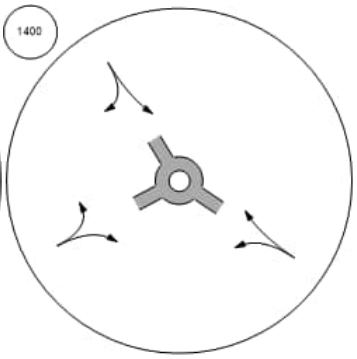
Frank Sound Road at Clifton



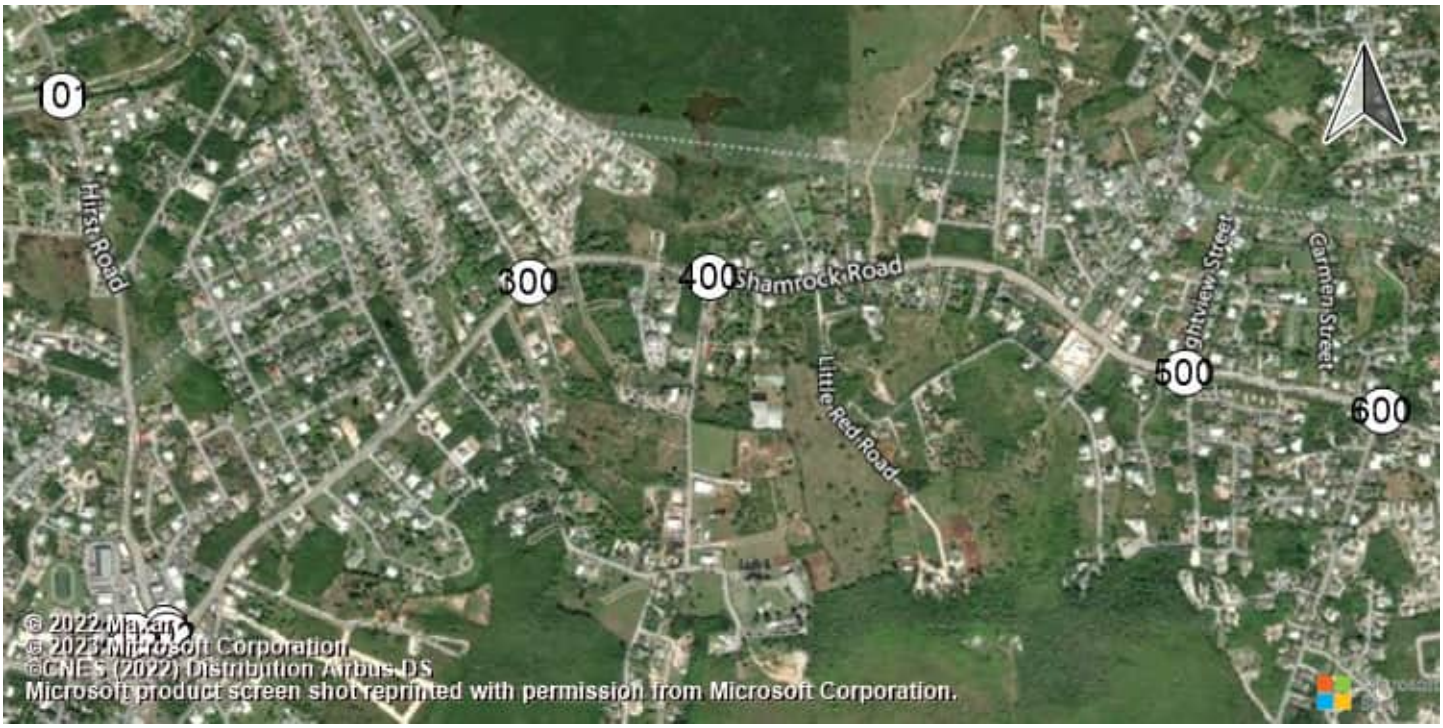
Frank Sound Road at North S



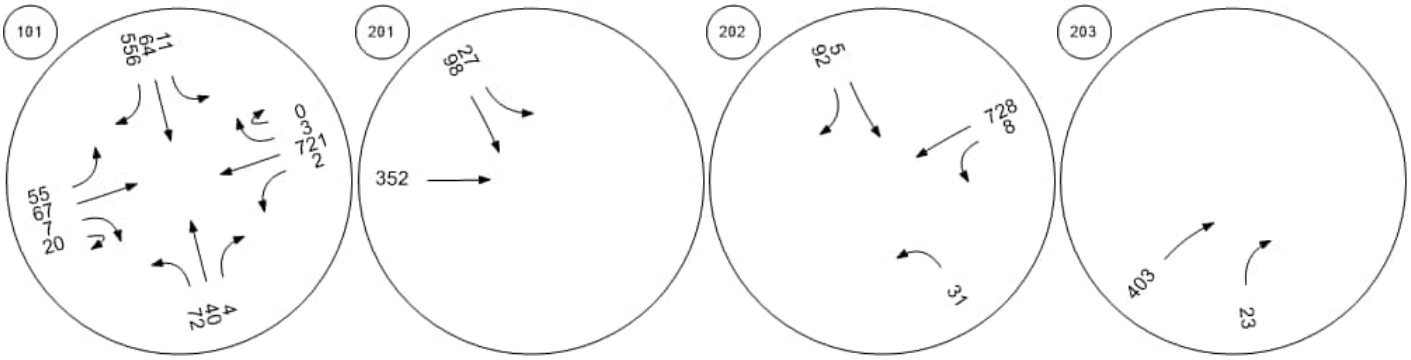
East-West Arterial at Agricola



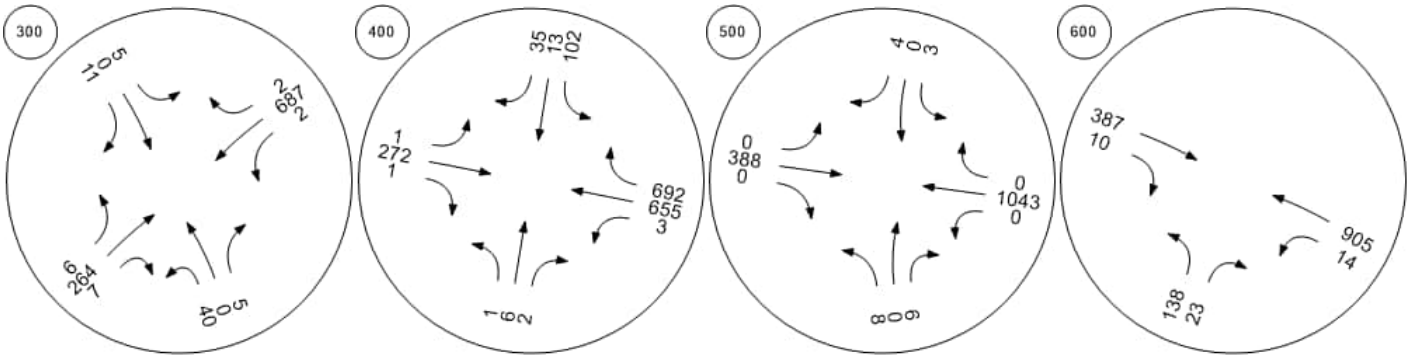
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



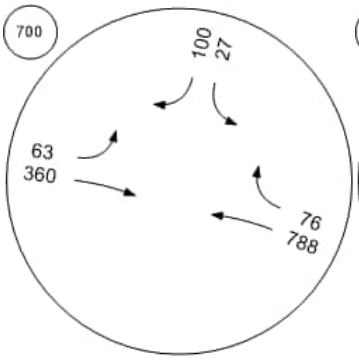
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



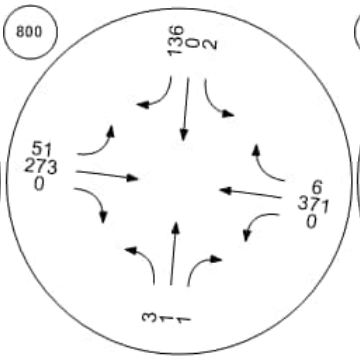
Traffic Volume - Base Volume



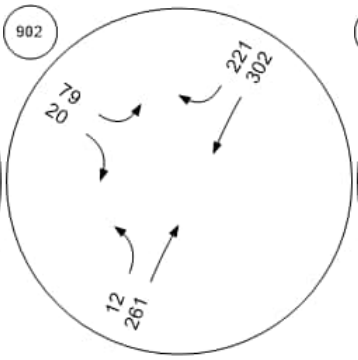
Shamrock Road at Northward



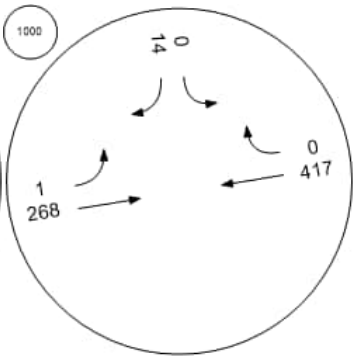
Shamrock Road at Condor R



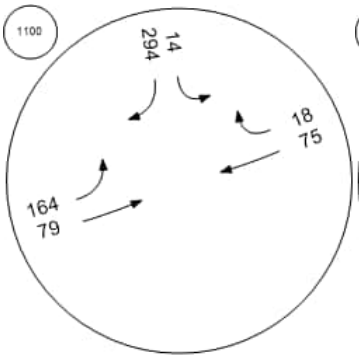
Bodden Town Road at Bodde



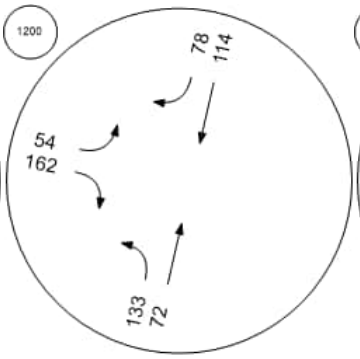
Bodden Town Road at Long



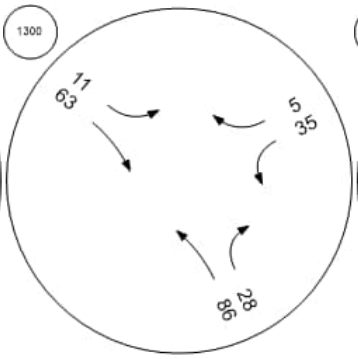
Frank Sound Road at Bodde



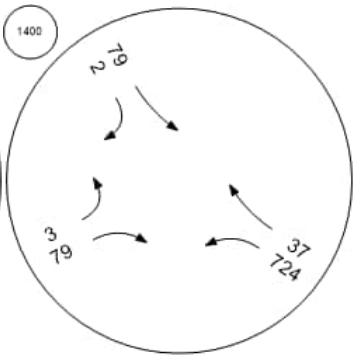
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	8	0	33	0	0	5	0	18	0	33	95	0	153	100	1	5	14	0	2	0
Total Analysis Volume [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	197					1014					142					604				
Exiting Flow Rate [veh/h]	490					522					221					631				
Demand Flow Rate [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0
Adjusted Demand Flow Rate [veh/h]	33	0	133	0	0	18	0	73	0	130	380	0	613	398	3	19	55	0	9	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	166	221	993	401	83
Capacity of Entry and Bypass Lanes [veh/h]	1202	600	1259	1185	850
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1202	600	1259	1185	850
X, volume / capacity	0.14	0.37	0.79	0.34	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	A
95th-Percentile Queue Length [veh]	0.48	1.69	8.86	1.51	0.32
95th-Percentile Queue Length [ft]	11.98	42.25	221.39	37.79	8.09
Approach Delay [s/veh]	4.17	11.31	13.57		5.18
Approach LOS	A	B	B		A
Intersection Delay [s/veh]	12.09				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	341	199	0	0	332	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	341	199	0	0	332	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	92	53	0	0	89	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	367	214	0	0	357	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.53	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.93	15.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	3.15	1.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	78.68	43.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			15.59			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	9.66											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	18.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	38	161	0	0	0	17	429	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	38	161	0	0	0	17	429	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	10	43	0	0	0	5	115	0
Total Analysis Volume [veh/h]	33	0	0	0	41	173	0	0	0	18	461	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.08	0.36	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	0.00	18.23	18.38	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	2.25	2.25	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.37	0.00	0.00	0.00	56.32	56.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.38			18.35			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.93											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	35	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	35	482	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	130	0	0	0
Total Analysis Volume [veh/h]	0	38	518	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.45	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.87	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.85					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	8	0	7	7	593	29	4	509	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	8	0	7	7	593	29	4	509	4
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	2	2	148	7	1	127	1
Total Analysis Volume [veh/h]	12	0	2	8	0	7	7	593	30	4	509	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.04	0.00	0.01	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.65	24.98	27.79	13.01	25.55	28.60	0.00	0.00	8.49	0.00	0.00	8.66
Movement LOS	B	C	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.19	0.19	0.19	0.09	0.09	0.09	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.61	2.61	2.61	4.75	4.75	4.75	2.18	2.18	2.18	0.31	0.31	0.31
d_A, Approach Delay [s/veh]	13.96			20.29			0.40			0.07		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.67											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	164	3	0	1	149	1	2	129	33
Total Analysis Volume [veh/h]	1	0	0	654	10	0	4	596	3	10	516	130
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	646			599			130			13		
Exiting Flow Rate [veh/h]	23			134			517			1250		
Demand Flow Rate [veh/h]	1	0	0	654	10	0	4	596	3	9	516	130
Adjusted Demand Flow Rate [veh/h]	1	0	0	654	10	0	4	596	3	10	516	130

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	664	603	656
Capacity of Entry and Bypass Lanes [veh/h]	715	750	1209	1362
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	715	750	1209	1362
X, volume / capacity	0.00	0.89	0.50	0.48

Movement, Approach, & Intersection Results

Lane LOS	A	D	A	A
95th-Percentile Queue Length [veh]	0.00	11.33	2.88	2.71
95th-Percentile Queue Length [ft]	0.11	283.34	71.94	67.63
Approach Delay [s/veh]	5.06	34.38	8.40	7.48
Approach LOS	A	D	A	A
Intersection Delay [s/veh]	17.05			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	53.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	2	238	5	14	140	7
Total Analysis Volume [veh/h]	1	0	1	0	0	0	9	953	19	54	559	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	12.43	44.98	53.28	16.43	45.83	52.99	0.00	0.00	8.76	0.00	0.00	10.18
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.00	0.00	0.00	0.06	0.06	0.06	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	1.16	1.16	1.16	0.00	0.00	0.00	1.49	1.49	1.49	3.01	3.01	3.01
d_A, Approach Delay [s/veh]	32.86			38.42			0.17			0.44		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	76.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	870	84	20	594
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	870	84	20	594
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	239	23	5	163
Total Analysis Volume [veh/h]	52	26	956	92	22	653
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.37	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	32.28	76.26	0.00	9.32	0.00	0.00
Movement LOS	D	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.31	2.31	0.33	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	57.86	57.86	8.25	8.25	0.00	0.00
d_A, Approach Delay [s/veh]	46.94		0.82		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	119.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	54	84	11	797	572	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	84	11	797	572	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	22	3	205	147	16
Total Analysis Volume [veh/h]	56	87	11	822	590	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.77	0.00	0.01	0.01	0.08
d_M, Delay for Movement [s/veh]	97.24	119.66	0.00	0.00	0.00	9.83
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.62	6.62	0.00	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	165.54	165.54	0.00	0.00	6.43	6.43
d_A, Approach Delay [s/veh]	110.88		0.00		0.96	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	25.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	0	11	17	140	0	0	94	3
Total Analysis Volume [veh/h]	1	0	0	9	0	43	69	558	1	0	376	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.19	0.00	0.01	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.34	20.61	21.64	15.97	23.80	25.16	0.00	0.00	8.02	0.00	0.00	8.78
Movement LOS	B	C	C	C	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.78	0.78	0.78	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	19.53	19.53	19.53	0.06	0.06	0.06	1.02	1.02	1.02
d_A, Approach Delay [s/veh]	10.34			23.57			0.01			0.29		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	45.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.326

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	103	41	29	524	310	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	41	29	524	310	188
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	11	8	139	82	50
Total Analysis Volume [veh/h]	110	44	31	557	330	200
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.33	0.00	0.01	0.00	0.20
d_M, Delay for Movement [s/veh]	25.48	45.25	0.00	0.00	0.00	9.51
Movement LOS	D	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.95	2.95	0.00	0.00	0.75	0.75
95th-Percentile Queue Length [ft/ln]	73.64	73.64	0.00	0.00	18.68	18.68
d_A, Approach Delay [s/veh]	31.13		0.00		3.59	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.26					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	518	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	518	431	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	142	118	0
Total Analysis Volume [veh/h]	0	13	26	569	474	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.75	20.08	0.00	0.00	0.00	8.63
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.06	4.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.08		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	25	252	302	141	142	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	252	302	141	142	29
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	68	81	38	38	8
Total Analysis Volume [veh/h]	27	271	325	152	153	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.54	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	19.03	21.29	0.00	0.00	0.00	7.55
Movement LOS	C	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.62	3.62	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	90.51	90.51	0.00	0.00	1.65	1.65
d_A, Approach Delay [s/veh]	21.08		0.00		1.27	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.79					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	145	162	125	112	95	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	162	125	112	95	165
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	41	31	28	24	41
Total Analysis Volume [veh/h]	145	162	125	112	95	165
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.12	0.38
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.12	16.13	20.02
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.29	2.76	2.76
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.27	7.27	68.91	68.91
d_A, Approach Delay [s/veh]	0.00		3.84		18.60	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	142	28	35	130	62	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	28	35	130	62	24
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	8	10	37	17	7
Total Analysis Volume [veh/h]	160	31	39	146	70	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.63	0.00	0.00	9.72	11.60
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	1.70	1.70	0.00	0.00	10.55	10.55
d_A, Approach Delay [s/veh]	1.24		0.00		10.24	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	77	0	67	68	0	6	0	631	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	67	68	0	6	0	631	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	17	17	0	2	0	158	0
Total Analysis Volume [veh/h]	77	0	67	68	0	6	0	631	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	6			631			67		
Exiting Flow Rate [veh/h]	699			67			83		
Demand Flow Rate [veh/h]	77	0	67	68	0	6	0	631	0
Adjusted Demand Flow Rate [veh/h]	77	0	67	68	0	6	0	631	0

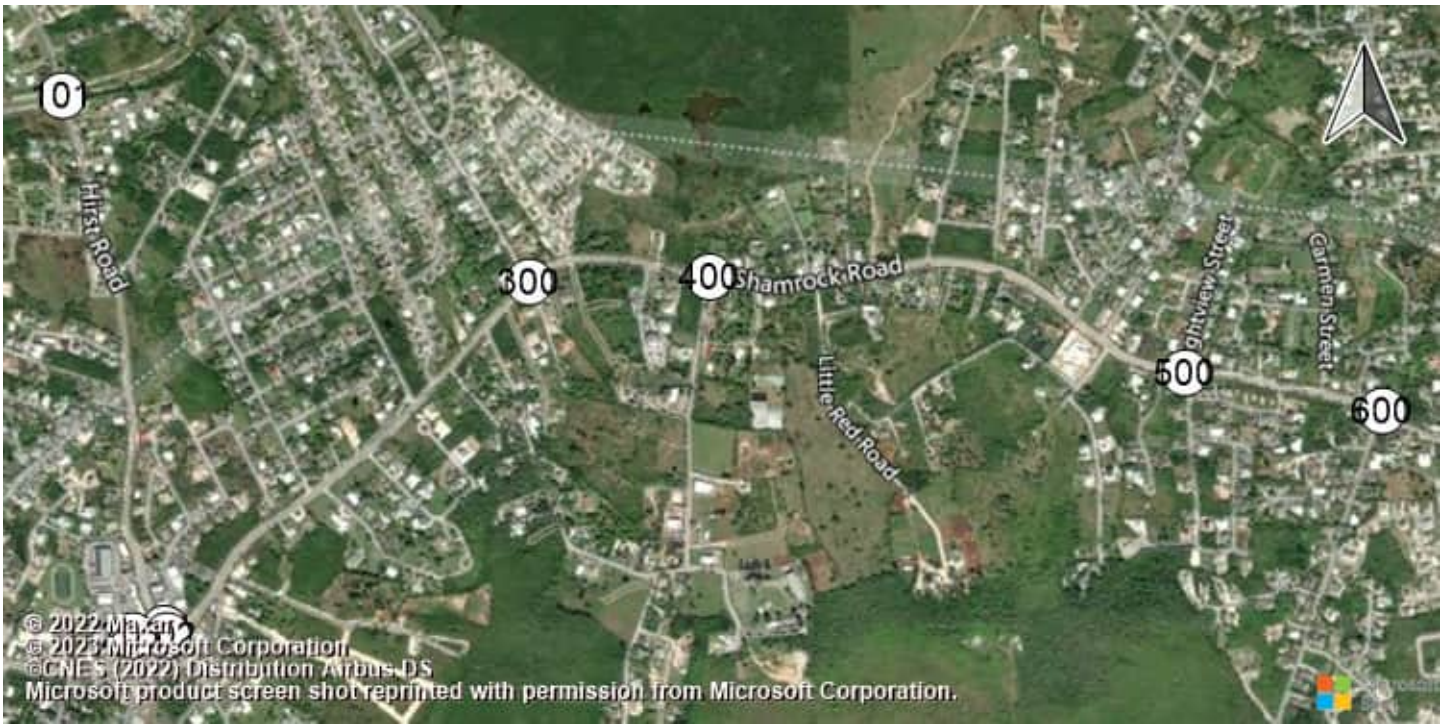
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	144	74	631
Capacity of Entry and Bypass Lanes [veh/h]	1372	726	1289
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1372	726	1289
X, volume / capacity	0.10	0.10	0.49

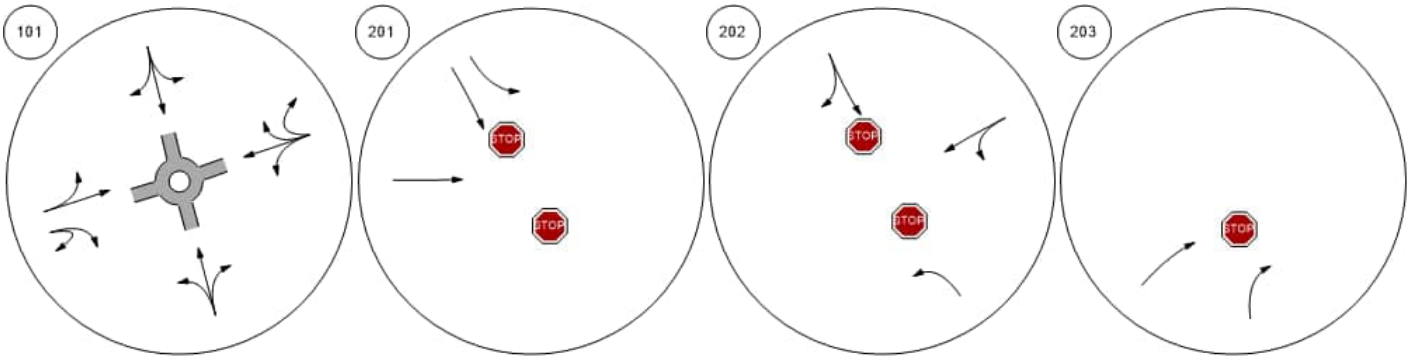
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.35	0.34	2.78
95th-Percentile Queue Length [ft]	8.78	8.49	69.58
Approach Delay [s/veh]	3.46	6.04	7.89
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.98		
Intersection LOS	A		

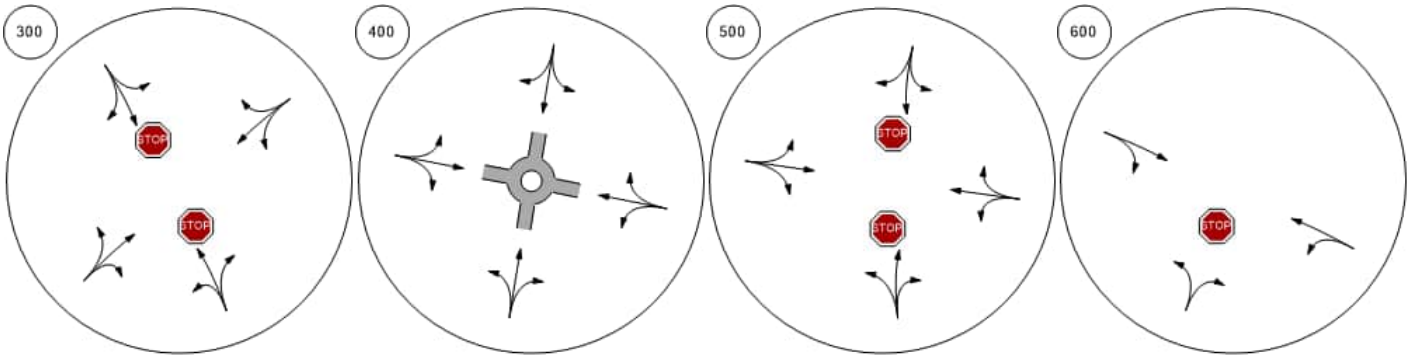
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



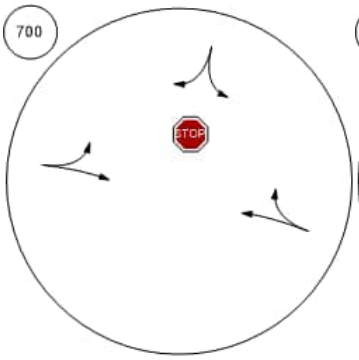
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



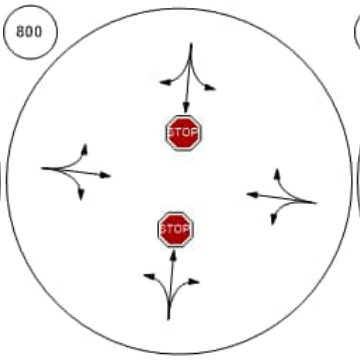
Lane Configuration and Traffic Control



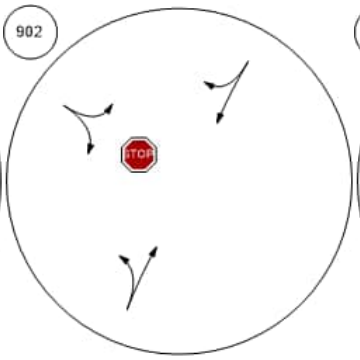
Shamrock Road at Northward



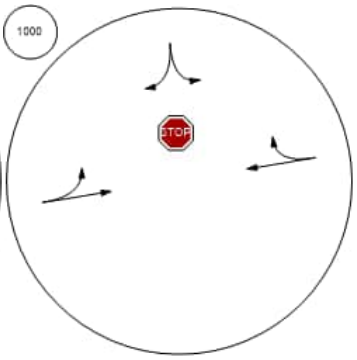
Shamrock Road at Condor R



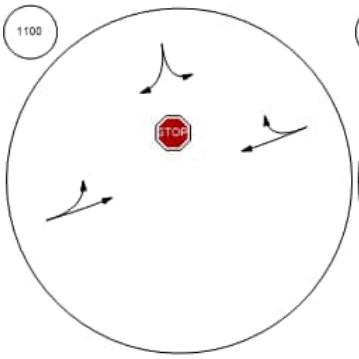
Bodden Town Road at Bodde



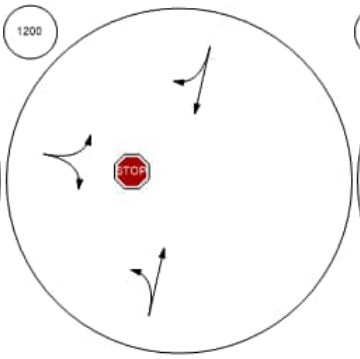
Bodden Town Road at Long



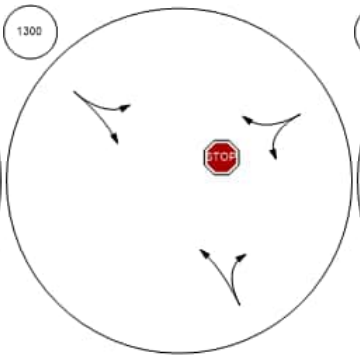
Frank Sound Road at Bodde



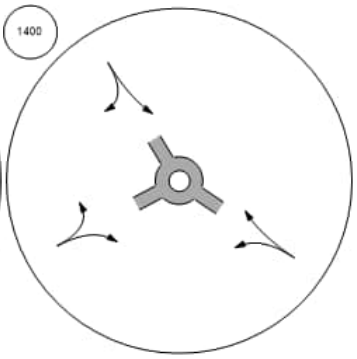
Frank Sound Road at Clifton



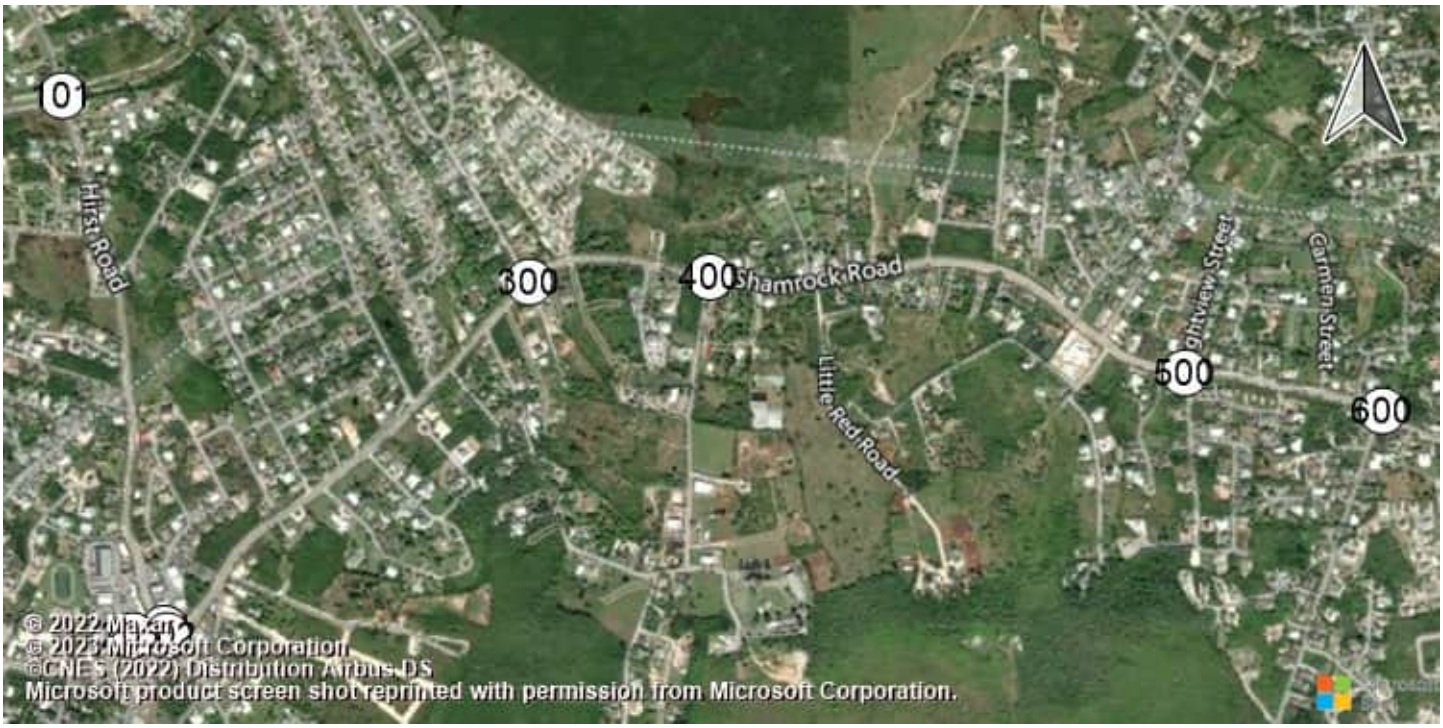
Frank Sound Road at North S



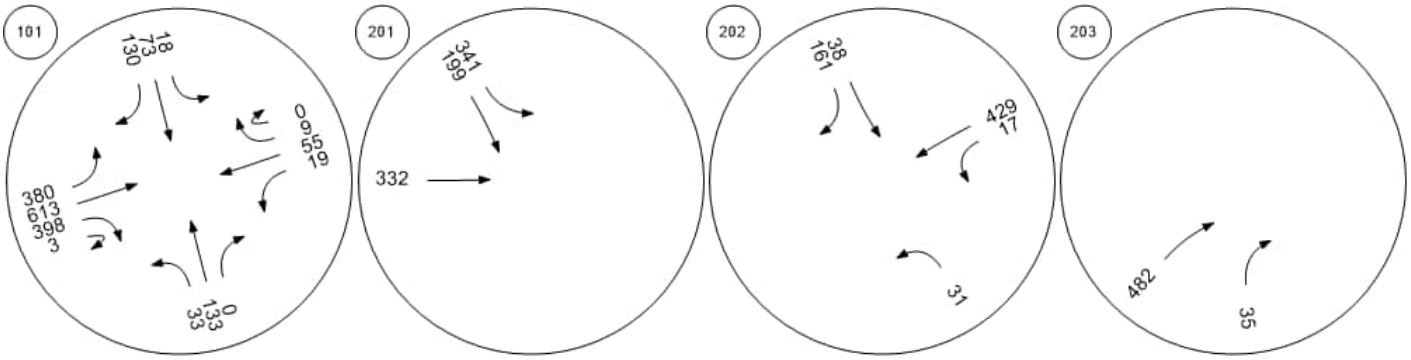
East-West Arterial at Agricola



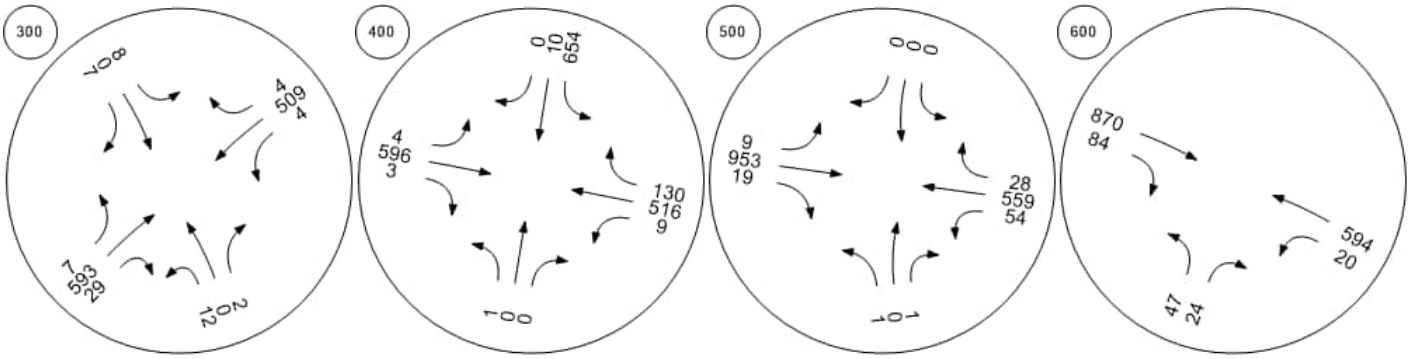
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



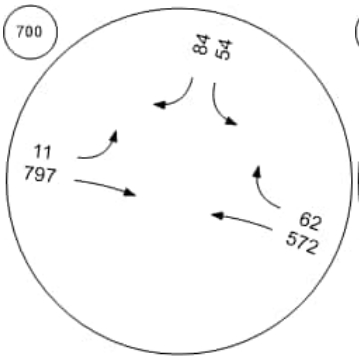
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



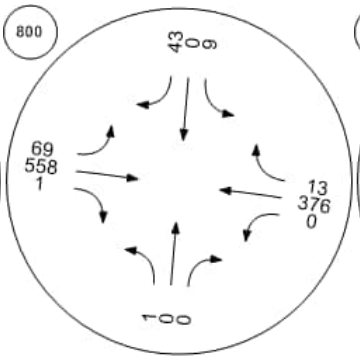
Traffic Volume - Base Volume



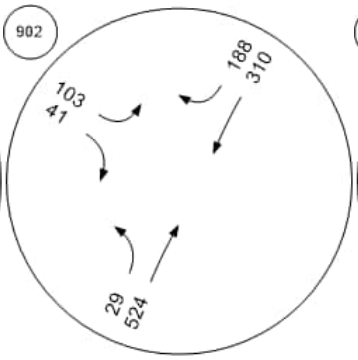
Shamrock Road at Northward



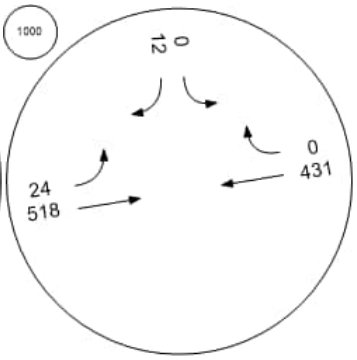
Shamrock Road at Condor R



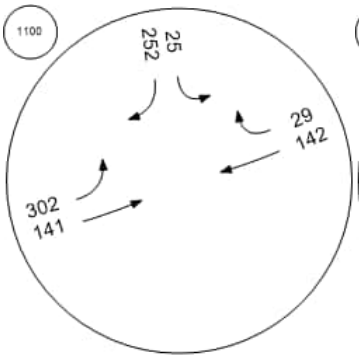
Bodden Town Road at Bodde



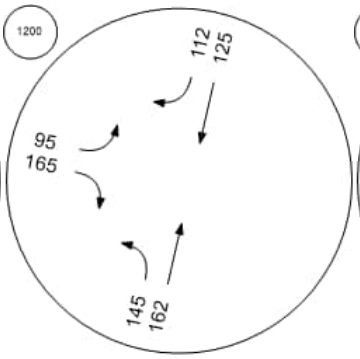
Bodden Town Road at Long



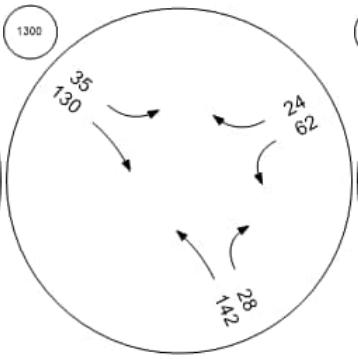
Frank Sound Road at Bodde



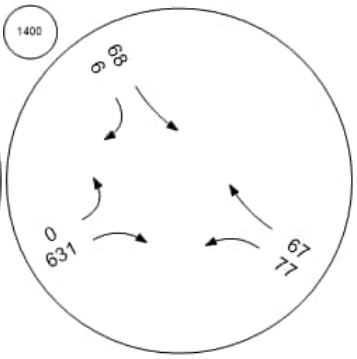
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	8	0	38	30	17	62	0	522	54	306	6	19	24	921	0	4	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	38	30	17	62	0	522	54	306	6	19	24	921	0	4	0
Peak Hour 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	1.0	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	2	0	10	8	4	16	0	131	14	77	2	5	6	230	0	1	0
Total Analysis Volume [veh/h]	8	0	38	30	17	62	0	522	54	306	6	19	24	921	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1466				361				72				609				
Exiting Flow Rate [veh/h]	92				96				1470				353				
Demand Flow Rate [veh/h]	8	0	38	30	17	62	0	522	54	306	6	19	24	921	0	4	0
Adjusted Demand Flow Rate [veh/h]	8	0	38	30	17	62	0	522	54	306	6	19	24	921	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	76	601	205	181	503	447
Capacity of Entry and Bypass Lanes [veh/h]	409	1045	1336	1264	847	771
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	409	1045	1336	1264	847	771
X, volume / capacity	0.19	0.58	0.15	0.14	0.59	0.58

Movement, Approach, & Intersection Results

Lane LOS	B	B	A	A	B	B
95th-Percentile Queue Length [veh]	0.67	3.80	0.54	0.50	4.02	3.77
95th-Percentile Queue Length [ft]	16.87	95.06	13.47	12.49	100.49	94.22
Approach Delay [s/veh]	11.75	10.88	3.99		13.50	
Approach LOS	B	B	A		B	
Intersection Delay [s/veh]	10.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	19	105	0	0	191	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	19	105	0	0	191	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	28	0	0	51	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	20	113	0	0	205	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.39	11.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				A	B			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.07	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.83	14.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			10.91			0.00			0.00			
Approach LOS	A			B			A			A			
d_I, Intersection Delay [s/veh]	4.29												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	0	0	6	99	0	0	0	7	633	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	0	0	6	99	0	0	0	7	633	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	2	27	0	0	0	2	170	0
Total Analysis Volume [veh/h]	35	0	0	0	6	106	0	0	0	8	681	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.31	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.64	0.00	0.00	0.00	19.88	20.87	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	B				C	C				A	A	
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	1.41	1.41	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.27	0.00	0.00	0.00	35.36	35.36	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.64			20.82			0.00			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	17	245	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	245	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	66	0	0	0
Total Analysis Volume [veh/h]	0	18	263	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.05	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.89	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.05		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	0	6	0	0	18	3	97	6	2	584	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	6	0	0	18	3	97	6	2	584	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	5	1	24	2	1	146	0
Total Analysis Volume [veh/h]	41	0	6	0	0	19	3	97	6	2	584	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.78	15.65	15.86	9.45	15.57	17.02	0.00	0.00	8.63	0.00	0.00	7.39
Movement LOS	B	C	C	A	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.19	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.96	7.96	7.96	4.73	4.73	4.73	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.18			17.02			0.49			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	5	1	20	13	34	8	94	1	3	549	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	5	1	20	13	34	8	94	1	3	549	66
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	5	3	9	2	24	0	1	137	17
Total Analysis Volume [veh/h]	3	5	1	20	13	34	8	94	1	3	549	66
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	649			96			72			48		
Exiting Flow Rate [veh/h]	17			79			586			115		
Demand Flow Rate [veh/h]	3	5	1	20	13	34	8	94	1	3	549	66
Adjusted Demand Flow Rate [veh/h]	3	5	1	20	13	34	8	94	1	3	549	66

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	67	103	618
Capacity of Entry and Bypass Lanes [veh/h]	712	1252	1283	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	712	1252	1283	1315
X, volume / capacity	0.01	0.05	0.08	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.17	0.26	2.59
95th-Percentile Queue Length [ft]	0.96	4.24	6.54	64.67
Approach Delay [s/veh]	5.19	3.31	3.45	7.50
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.60			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	5	3	0	5	0	114	0	0	538	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	5	3	0	5	0	114	0	0	538	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	1	0	1	0	29	0	0	135	0
Total Analysis Volume [veh/h]	8	0	5	3	0	5	0	114	0	0	538	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.80	14.45	14.65	8.94	14.36	14.70	0.00	0.00	8.46	0.00	0.00	7.42
Movement LOS	B	B	B	A	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.05	0.05	0.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.13	2.13	2.13	1.26	1.26	1.26	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.89			12.54			0.00			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	140	21	113	10	13	398
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	21	113	10	13	398
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	6	31	3	4	109
Total Analysis Volume [veh/h]	154	23	124	11	14	437
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.05	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.38	15.24	0.00	8.25	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	1.25	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	31.13	31.13	0.74	0.74	0.00	0.00
d_A, Approach Delay [s/veh]	13.62		0.67		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	19	3	12	133	377	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	3	12	133	377	23
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	3	34	97	6
Total Analysis Volume [veh/h]	20	3	12	137	389	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.09	12.79	0.00	0.00	0.00	7.53
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	2.19	2.19	0.00	0.00	1.27	1.27
d_A, Approach Delay [s/veh]	9.57		0.00		0.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.264

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	2	0	191	55	91	0	0	94	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	2	0	191	55	91	0	0	94	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	48	14	23	0	0	24	2
Total Analysis Volume [veh/h]	4	1	0	2	0	191	55	91	0	0	94	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.74	10.56	9.97	10.62	12.14	11.76	0.00	0.00	7.38	0.00	0.00	7.50
Movement LOS	A	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.07	1.07	1.07	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	26.76	26.76	26.76	0.00	0.00	0.00	0.36	0.36	0.36
d_A, Approach Delay [s/veh]	9.11			11.75			0.00			0.52		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	5.32											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	27	19	13	72	22	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	19	13	72	22	48
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	3	19	6	13
Total Analysis Volume [veh/h]	29	20	14	77	23	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	8.91	10.00	0.00	0.00	0.00	7.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	4.44	4.44	0.00	0.00	2.61	2.61
d_A, Approach Delay [s/veh]	9.36		0.00		5.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.92					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	58	27	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	58	27	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	16	7	0
Total Analysis Volume [veh/h]	0	15	1	64	30	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.65	9.02	0.00	0.00	0.00	7.32
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.26	1.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.02		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	67	8	21	29	14	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	8	21	29	14	79
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	2	6	8	4	21
Total Analysis Volume [veh/h]	72	9	23	31	15	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	8.81	10.30	0.00	0.00	0.00	7.38
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.00	0.00	0.17	0.17
95th-Percentile Queue Length [ft/ln]	6.69	6.69	0.00	0.00	4.22	4.22
d_A, Approach Delay [s/veh]	8.97		0.00		6.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.76					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	36	113	67	193	224	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	113	67	193	224	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	28	17	48	56	2
Total Analysis Volume [veh/h]	36	113	67	193	224	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.13	0.24	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.88	10.28	15.14
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.46	0.46	1.03	1.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	11.53	11.53	25.63	25.63
d_A, Approach Delay [s/veh]	0.00		5.85		10.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.13					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	92	28	10	69	36	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	28	10	69	36	4
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	8	3	19	10	1
Total Analysis Volume [veh/h]	103	31	11	78	40	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	7.42	0.00	0.00	8.85	10.13
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	1.56	1.56	0.00	0.00	3.63	3.63
d_A, Approach Delay [s/veh]	1.72		0.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.34					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	104	17	11	42	48	25	3	324	26	1	821	23	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	17	11	42	48	25	3	324	26	1	821	23	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	26	4	3	11	12	6	1	81	7	0	205	6	1
Total Analysis Volume [veh/h]	104	17	11	42	48	25	3	324	26	1	821	23	5
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	874			366			56			99			
Exiting Flow Rate [veh/h]	75			43			950			382			
Demand Flow Rate [veh/h]	104	17	11	42	48	25	3	324	26	1	821	23	5
Adjusted Demand Flow Rate [veh/h]	104	17	11	42	48	25	3	324	26	1	821	23	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00	1380.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	132	115	327	26	850
Capacity of Entry and Bypass Lanes [veh/h]	566	951	1350	1350	1248
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	566	951	1350	1350	1248
X, volume / capacity	0.23	0.12	0.24	0.02	0.68

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	B
95th-Percentile Queue Length [veh]	0.90	0.41	0.95	0.06	5.75
95th-Percentile Queue Length [ft]	22.45	10.29	23.81	1.47	143.76
Approach Delay [s/veh]	9.45	4.92	4.59		12.22
Approach LOS	A	A	A		B
Intersection Delay [s/veh]	9.53				
Intersection LOS	A				

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	381	0	0	849
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	381	0	0	849
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	95	0	0	212
Total Analysis Volume [veh/h]	0	0	381	0	0	849
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	14.90	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.90		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1500: East-West Arterial at Will T Connector #1

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Will T Connector #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	30	0	381	0	6	819
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	381	0	6	819
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	95	0	2	205
Total Analysis Volume [veh/h]	30	0	381	0	6	819
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	15.33	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.42	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.33		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	381	1	825
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	381	1	825
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	0	206
Total Analysis Volume [veh/h]	381	1	825
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	15.82	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.23	0.00
d_A, Approach Delay [s/veh]	0.04		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.01		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	215	0	381	0	1	609
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	215	0	381	0	1	609
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	95	0	0	152
Total Analysis Volume [veh/h]	215	0	381	0	1	609
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	17.58	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A		A	A
95th-Percentile Queue Length [veh/ln]	2.14	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	53.59	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.58		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.13					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	77	0	381	0	4	533
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	381	0	4	533
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	95	0	1	133
Total Analysis Volume [veh/h]	77	0	381	0	4	533
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	12.60	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.48	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.09	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.60		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	29	0	381	0	99	508
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	381	0	99	508
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	95	0	25	127
Total Analysis Volume [veh/h]	29	0	381	0	99	508
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.67	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.02	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.67		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	381	607	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	381	607	3
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	152	1
Total Analysis Volume [veh/h]	381	607	3
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	10.51
Movement LOS	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34
d_A, Approach Delay [s/veh]	0.00	0.05	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.03		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Lookout Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lookout Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	47	0	360	24	5	563
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	0	360	24	5	563
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	90	6	1	141
Total Analysis Volume [veh/h]	47	0	360	24	5	563
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	12.46	0.00	0.00	8.64	0.00	0.00
Movement LOS	B		A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.00	0.00	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.27	0.00	0.00	1.82	0.00	0.00
d_A, Approach Delay [s/veh]	12.46		0.54		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.79					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	318	42	526
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	318	42	526
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	11	132
Total Analysis Volume [veh/h]	318	42	526
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01
d_M, Delay for Movement [s/veh]	0.00	12.42	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.47	0.00
d_A, Approach Delay [s/veh]	1.45		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.59		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	28	0	318	0	34	498
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	0	318	0	34	498
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	80	0	9	125
Total Analysis Volume [veh/h]	28	0	318	0	34	498
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.57	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.82	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.57		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	286	32	500
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	286	32	500
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	8	125
Total Analysis Volume [veh/h]	286	32	500
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	0.00	11.97	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.64	0.00
d_A, Approach Delay [s/veh]	1.20		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.47		
Intersection LOS	B		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	44	0	286	0	5	456
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	0	286	0	5	456
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	72	0	1	114
Total Analysis Volume [veh/h]	44	0	286	0	5	456
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.83	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.38		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	282	5	456	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	282	5	456	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	1	114	1
Total Analysis Volume [veh/h]	282	5	456	3
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.20	0.00	9.74
Movement LOS	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.65	0.00	0.30
d_A, Approach Delay [s/veh]	0.20		0.06	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.11			
Intersection LOS	B			

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	285	0	0	459
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	285	0	0	459
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	71	0	0	115
Total Analysis Volume [veh/h]	0	0	285	0	0	459
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.94	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.94		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	285	0	459
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	285	0	459
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	0	115
Total Analysis Volume [veh/h]	285	0	459
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free		Free
Flared Lane			
Storage Area [veh]	0		0
Two-Stage Gap Acceptance			
Number of Storage Spaces in Median	0		0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	11.17	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.108

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	72	0	285	0	25	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	0	285	0	25	387
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	71	0	6	97
Total Analysis Volume [veh/h]	72	0	285	0	25	387
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.07	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.06	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.07		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	5.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	275	62	69	118	75	191	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	62	69	118	75	191	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	16	17	30	19	48	5
Total Analysis Volume [veh/h]	275	62	69	118	75	191	19
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	137		210		62		
Exiting Flow Rate [veh/h]	260		137		412		
Demand Flow Rate [veh/h]	275	62	69	118	75	191	19
Adjusted Demand Flow Rate [veh/h]	275	62	69	118	75	191	19

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	337	187	285
Capacity of Entry and Bypass Lanes [veh/h]	1201	1114	1296
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1201	1114	1296
X, volume / capacity	0.28	0.17	0.22

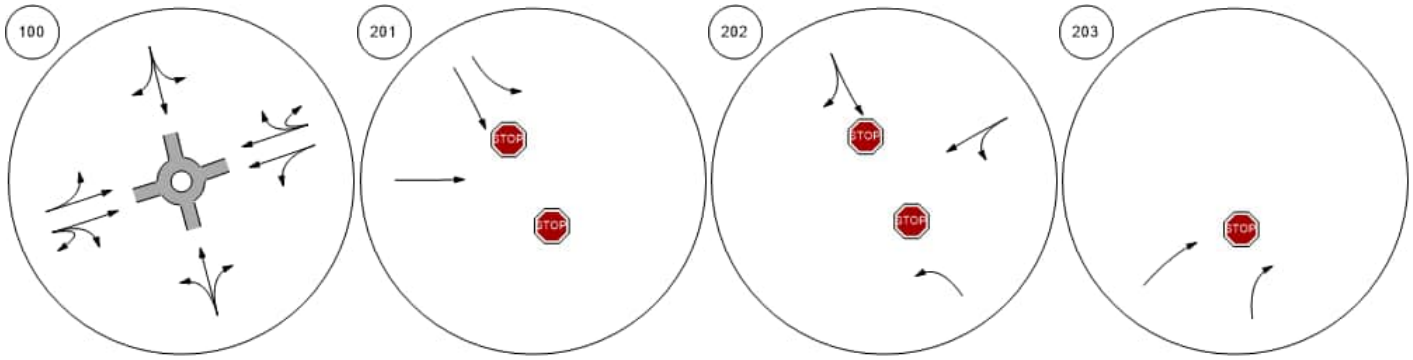
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.16	0.60	0.84
95th-Percentile Queue Length [ft]	28.98	15.05	21.01
Approach Delay [s/veh]	5.57	4.72	4.66
Approach LOS	A	A	A
Intersection Delay [s/veh]	5.05		
Intersection LOS	A		

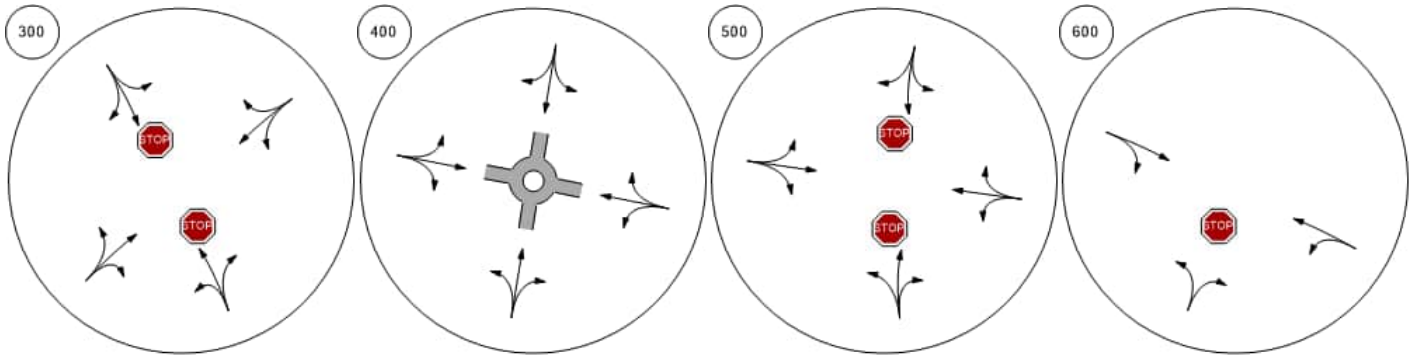
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



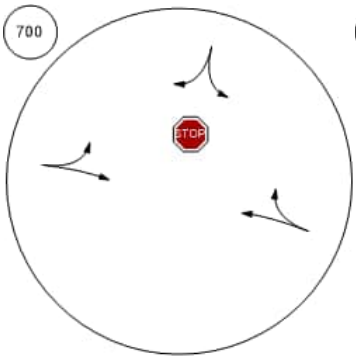
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



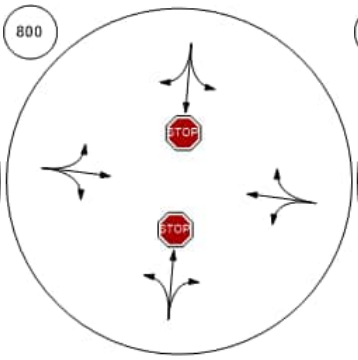
Lane Configuration and Traffic Control



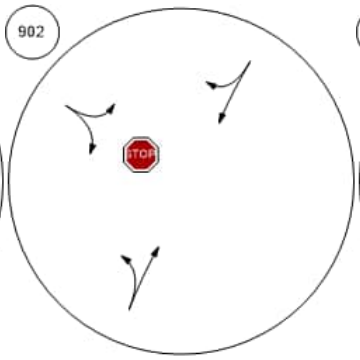
Shamrock Road at Northward



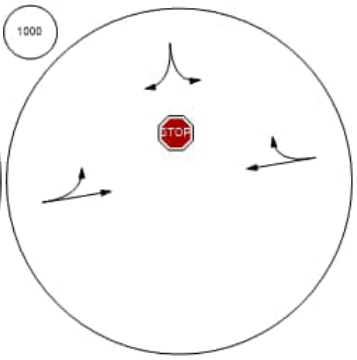
Shamrock Road at Condor R



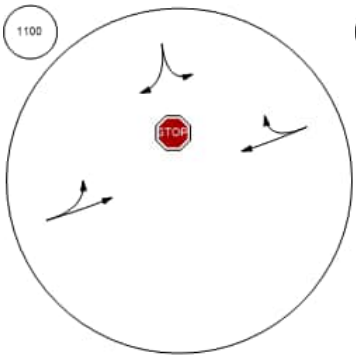
Bodden Town Road at Bodde



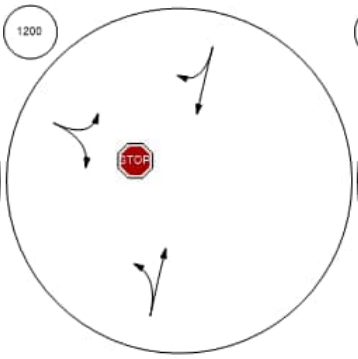
Bodden Town Road at Long



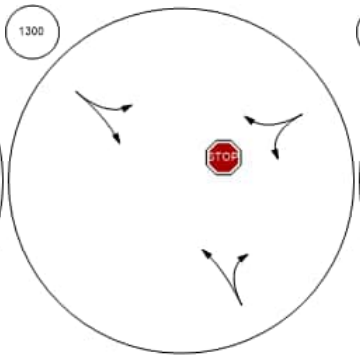
Bodden Town Road at Frank



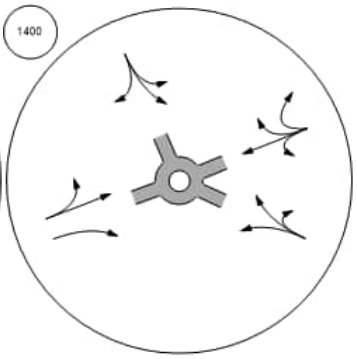
Frank Sound Road at Clifton



Frank Sound Road at North S



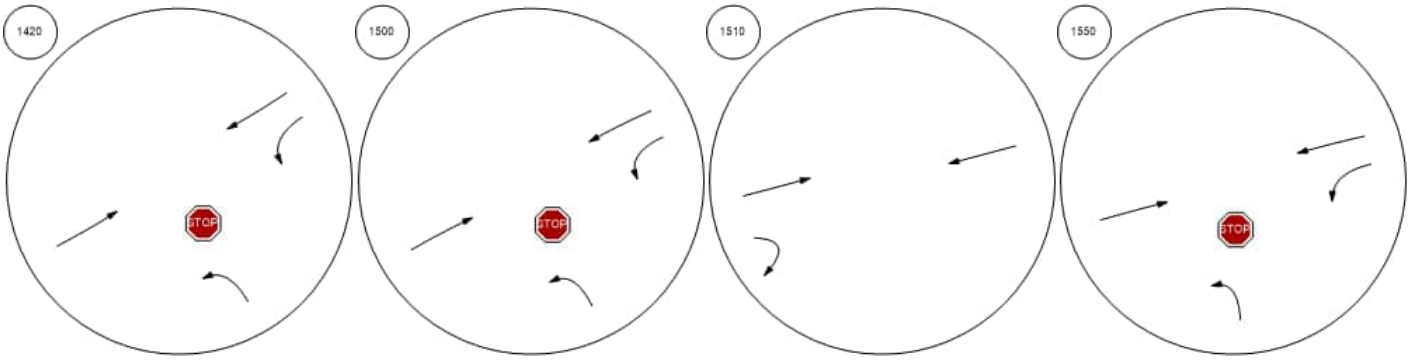
East-West Arterial at Agricola



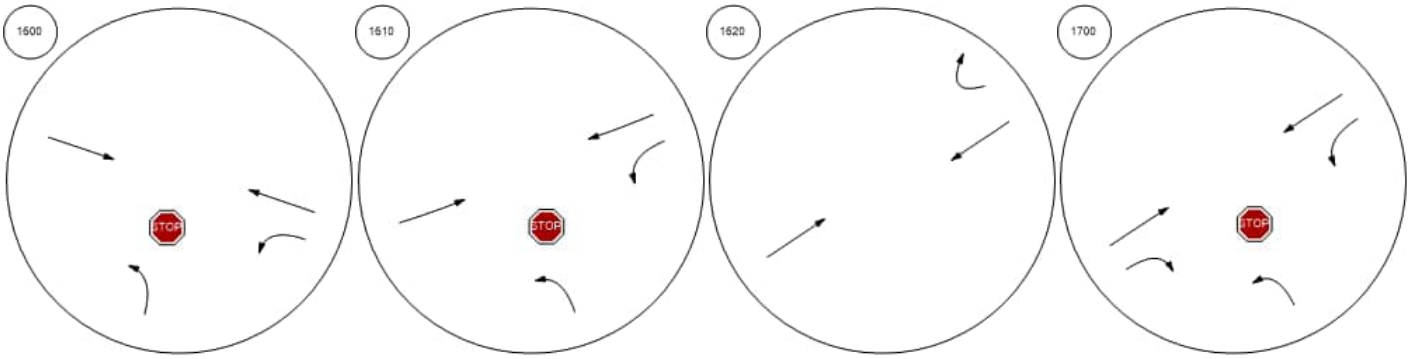
Lane Configuration and Traffic Control



East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn East-West Arterial at Will T C



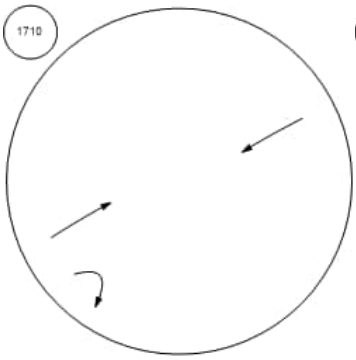
East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at Lookout



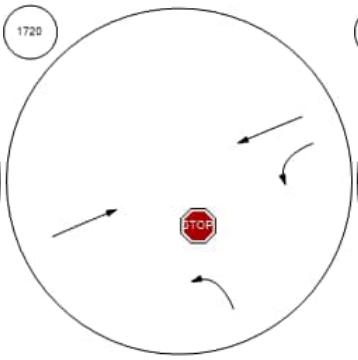
Lane Configuration and Traffic Control



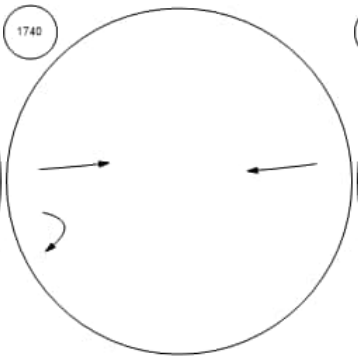
East-West Arterial at U-Turn



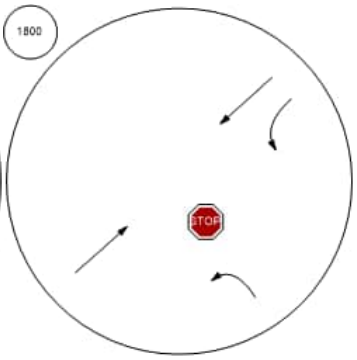
East-West Arterial at South A



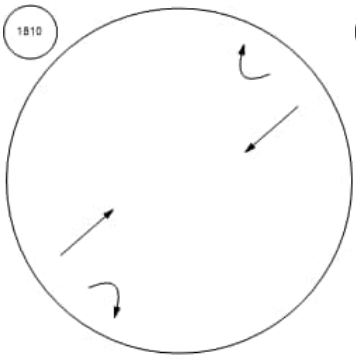
East-West Arterial at U-Turn



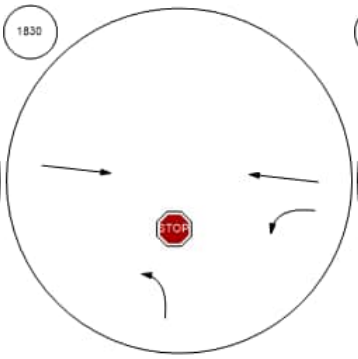
East-West Arterial at Long Fe



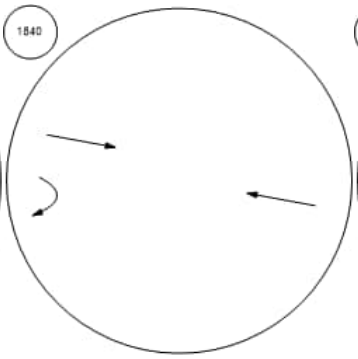
East-West Arterial at U-Turn



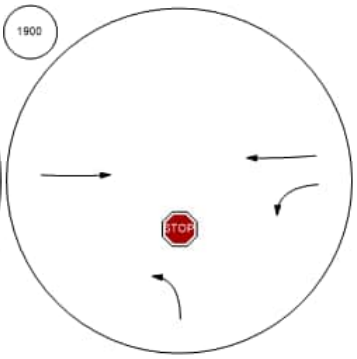
East-West Arterial at South A



East-West Arterial at U-Turn



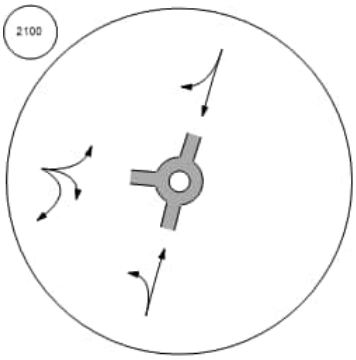
East-West Arterial at Steppin



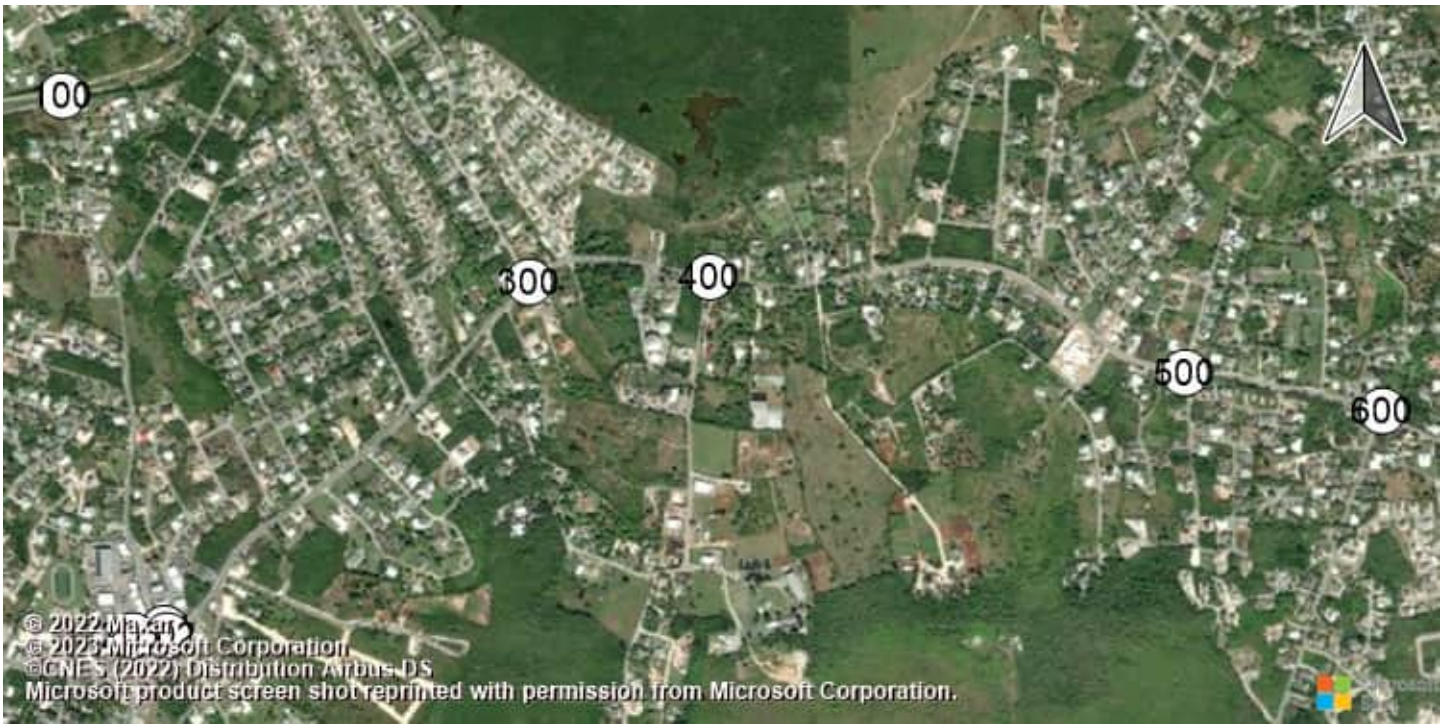
Lane Configuration and Traffic Control



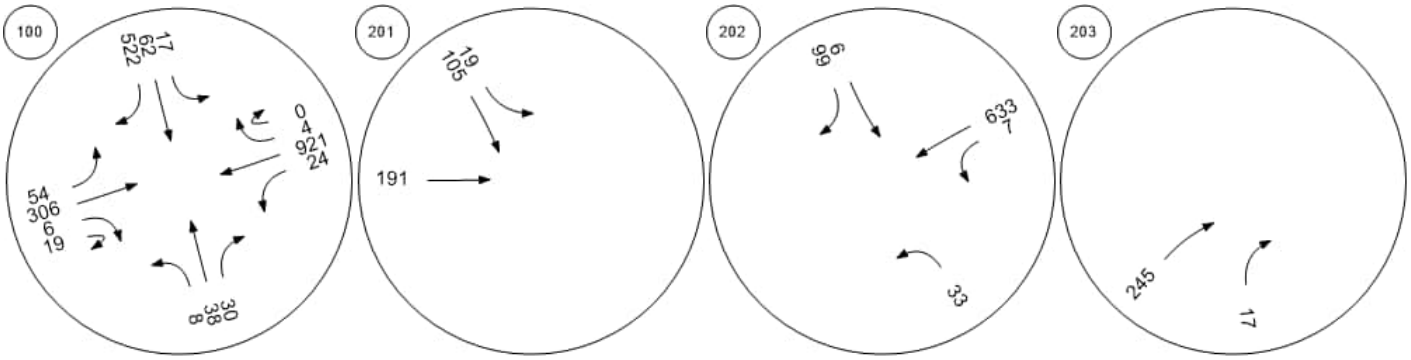
Frank Sound Road at East-W



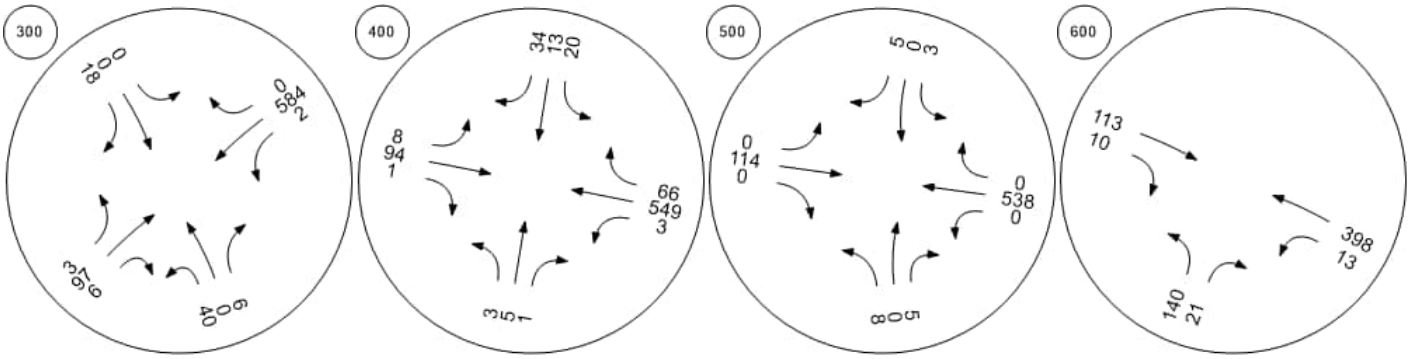
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



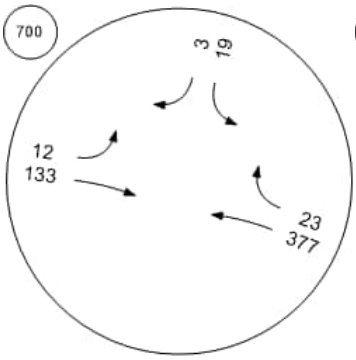
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



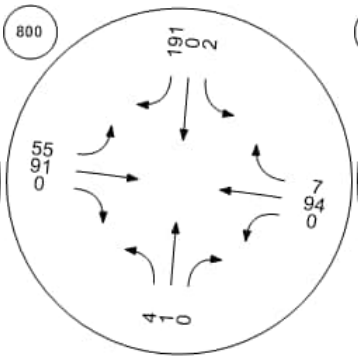
Traffic Volume - Base Volume



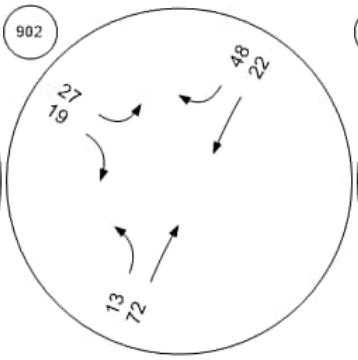
Shamrock Road at Northward



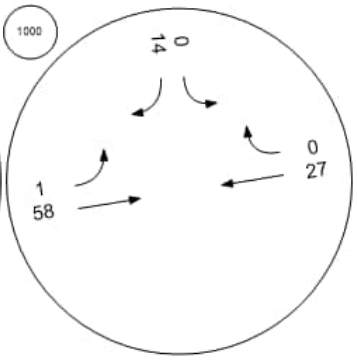
Shamrock Road at Condor R



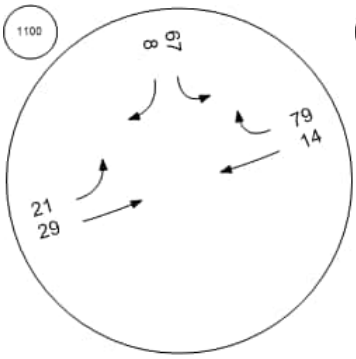
Bodden Town Road at Bodde



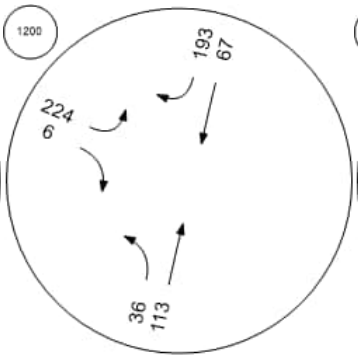
Bodden Town Road at Long



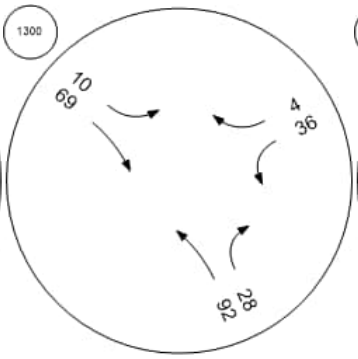
Bodden Town Road at Frank



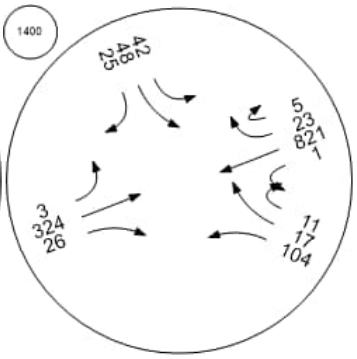
Frank Sound Road at Clifton



Frank Sound Road at North S



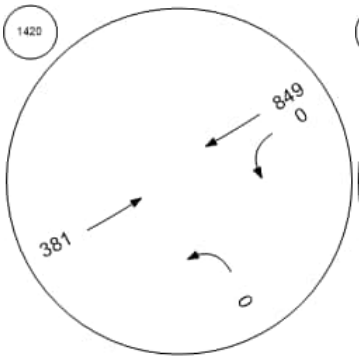
East-West Arterial at Agricola



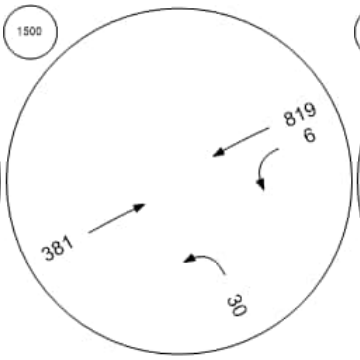
Traffic Volume - Base Volume



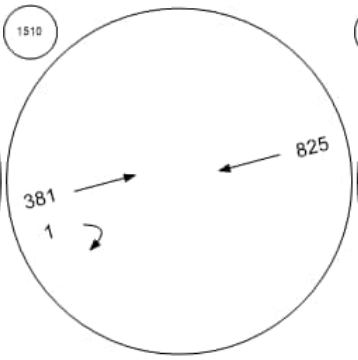
East-West Arterial at South A



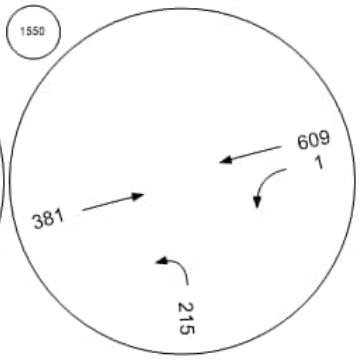
East-West Arterial at Will T C



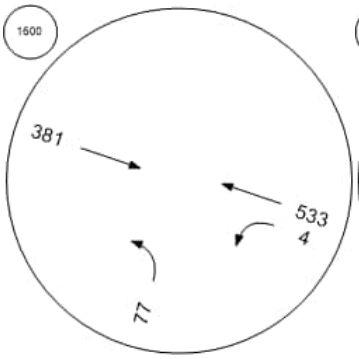
East-West Arterial at U-Turn



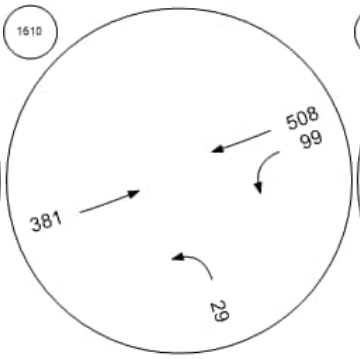
East-West Arterial at Will T C



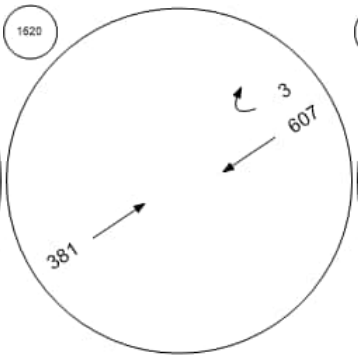
East-West Arterial at Northwa



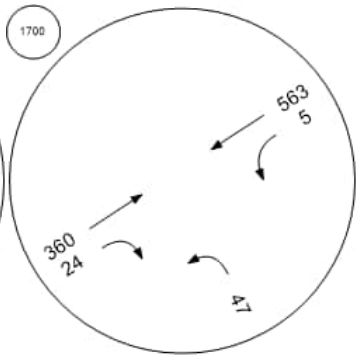
East-West Arterial at South A



East-West Arterial at U-Turn



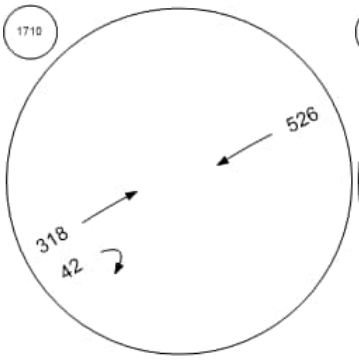
East-West Arterial at Lookout



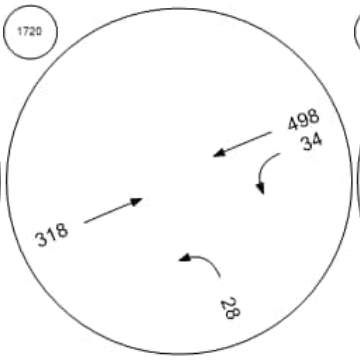
Traffic Volume - Base Volume



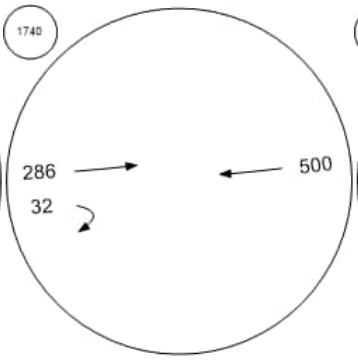
East-West Arterial at U-Turn



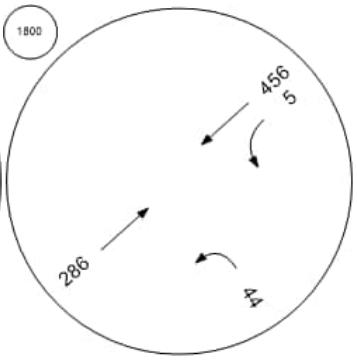
East-West Arterial at South A



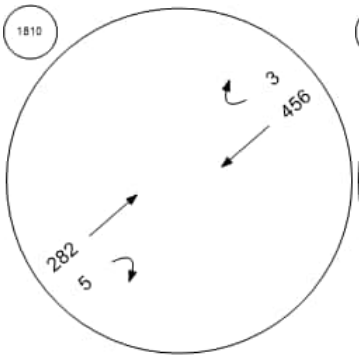
East-West Arterial at U-Turn



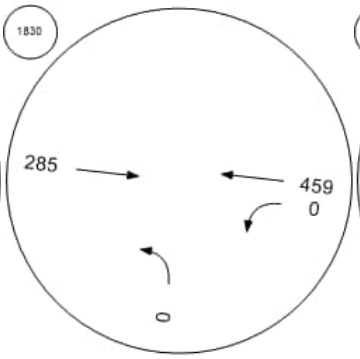
East-West Arterial at Long Fe



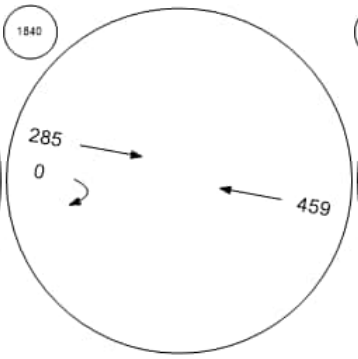
East-West Arterial at U-Turn



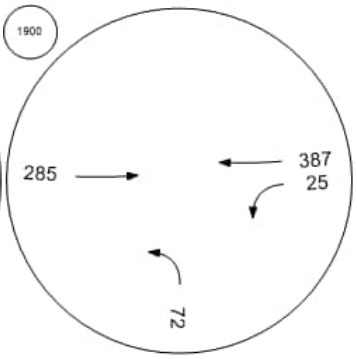
East-West Arterial at South A



East-West Arterial at U-Turn



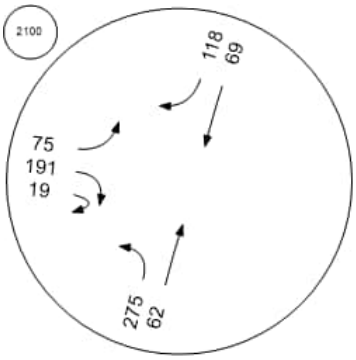
East-West Arterial at Steppin



Traffic Volume - Base Volume



Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	200	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	25	0	133	18	0	65	0	128	370	939	52	3	53	364	0	13	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	133	18	0	65	0	128	370	939	52	3	53	364	0	13	0
Peak Hour 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	1.0	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	6	0	33	5	0	16	0	32	93	235	13	1	13	91	0	3	0
Total Analysis Volume [veh/h]	25	0	133	18	0	65	0	128	370	939	52	3	53	364	0	13	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	508				1012				164				248				
Exiting Flow Rate [veh/h]	170				516				520				957				
Demand Flow Rate [veh/h]	25	0	133	18	0	65	0	128	370	939	52	3	53	364	0	13	0
Adjusted Demand Flow Rate [veh/h]	25	0	133	18	0	65	0	128	370	939	52	3	53	364	0	13	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	176	193	723	642	228	203
Capacity of Entry and Bypass Lanes [veh/h]	923	601	1236	1161	1151	1075
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	923	601	1236	1161	1151	1075
X, volume / capacity	0.19	0.32	0.59	0.55	0.20	0.19

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.70	1.38	3.99	3.51	0.74	0.69
95th-Percentile Queue Length [ft]	17.56	34.56	99.63	87.75	18.42	17.26
Approach Delay [s/veh]	5.78	10.41	9.75		4.97	
Approach LOS	A	B	A		A	
Intersection Delay [s/veh]	8.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	20	191	0	0	412	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	20	191	0	0	412	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	51	0	0	111	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	22	205	0	0	443	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.03	16.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				B	C			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	1.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.76	47.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			16.10			0.00			0.00			
Approach LOS	A			C			A			A			
d_I, Intersection Delay [s/veh]	5.45												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	31	0	0	0	19	172	0	0	0	11	192	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	0	0	19	172	0	0	0	11	192	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	5	46	0	0	0	3	52	0
Total Analysis Volume [veh/h]	33	0	0	0	20	185	0	0	0	12	206	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.03	0.26	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.50	0.00	0.00	0.00	12.27	12.01	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A				B	B				A	A	
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	1.18	1.18	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.09	0.00	0.00	0.00	29.55	29.55	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.50			12.03			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.10											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	28	578	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	28	578	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	155	0	0	0
Total Analysis Volume [veh/h]	0	30	622	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.50	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.50		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	2	4	0	12	5	360	29	5	261	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	2	4	0	12	5	360	29	5	261	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	3	1	90	7	1	65	0
Total Analysis Volume [veh/h]	12	0	2	4	0	12	5	360	30	5	261	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.03	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.73	15.09	15.31	10.62	15.36	15.74	0.00	0.00	7.81	0.00	0.00	7.99
Movement LOS	A	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.13	0.13	0.13	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.61	1.61	1.61	3.14	3.14	3.14	1.76	1.76	1.76	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.53			14.46			0.59			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.89											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	5.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	198	16	35	10	353	3	8	230	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	198	16	35	10	353	3	8	230	40
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	50	4	9	3	88	1	2	58	10
Total Analysis Volume [veh/h]	1	0	0	198	16	35	10	353	3	9	230	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	305			356			40			54		
Exiting Flow Rate [veh/h]	28			50			266			551		
Demand Flow Rate [veh/h]	1	0	0	198	16	35	10	353	3	8	230	40
Adjusted Demand Flow Rate [veh/h]	1	0	0	198	16	35	10	353	3	9	230	40

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	249	366	279
Capacity of Entry and Bypass Lanes [veh/h]	1012	960	1325	1307
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1012	960	1325	1307
X, volume / capacity	0.00	0.26	0.28	0.21

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.04	1.13	0.81
95th-Percentile Queue Length [ft]	0.07	25.97	28.36	20.25
Approach Delay [s/veh]	3.57	6.36	5.13	4.57
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	5.30			
Intersection LOS	A			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	1	0	0	0	17	430	23	50	219	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	0	0	0	17	430	23	50	219	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	4	108	6	13	55	5
Total Analysis Volume [veh/h]	1	0	1	0	0	0	17	430	23	50	219	20
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	9.54	16.43	16.65	10.78	16.65	16.64	0.00	0.00	7.81	0.00	0.00	8.26
Movement LOS	A	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.34	0.34	0.34	0.00	0.00	0.00	1.34	1.34	1.34	1.36	1.36	1.36
d_A, Approach Delay [s/veh]	13.09			14.69			0.38			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.49											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.085

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	47	24	347	85	19	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	24	347	85	19	242
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	95	23	5	66
Total Analysis Volume [veh/h]	52	26	381	93	21	266
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.09	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	10.96	18.05	0.00	8.02	0.00	0.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.40	13.40	5.83	5.83	0.00	0.00
d_A, Approach Delay [s/veh]	13.32		1.57		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	42	33	18	266	269	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	33	18	266	269	19
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	9	5	69	69	5
Total Analysis Volume [veh/h]	43	34	19	274	277	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.07	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	10.65	13.77	0.00	0.00	0.00	7.86
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	11.20	11.20	0.00	0.00	1.19	1.19
d_A, Approach Delay [s/veh]	12.03		0.00		0.53	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	5	0	74	71	153	1	0	155	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	5	0	74	71	153	1	0	155	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	19	18	38	0	0	39	3
Total Analysis Volume [veh/h]	1	0	0	5	0	74	71	153	1	0	155	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.02	11.79	11.23	10.12	12.41	12.10	0.00	0.00	7.51	0.00	0.00	7.68
Movement LOS	A	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.08	11.40	11.40	11.40	0.05	0.05	0.05	0.73	0.73	0.73
d_A, Approach Delay [s/veh]	9.02			11.98			0.03			0.59		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	2.25											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	35	44	30	112	84	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	44	30	112	84	61
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	8	30	22	16
Total Analysis Volume [veh/h]	37	47	32	119	89	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.08	0.00	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	9.57	11.49	0.00	0.00	0.00	7.61
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.39	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	9.83	9.83	0.00	0.00	3.54	3.54
d_A, Approach Delay [s/veh]	10.64		0.00		3.21	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	81	106	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	81	106	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	22	29	0
Total Analysis Volume [veh/h]	0	13	26	89	116	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	9.73	0.00	0.00	0.00	7.42
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.28	1.28	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	141	39	35	27	57	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	39	35	27	57	116
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	10	9	7	15	31
Total Analysis Volume [veh/h]	152	42	38	29	61	125
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.07	0.00	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	9.64	12.22	0.00	0.00	0.00	7.45
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.83	0.83	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	20.84	20.84	0.00	0.00	6.36	6.36
d_A, Approach Delay [s/veh]	10.20		0.00		5.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	21.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.170

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	25	131	173	249	228	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	131	173	249	228	48
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	33	43	62	57	12
Total Analysis Volume [veh/h]	25	131	173	249	228	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.17	0.25	0.17
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.03	12.88	21.65
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.63	0.63	2.08	2.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.66	15.66	52.12	52.12
d_A, Approach Delay [s/veh]	0.00		4.74		14.40	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	149	30	34	136	65	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	30	34	136	65	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	8	10	38	18	6
Total Analysis Volume [veh/h]	167	34	38	153	73	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	7.65	0.00	0.00	9.78	11.80
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.44	0.44
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.00	0.00	10.90	10.90
d_A, Approach Delay [s/veh]	1.29		0.00		10.31	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	22	22	9	69	30	6	0	739	218	36	400	53	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	22	9	69	30	6	0	739	218	36	400	53	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	6	6	2	17	8	2	0	185	55	9	100	13	3
Total Analysis Volume [veh/h]	22	22	9	69	30	6	0	739	218	36	400	53	10
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	469			976			94			254			
Exiting Flow Rate [veh/h]	284			75			428			827			
Demand Flow Rate [veh/h]	22	22	9	69	30	6	0	739	218	36	400	53	10
Adjusted Demand Flow Rate [veh/h]	22	22	9	69	30	6	0	739	218	36	400	53	10

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1420.00	1380.00
B (coefficient)	0.00102	0.00102	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	53	105	739	218	499
Capacity of Entry and Bypass Lanes [veh/h]	856	510	1304	1304	1066
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	856	510	1304	1304	1066
X, volume / capacity	0.06	0.21	0.57	0.17	0.47

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.20	0.77	3.73	0.60	2.55
95th-Percentile Queue Length [ft]	4.94	19.16	93.24	14.99	63.82
Approach Delay [s/veh]	4.80	9.91	8.01		8.67
Approach LOS	A	A	A		A
Intersection Delay [s/veh]	8.23				
Intersection LOS	A				

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	827	0	1	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	827	0	1	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	207	0	0	125
Total Analysis Volume [veh/h]	0	0	827	0	1	499
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.25	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.25		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1500: East-West Arterial at Will T Connector #1

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Will T Connector #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	2	0	827	0	78	498
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	827	0	78	498
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	207	0	20	125
Total Analysis Volume [veh/h]	2	0	827	0	78	498
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.27	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.26	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.27		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.122

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	761	66	510
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	761	66	510
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	17	128
Total Analysis Volume [veh/h]	761	66	510
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.01
d_M, Delay for Movement [s/veh]	0.00	12.59	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.41	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.37	0.00
d_A, Approach Delay [s/veh]	1.01		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.62		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	13	0	761	0	1	497
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	761	0	1	497
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	190	0	0	124
Total Analysis Volume [veh/h]	13	0	761	0	1	497
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.38	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.73	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.38		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	23	0	761	0	9	475
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	761	0	9	475
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	190	0	2	119
Total Analysis Volume [veh/h]	23	0	761	0	9	475
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.31	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.02	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.31		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	80	0	761	0	157	403
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	0	761	0	157	403
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	190	0	39	101
Total Analysis Volume [veh/h]	80	0	761	0	157	403
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.29	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.42	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.43	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.29		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Northeastbound	Southwestbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	761	560	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	761	560	9
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	140	2
Total Analysis Volume [veh/h]	761	560	9
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	15.02
Movement LOS	A	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.88
d_A, Approach Delay [s/veh]	0.00	0.24	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.10		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Lookout Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lookout Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	46	0	667	103	16	523
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	0	667	103	16	523
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	167	26	4	131
Total Analysis Volume [veh/h]	46	0	667	103	16	523
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	12.03	0.00	0.00	8.84	0.00	0.00
Movement LOS	B		A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.71	0.00	0.00	8.23	0.00	0.00
d_A, Approach Delay [s/veh]	12.03		1.18		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	554	112	427
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	554	112	427
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	139	28	107
Total Analysis Volume [veh/h]	554	112	427
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.00
d_M, Delay for Movement [s/veh]	0.00	12.19	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.66	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.62	0.00
d_A, Approach Delay [s/veh]	2.05		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	1.25		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	31	0	554	0	16	396
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	0	554	0	16	396
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	139	0	4	99
Total Analysis Volume [veh/h]	31	0	554	0	16	396
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.74	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.70	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.74		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	541	13	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	541	13	399
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	3	100
Total Analysis Volume [veh/h]	541	13	399
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	10.75	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.56	0.00
d_A, Approach Delay [s/veh]	0.25		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.15		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	9	0	541	0	38	390
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	541	0	38	390
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	135	0	10	98
Total Analysis Volume [veh/h]	9	0	541	0	38	390
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.51	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.03	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.51		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Northeastbound		Southwestbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	505	35	393	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	505	35	393	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	126	9	98	0
Total Analysis Volume [veh/h]	505	35	393	0
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.91	0.00	11.62
Movement LOS	A	B	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.17	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.30	0.00	0.00
d_A, Approach Delay [s/veh]	0.71		0.00	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.41			
Intersection LOS	B			

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	506	0	0	393
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	506	0	0	393
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	127	0	0	98
Total Analysis Volume [veh/h]	0	0	506	0	0	393
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.45	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	506	0	393
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	506	0	393
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	0	98
Total Analysis Volume [veh/h]	506	0	393
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.59	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	42	0	506	0	80	351
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	0	506	0	80	351
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	127	0	20	88
Total Analysis Volume [veh/h]	42	0	506	0	80	351
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.50	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A		A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.80	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.50		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	245	113	129	118	147	292	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	113	129	118	147	292	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	28	32	30	37	73	17
Total Analysis Volume [veh/h]	245	113	129	118	147	292	67
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	185		359		113		
Exiting Flow Rate [veh/h]	421		260		430		
Demand Flow Rate [veh/h]	245	113	129	118	147	292	67
Adjusted Demand Flow Rate [veh/h]	245	113	129	118	147	292	67

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	358	247	506
Capacity of Entry and Bypass Lanes [veh/h]	1143	957	1230
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1143	957	1230
X, volume / capacity	0.31	0.26	0.41

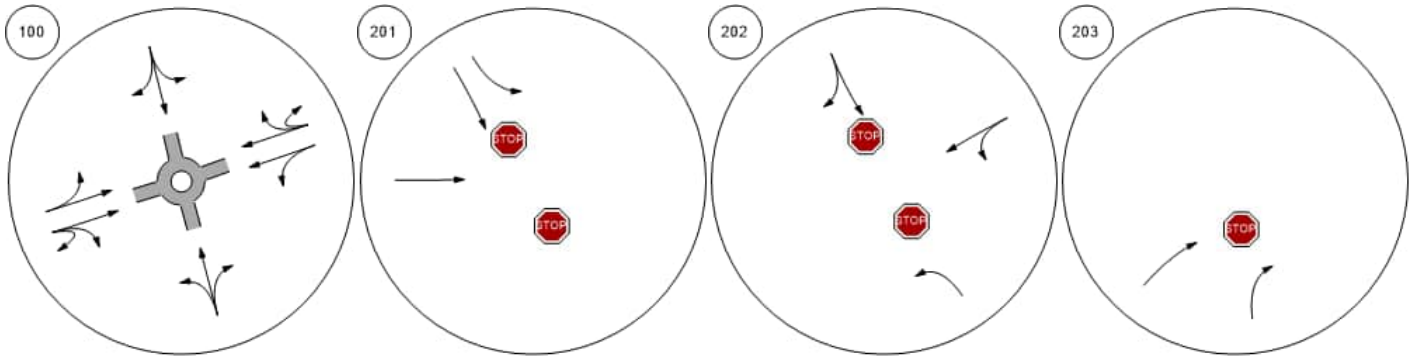
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.35	1.03	2.05
95th-Percentile Queue Length [ft]	33.75	25.80	51.27
Approach Delay [s/veh]	6.15	6.36	7.02
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.59		
Intersection LOS	A		

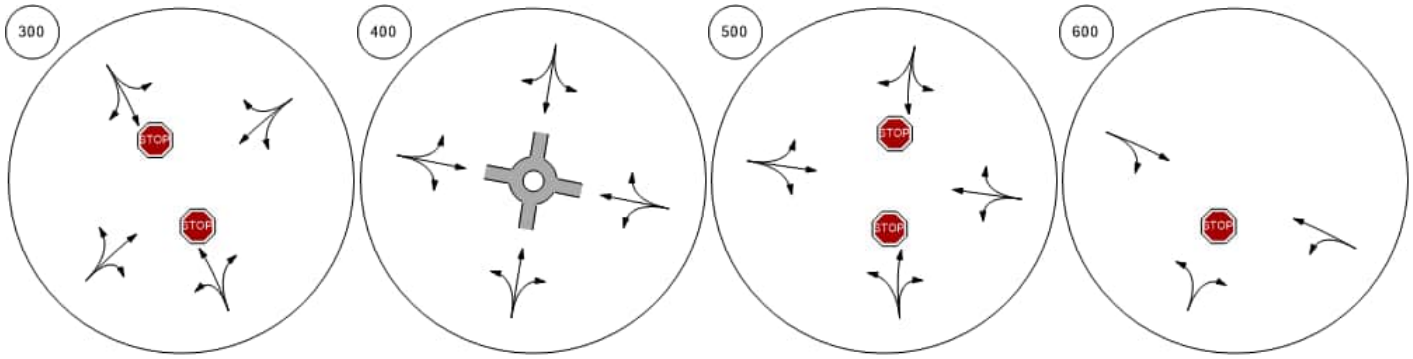
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



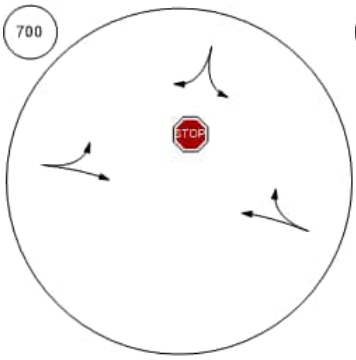
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



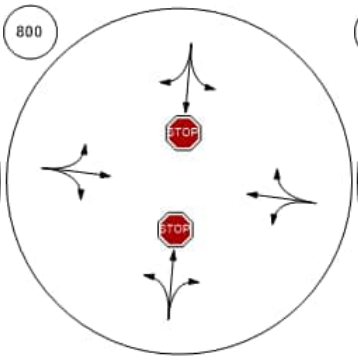
Lane Configuration and Traffic Control



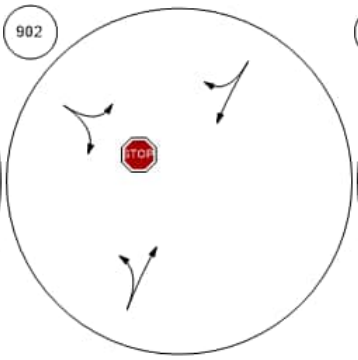
Shamrock Road at Northward



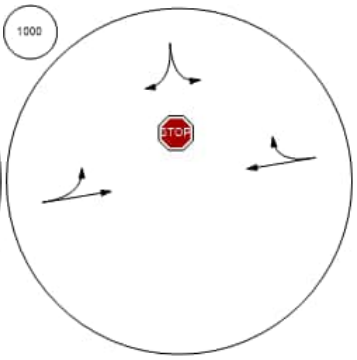
Shamrock Road at Condor R



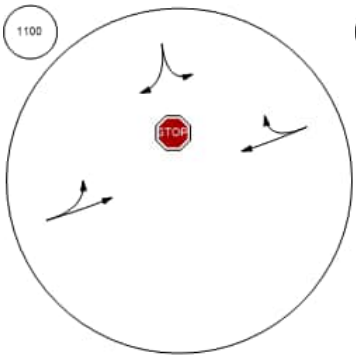
Bodden Town Road at Bodde



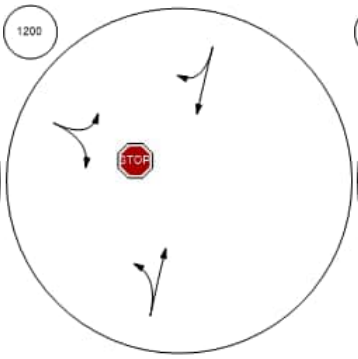
Bodden Town Road at Long



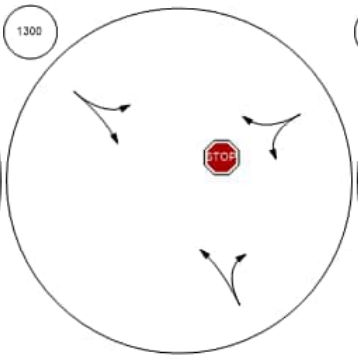
Bodden Town Road at Frank



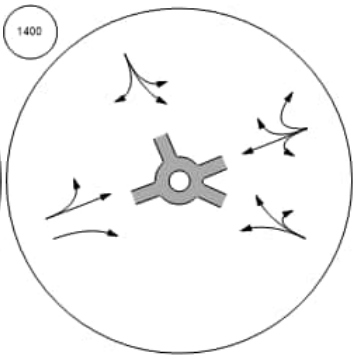
Frank Sound Road at Clifton



Frank Sound Road at North S



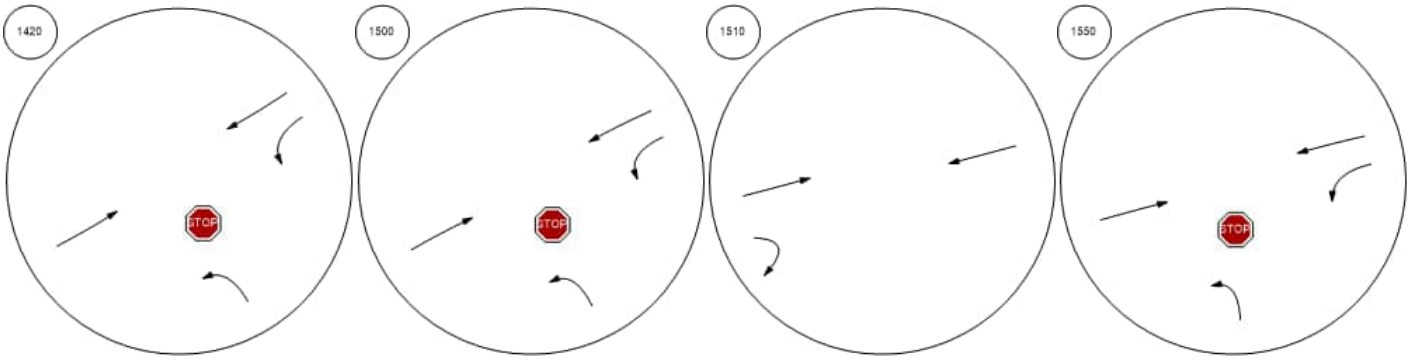
East-West Arterial at Agricola



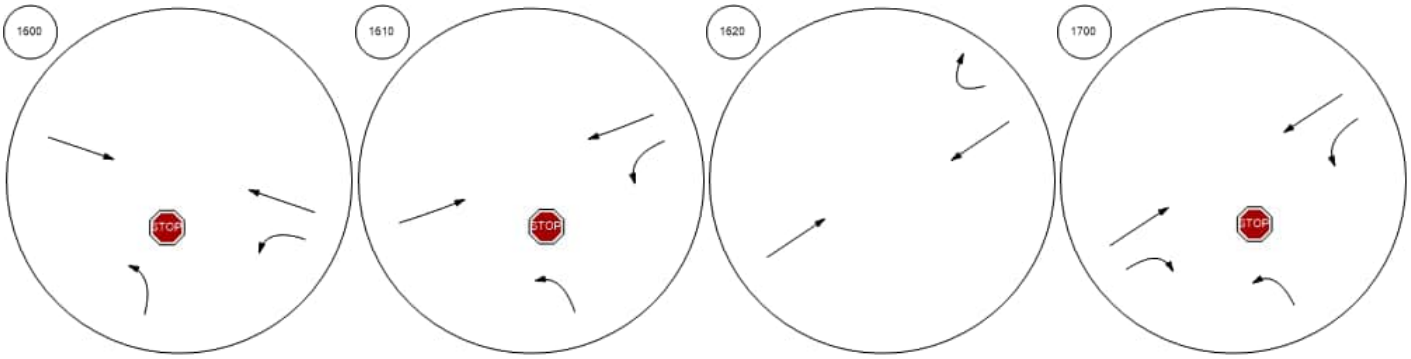
Lane Configuration and Traffic Control



East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn East-West Arterial at Will T C



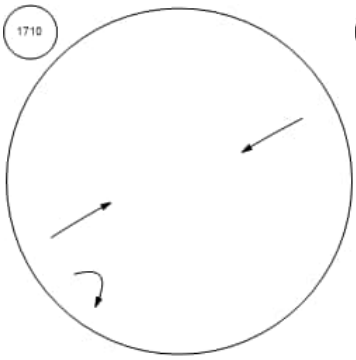
East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at Lookout



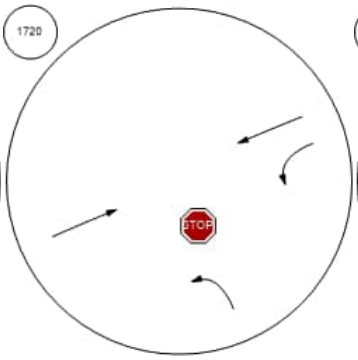
Lane Configuration and Traffic Control



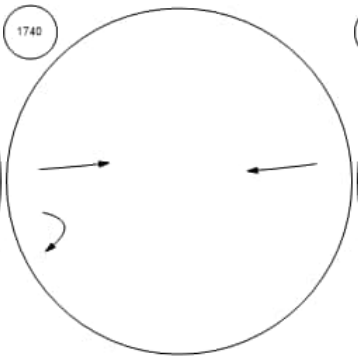
East-West Arterial at U-Turn



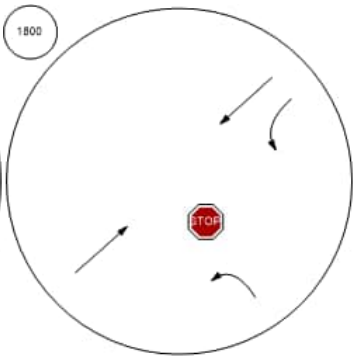
East-West Arterial at South A



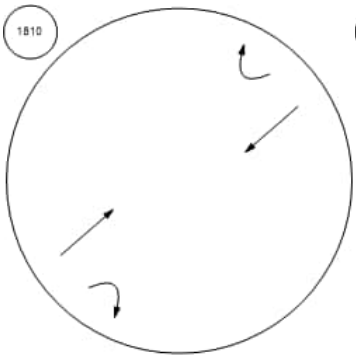
East-West Arterial at U-Turn



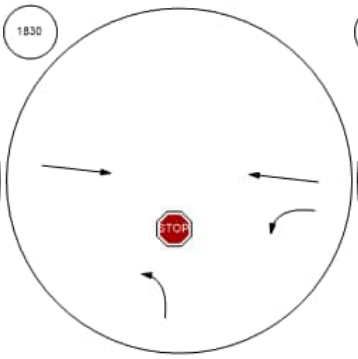
East-West Arterial at Long Fe



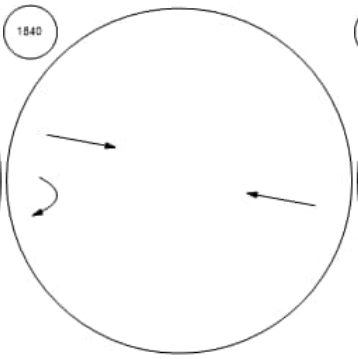
East-West Arterial at U-Turn



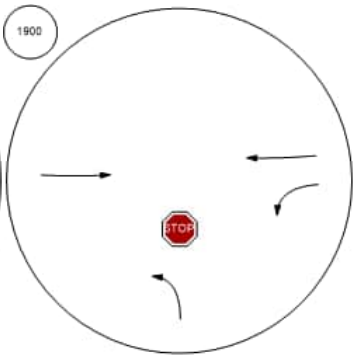
East-West Arterial at South A



East-West Arterial at U-Turn



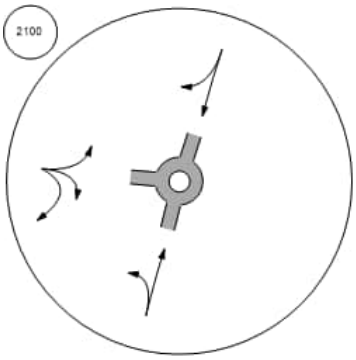
East-West Arterial at Steppin



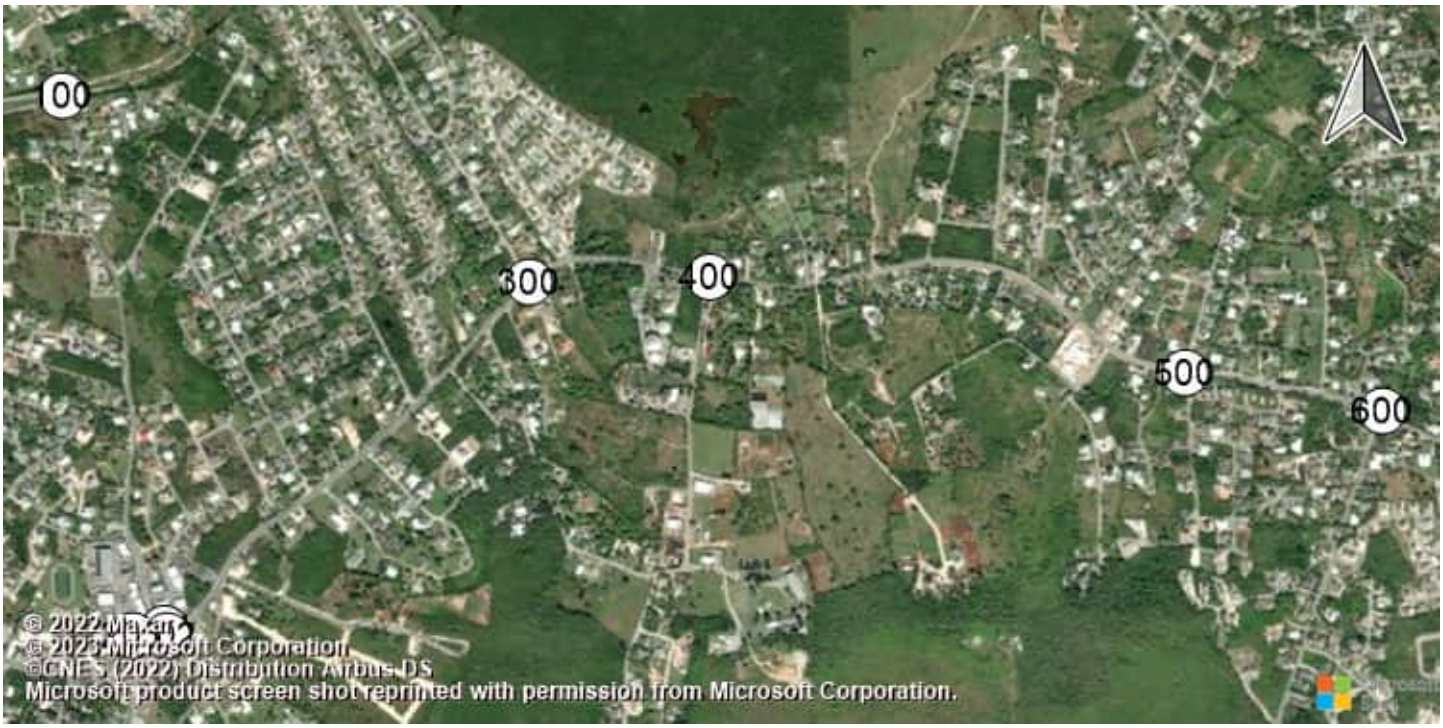
Lane Configuration and Traffic Control



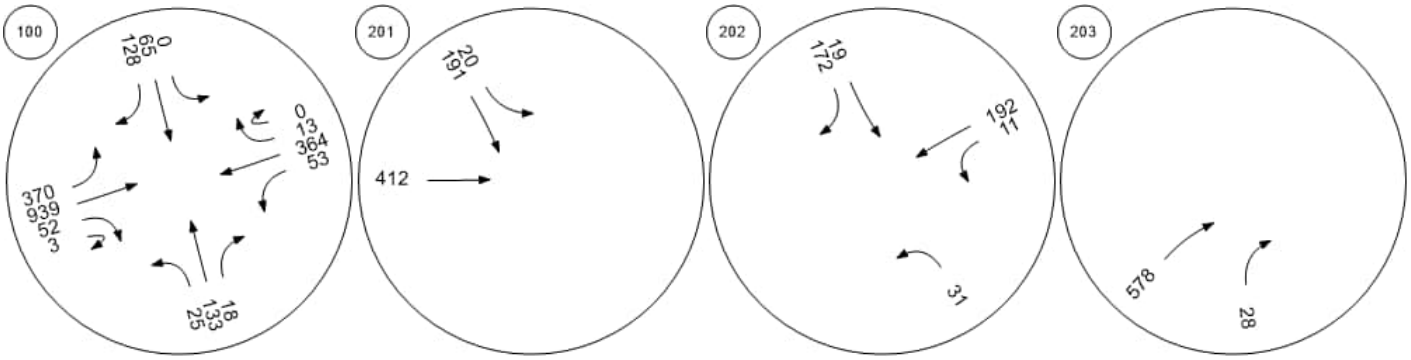
Frank Sound Road at East-W



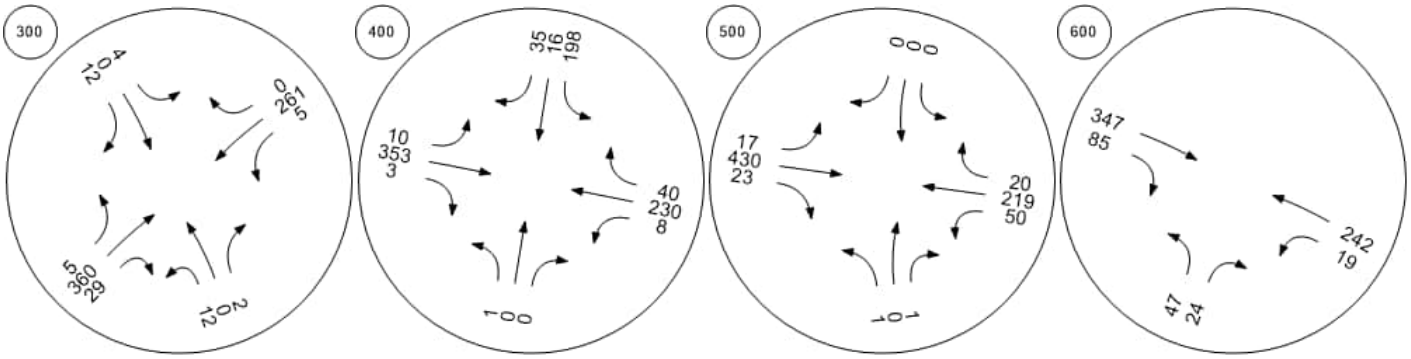
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



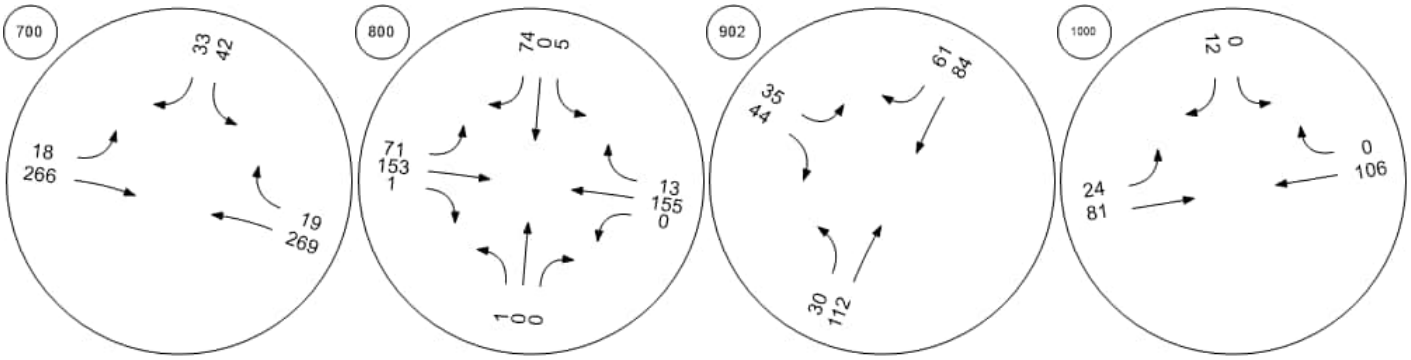
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



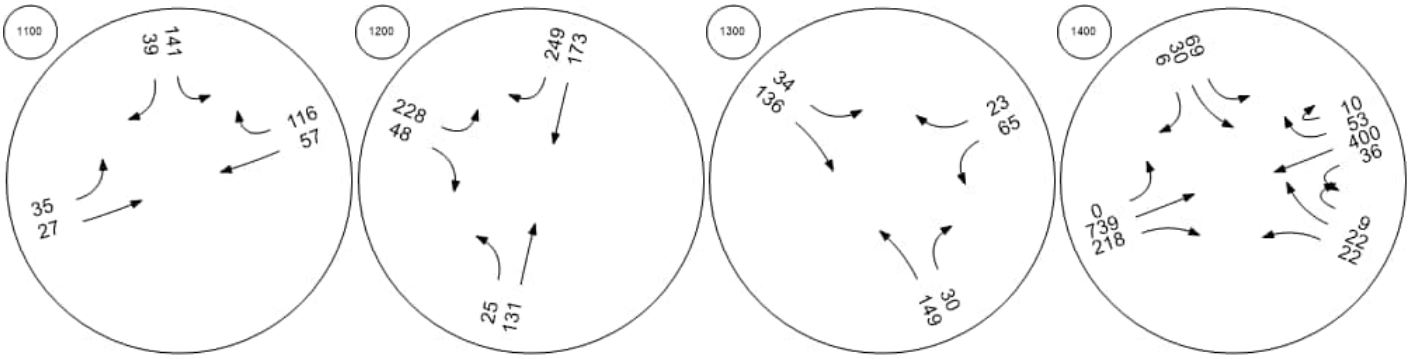
Traffic Volume - Base Volume



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



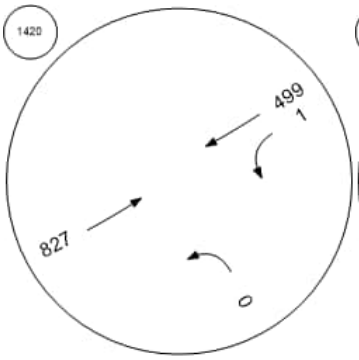
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



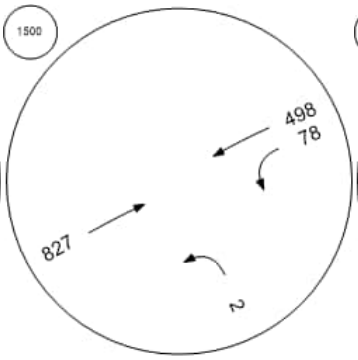
Traffic Volume - Base Volume



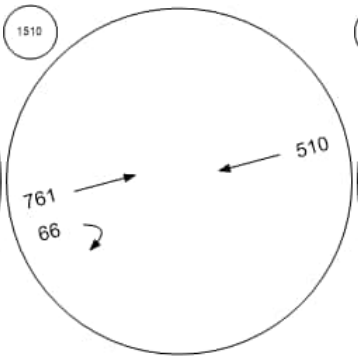
East-West Arterial at South A



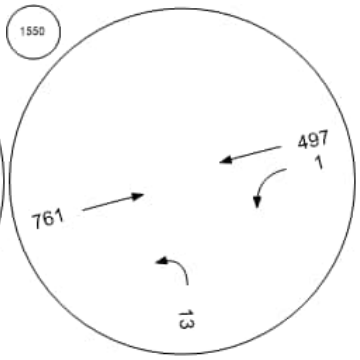
East-West Arterial at Will T C



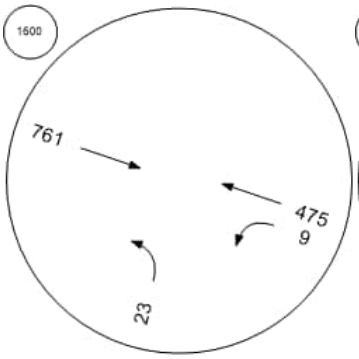
East-West Arterial at U-Turn



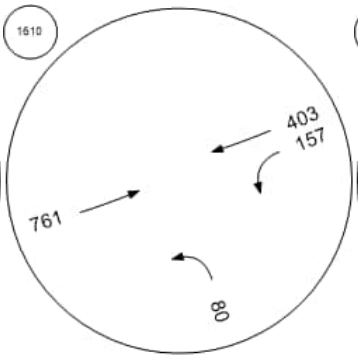
East-West Arterial at Will T C



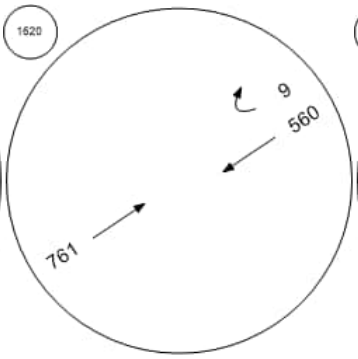
East-West Arterial at Northwa



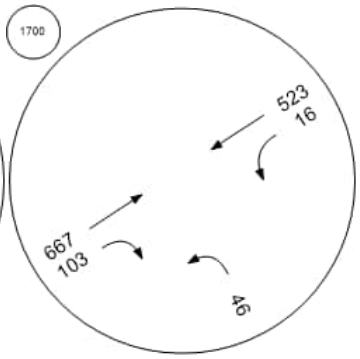
East-West Arterial at South A



East-West Arterial at U-Turn



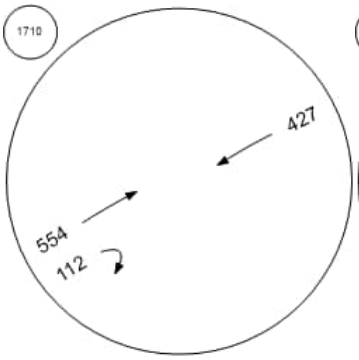
East-West Arterial at Lookout



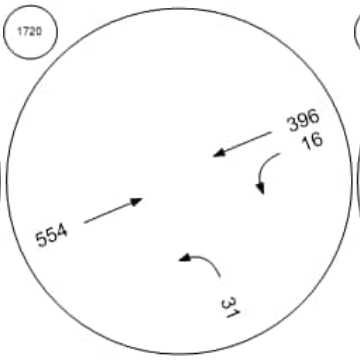
Traffic Volume - Base Volume



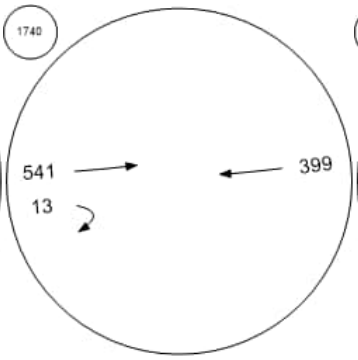
East-West Arterial at U-Turn



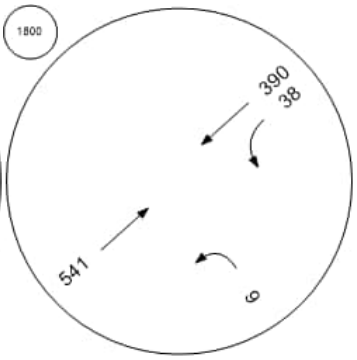
East-West Arterial at South A



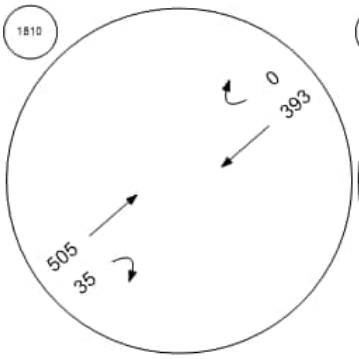
East-West Arterial at U-Turn



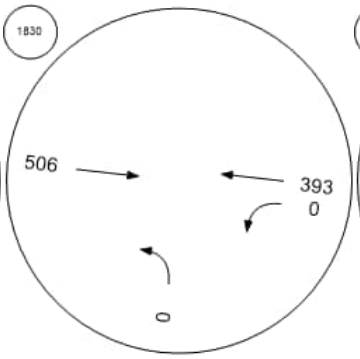
East-West Arterial at Long Fe



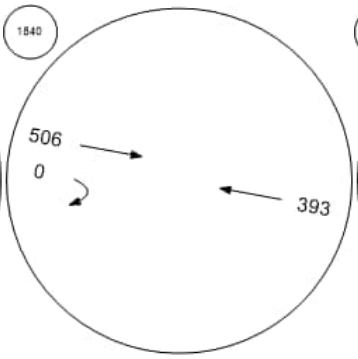
East-West Arterial at U-Turn



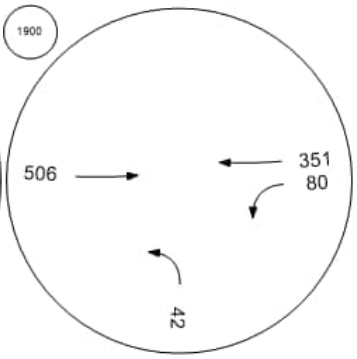
East-West Arterial at South A



East-West Arterial at U-Turn



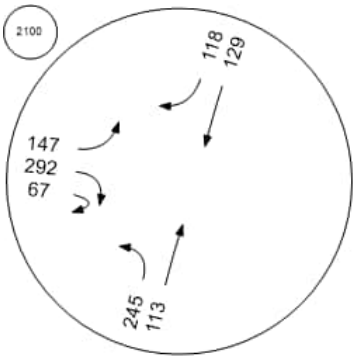
East-West Arterial at Steppin



Traffic Volume - Base Volume



Frank Sound Road at East-W



Appendix G.1.3

2036 VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	45.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	52	0	11	0	1	0	0	18	0	147	16	0	108	6	5	0	222	0	0	0
Total Analysis Volume [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1494					478					45					700				
Exiting Flow Rate [veh/h]	93					107					1700					435				
Demand Flow Rate [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0
Adjusted Demand Flow Rate [veh/h]	206	0	43	0	2	0	0	71	0	586	64	0	433	22	21	0	887	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	251	657	497	43	887
Capacity of Entry and Bypass Lanes [veh/h]	399	946	1367	1296	784
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	399	946	1367	1296	784
X, volume / capacity	0.63	0.69	0.36	0.03	1.13

Movement, Approach, & Intersection Results

Lane LOS	D	C	A	A	F
95th-Percentile Queue Length [veh]	4.16	5.87	1.69	0.10	25.84
95th-Percentile Queue Length [ft]	103.96	146.73	42.20	2.57	646.09
Approach Delay [s/veh]	26.30	15.45	5.72		96.26
Approach LOS	D	C	A		F
Intersection Delay [s/veh]	45.06				
Intersection LOS	E				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	38	112	0	0	601	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	38	112	0	0	601	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	10	30	0	0	162	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	41	120	0	0	646	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.09	0.31	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.29	18.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.28	1.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	7.05	31.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			16.91			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	404	0	0	0	19	93	0	0	0	5	877	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	0	0	0	19	93	0	0	0	5	877	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	0	0	0	5	25	0	0	0	1	236	0
Total Analysis Volume [veh/h]	434	0	0	0	20	100	0	0	0	5	943	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.36	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	211.50	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	21.73	0.00	0.00	0.00	17.56	17.56	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	543.18	0.00	0.00	0.00	439.06	439.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	211.50			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	860.05											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.285

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	110	641	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	110	641	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	172	0	0	0
Total Analysis Volume [veh/h]	0	118	689	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.10	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	28.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.10		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.50					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	40.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	10	0	15	11	460	6	2	814	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	10	0	15	11	460	6	2	814	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	3	0	4	3	115	2	1	204	3
Total Analysis Volume [veh/h]	41	1	5	10	0	15	11	460	6	2	814	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.04	0.02	0.00	0.13	0.00	0.00	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.56	30.61	34.88	14.66	32.03	40.23	0.00	0.00	9.42	0.00	0.00	8.30
Movement LOS	C	D	D	B	D	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.53	0.53	0.53	0.51	0.51	0.51	0.02	0.02	0.02	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	13.31	13.31	13.31	12.68	12.68	12.68	0.55	0.55	0.55	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	18.81			30.00			0.12			0.12		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	86.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	109	3	7	0	119	0	1	200	207
Total Analysis Volume [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1654			476			836			40		
Exiting Flow Rate [veh/h]	15			835			827			911		
Demand Flow Rate [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828
Adjusted Demand Flow Rate [veh/h]	1	7	1	436	12	27	0	474	1	2	799	828

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	475	475	1629
Capacity of Entry and Bypass Lanes [veh/h]	256	850	589	1325
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	256	850	589	1325
X, volume / capacity	0.04	0.56	0.81	1.23

Movement, Approach, & Intersection Results

Lane LOS	B	B	D	F
95th-Percentile Queue Length [veh]	0.11	3.54	8.03	50.19
95th-Percentile Queue Length [ft]	2.73	88.50	200.74	1254.80
Approach Delay [s/veh]	14.79	12.28	30.88	123.97
Approach LOS	B	B	D	F
Intersection Delay [s/veh]	86.00			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	166.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	230	0	0	340	0
Total Analysis Volume [veh/h]	10	0	5	3	0	6	1	918	1	0	1359	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.18	0.01	0.00	0.22	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	40.70	110.64	149.07	42.37	120.99	166.41	0.00	0.00	12.04	0.00	0.00	9.79
Movement LOS	E	F	F	E	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.80	0.76	0.76	0.76	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.08	20.08	20.08	18.98	18.98	18.98	0.15	0.15	0.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	76.82			125.06			0.01			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	662.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.314

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	3	2	772	154	47	1357
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	772	154	47	1357
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	212	42	13	373
Total Analysis Volume [veh/h]	3	2	848	169	52	1491
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.31	0.01	0.39	0.00	0.01
d_M, Delay for Movement [s/veh]	121.64	662.47	0.00	18.39	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.88	0.88	1.80	1.80	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.04	22.04	45.04	45.04	0.00	0.00
d_A, Approach Delay [s/veh]	337.97		3.06		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.87					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	1,876.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.641

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	21	161	63	722	1208	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	161	63	722	1208	76
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	41	16	186	311	20
Total Analysis Volume [veh/h]	22	166	65	744	1245	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	4.64	0.00	0.01	0.01	0.09
d_M, Delay for Movement [s/veh]	1784.34	1875.99	0.00	0.00	0.00	9.82
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	21.74	21.74	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	543.46	543.46	0.00	0.00	7.80	7.80
d_A, Approach Delay [s/veh]	1865.26		0.00		0.58	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	151.48					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	44.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	13	16	143	0	0	165	2
Total Analysis Volume [veh/h]	4	1	0	3	0	53	65	572	0	0	661	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.00	0.38	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	12.89	27.82	30.46	26.59	41.08	44.94	0.00	0.00	8.84	0.00	0.00	8.79
Movement LOS	B	D	D	D	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	1.62	1.62	1.62	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.13	1.13	1.13	40.52	40.52	40.52	0.00	0.00	0.00	0.47	0.47	0.47
d_A, Approach Delay [s/veh]	15.87			43.95			0.00			0.08		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.90											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	149.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	152	17	11	572	657	284
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	17	11	572	657	284
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	5	3	152	175	76
Total Analysis Volume [veh/h]	162	18	12	609	699	302
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.49	0.00	0.01	0.01	0.31
d_M, Delay for Movement [s/veh]	58.74	149.27	0.00	0.00	0.00	10.38
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	6.07	6.07	0.00	0.00	1.34	1.34
95th-Percentile Queue Length [ft/ln]	151.66	151.66	0.00	0.00	33.40	33.40
d_A, Approach Delay [s/veh]	67.80		0.00		3.13	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	41.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	650	825	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	650	825	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	179	227	0
Total Analysis Volume [veh/h]	0	15	1	714	907	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	17.98	41.15	0.00	0.00	0.00	9.02
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.93	10.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	41.15		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	824.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.536

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	100	423	366	260	354	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	423	366	260	354	149
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	114	98	70	95	40
Total Analysis Volume [veh/h]	108	455	394	280	381	160
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	2.54	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	810.93	824.91	0.00	0.00	0.00	8.17
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	48.81	48.81	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	1220.29	1220.29	0.00	0.00	10.55	10.55
d_A, Approach Delay [s/veh]	822.23		0.00		2.42	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	261.09					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	227	93	95	80	52	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	93	95	80	52	265
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	23	24	20	13	66
Total Analysis Volume [veh/h]	227	93	95	80	52	265
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.06	0.51
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.07	17.42	19.99
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.20	0.20	3.53	3.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.12	5.12	88.17	88.17
d_A, Approach Delay [s/veh]	0.00		3.69		19.57	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.44					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	96	34	39	65	9	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	34	39	65	9	3
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	10	11	18	3	1
Total Analysis Volume [veh/h]	108	38	44	73	10	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	7.49	0.00	0.00	8.78	10.24
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.97	1.97	0.00	0.00	1.11	1.11
d_A, Approach Delay [s/veh]	1.95		0.00		9.12	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name									
Base Volume Input [veh/h]	887	0	36	87	0	0	4	431	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	887	0	36	87	0	0	4	431	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	0	9	22	0	0	1	108	0
Total Analysis Volume [veh/h]	887	0	36	87	0	0	4	431	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			431			36		
Exiting Flow Rate [veh/h]	518			40			887		
Demand Flow Rate [veh/h]	887	0	36	87	0	0	4	431	0
Adjusted Demand Flow Rate [veh/h]	887	0	36	87	0	0	4	431	0

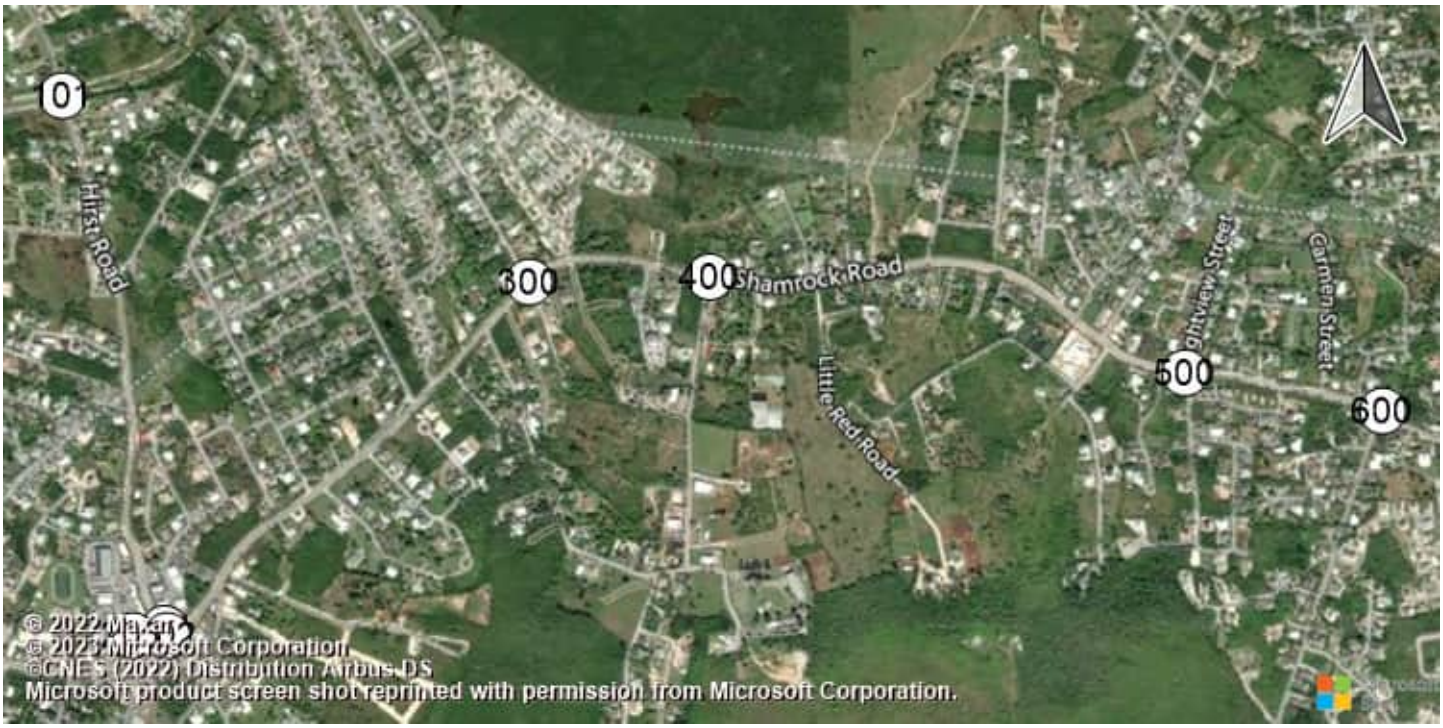
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	923	87	435
Capacity of Entry and Bypass Lanes [veh/h]	1380	890	1331
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	890	1331
X, volume / capacity	0.67	0.10	0.33

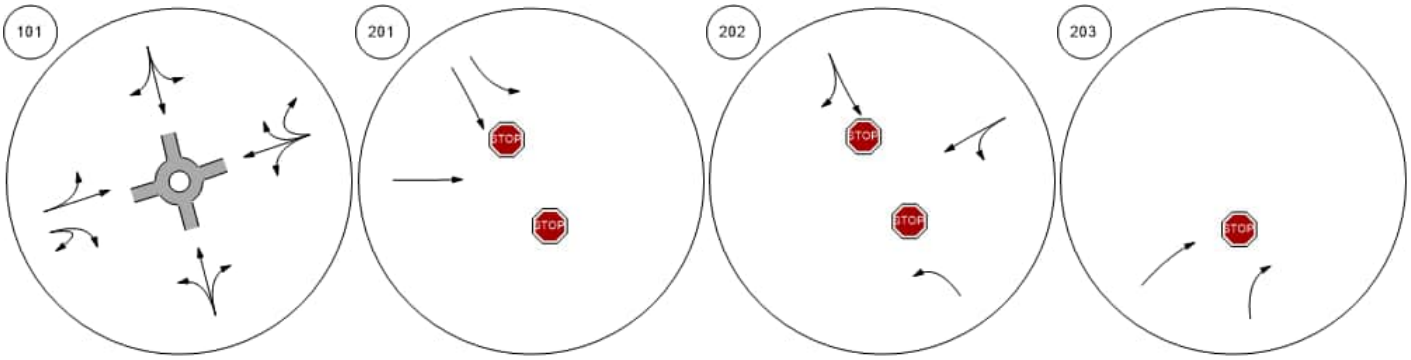
Movement, Approach, & Intersection Results

Lane LOS	B	A	A
95th-Percentile Queue Length [veh]	5.52	0.32	1.44
95th-Percentile Queue Length [ft]	138.12	8.11	35.98
Approach Delay [s/veh]	11.05	4.98	5.65
Approach LOS	B	A	A
Intersection Delay [s/veh]	9.06		
Intersection LOS	A		

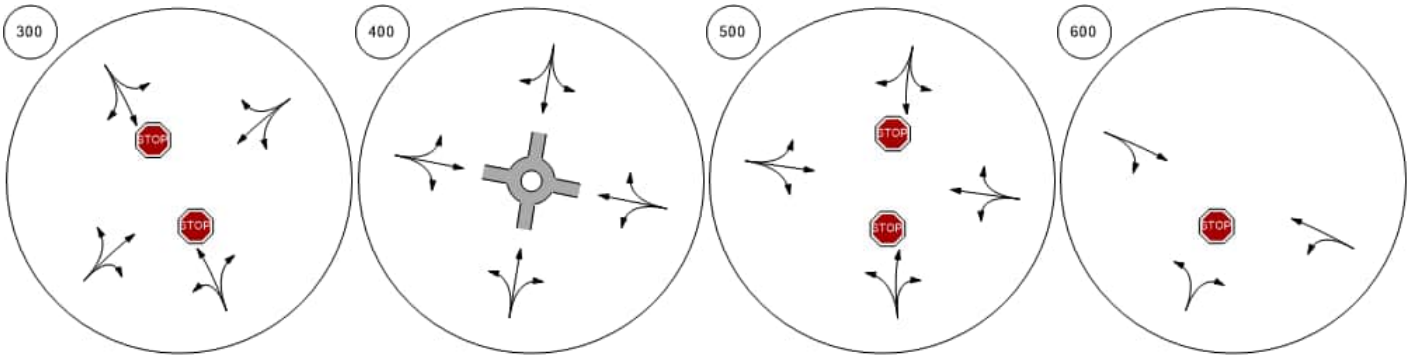
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



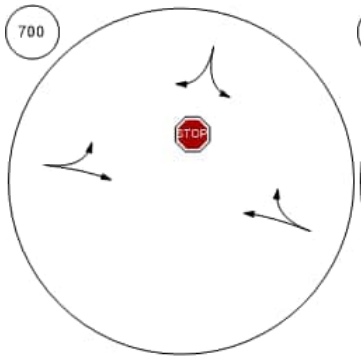
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



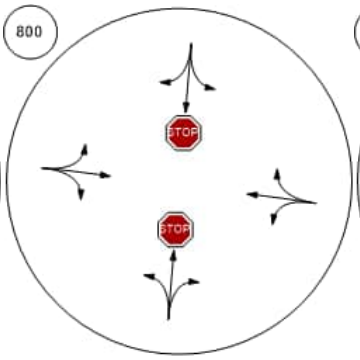
Lane Configuration and Traffic Control



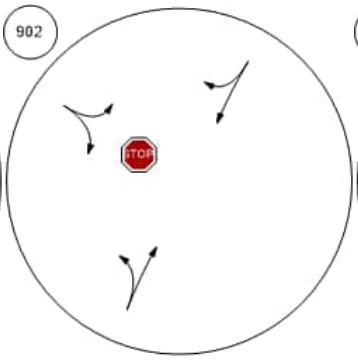
Shamrock Road at Northward



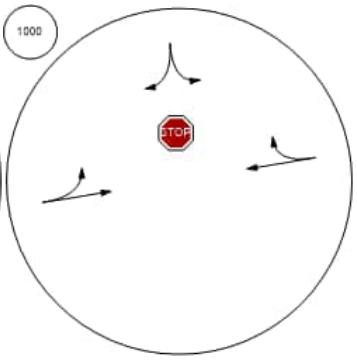
Shamrock Road at Condor R



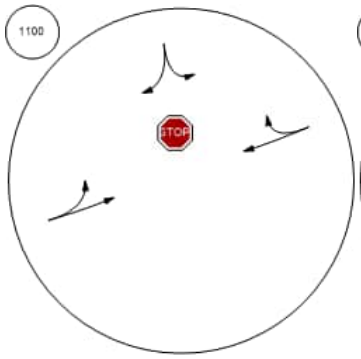
Bodden Town Road at Bodde



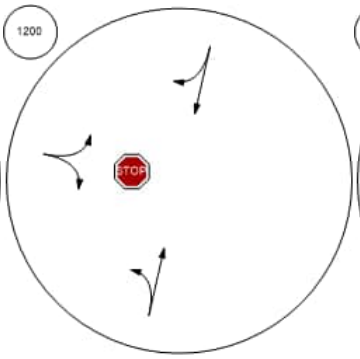
Bodden Town Road at Long



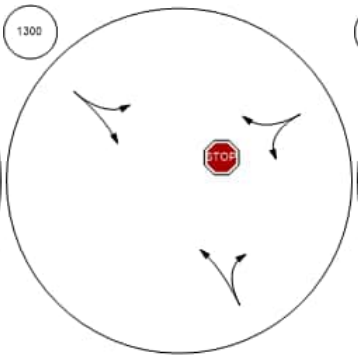
Frank Sound Road at Bodde



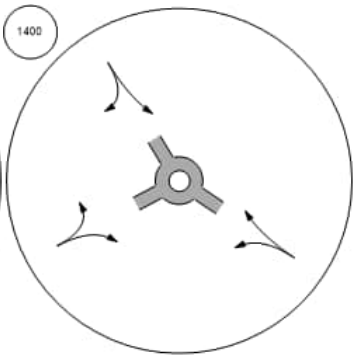
Frank Sound Road at Clifton



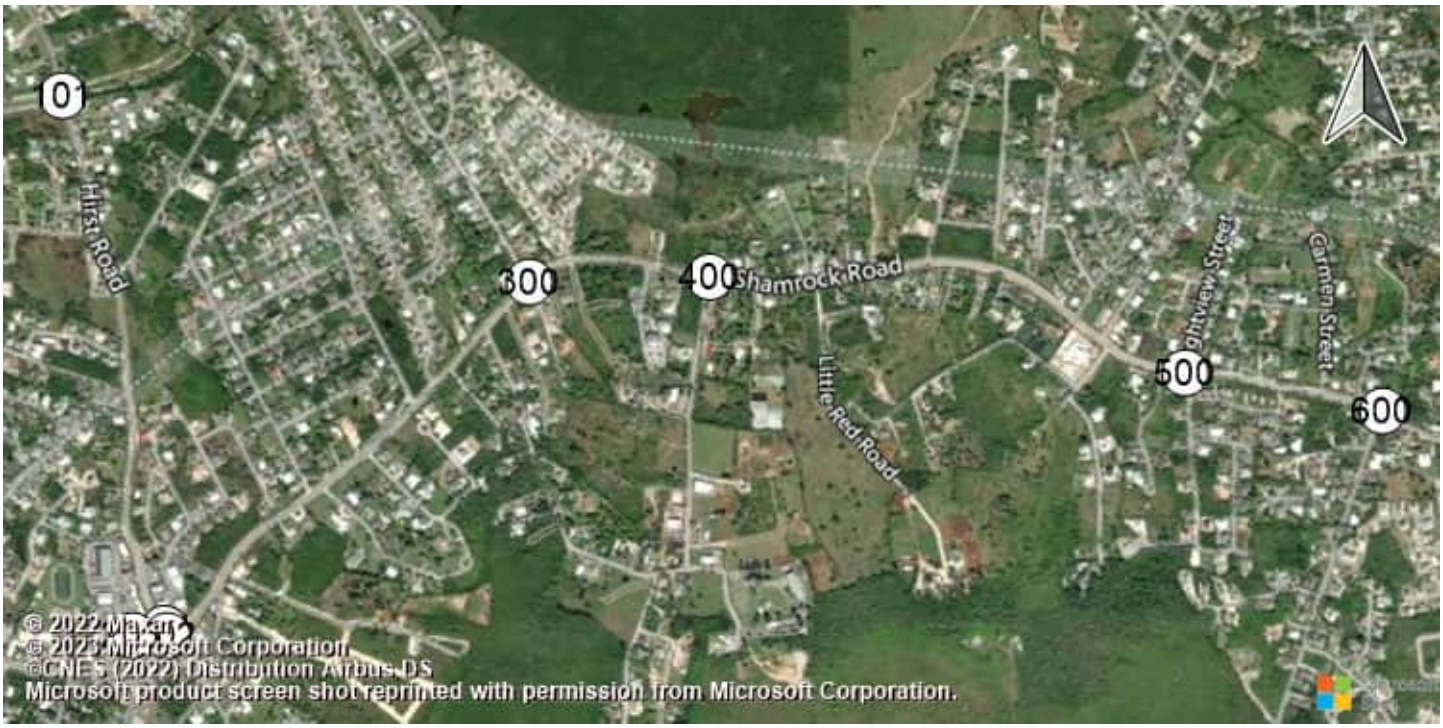
Frank Sound Road at North S



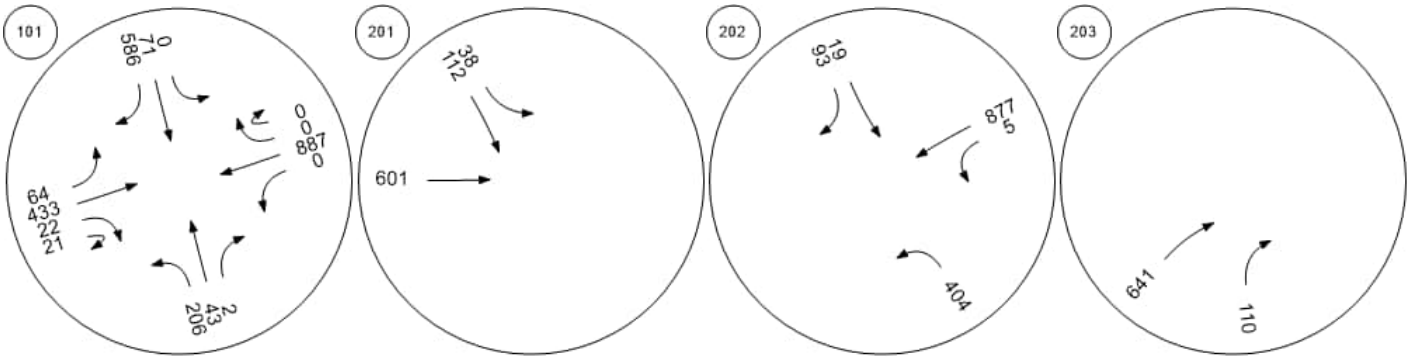
East-West Arterial at Agricola



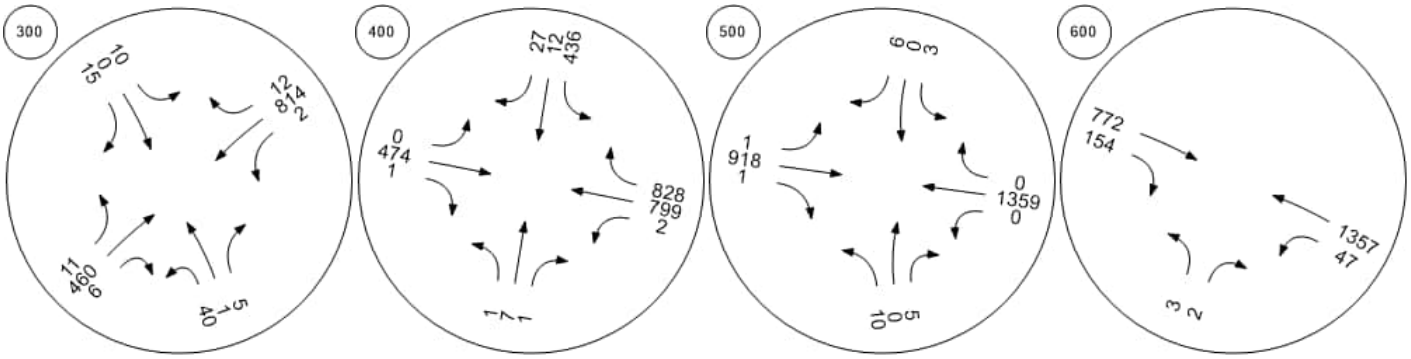
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



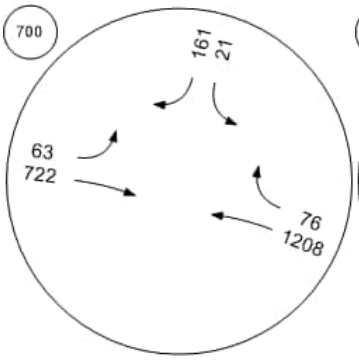
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



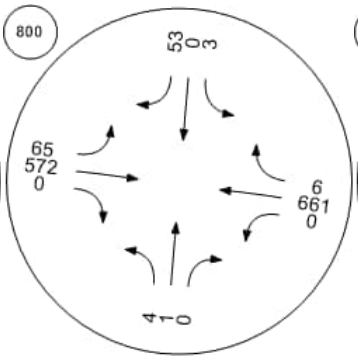
Traffic Volume - Base Volume



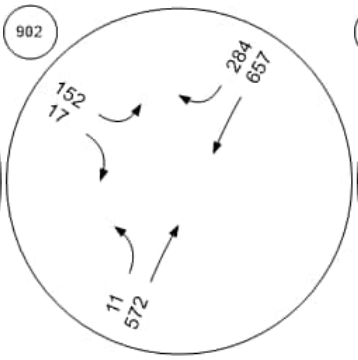
Shamrock Road at Northward



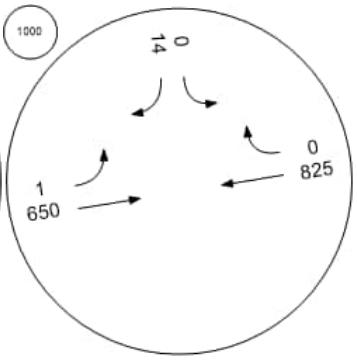
Shamrock Road at Condor R



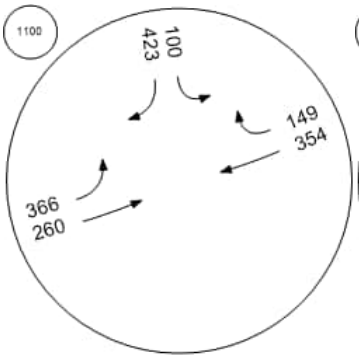
Bodden Town Road at Bodde



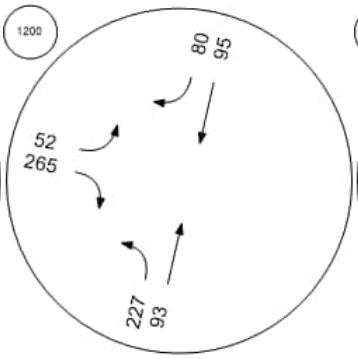
Bodden Town Road at Long



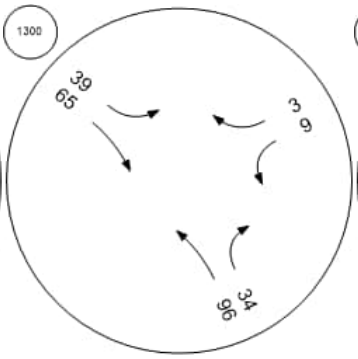
Frank Sound Road at Bodde



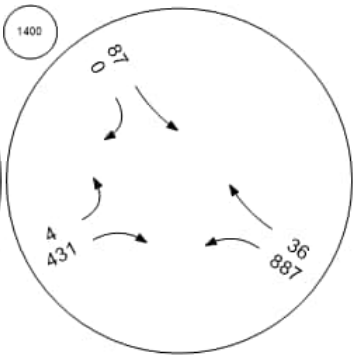
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	35	0	34	0	0	5	0	18	0	39	100	0	172	135	1	5	50	0	2	0
Total Analysis Volume [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	364					1233					142					769				
Exiting Flow Rate [veh/h]	631					543					495					707				
Demand Flow Rate [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0
Adjusted Demand Flow Rate [veh/h]	139	0	134	0	0	18	0	71	0	154	401	0	689	540	4	20	198	0	8	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	273	243	1090	544	226
Capacity of Entry and Bypass Lanes [veh/h]	1043	498	1259	1185	739
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1043	498	1259	1185	739
X, volume / capacity	0.26	0.49	0.87	0.46	0.31

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	A	A
95th-Percentile Queue Length [veh]	1.05	2.64	12.26	2.47	1.30
95th-Percentile Queue Length [ft]	26.33	66.03	306.58	61.78	32.41
Approach Delay [s/veh]	5.99	16.37	17.32		8.54
Approach LOS	A	C	C		A
Intersection Delay [s/veh]	15.09				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	114.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.105

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	282	360	0	0	682	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	282	360	0	0	682	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	76	97	0	0	183	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	303	387	0	0	733	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.71	1.10	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	32.08	114.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				D	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	5.51	14.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	137.72	364.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			78.12			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	37.88												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	462.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.052

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	242	0	0	0	249	110	0	0	0	15	712	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	0	0	0	249	110	0	0	0	15	712	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	67	30	0	0	0	4	191	0
Total Analysis Volume [veh/h]	260	0	0	0	268	118	0	0	0	16	766	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.65	0.00	0.00	0.00	0.82	1.05	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	28.99	0.00	0.00	0.00	441.25	462.37	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	4.41	0.00	0.00	0.00	27.66	27.66	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	110.21	0.00	0.00	0.00	691.51	691.51	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.99			447.70			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	126.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.137

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	40	832	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	832	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	224	0	0	0
Total Analysis Volume [veh/h]	0	43	895	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.29	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.47	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.75	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.29		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.84					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	72.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.164

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	18	1	10	12	864	29	5	781	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	18	1	10	12	864	29	5	781	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	5	0	3	3	216	7	1	195	3
Total Analysis Volume [veh/h]	12	1	3	18	1	10	12	864	30	5	781	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.05	0.05	0.01	0.16	0.00	0.01	0.04	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	16.23	52.63	67.71	23.29	58.37	72.10	0.00	0.00	9.43	0.00	0.00	9.69
Movement LOS	C	F	F	C	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.30	0.30	0.83	0.83	0.83	0.11	0.11	0.11	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	7.60	7.60	7.60	20.68	20.68	20.68	2.77	2.77	2.77	1.17	1.17	1.17
d_A, Approach Delay [s/veh]	28.16			41.33			0.31			0.15		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	1.17											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	54.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	176	2	0	1	219	2	2	199	58
Total Analysis Volume [veh/h]	2	0	0	703	6	0	3	875	7	10	796	231
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1027			882			231			13		
Exiting Flow Rate [veh/h]	23			234			798			1578		
Demand Flow Rate [veh/h]	2	0	0	703	6	0	3	875	7	9	796	231
Adjusted Demand Flow Rate [veh/h]	2	0	0	703	6	0	3	875	7	10	796	231

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	709	885	1037
Capacity of Entry and Bypass Lanes [veh/h]	485	562	1091	1362
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	485	562	1091	1362
X, volume / capacity	0.00	1.26	0.81	0.76

Movement, Approach, & Intersection Results

Lane LOS	A	F	C	B
95th-Percentile Queue Length [veh]	0.01	27.97	9.45	8.00
95th-Percentile Queue Length [ft]	0.31	699.29	236.28	200.02
Approach Delay [s/veh]	7.49	155.21	19.77	14.31
Approach LOS	A	F	C	B
Intersection Delay [s/veh]	54.08			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	232.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	356	5	13	228	7
Total Analysis Volume [veh/h]	3	0	0	0	0	1	10	1424	20	53	913	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.06	0.00	0.01	0.03	0.00	0.01	0.06
d_M, Delay for Movement [s/veh]	16.26	161.63	216.89	39.71	179.74	232.47	0.00	0.00	10.13	0.00	0.00	12.97
Movement LOS	C	F	F	E	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.17	0.17	0.17	0.09	0.09	0.09	0.19	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.70	0.70	0.70	4.36	4.36	4.36	2.14	2.14	2.14	4.63	4.63	4.63
d_A, Approach Delay [s/veh]	16.26			232.47			0.14			0.37		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	196.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	20	9	1421	4	23	974
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	9	1421	4	23	974
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	390	1	6	268
Total Analysis Volume [veh/h]	22	10	1562	4	25	1070
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.41	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	63.04	196.49	0.00	10.62	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.96	1.96	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	49.07	49.07	0.47	0.47	0.00	0.00
d_A, Approach Delay [s/veh]	104.74		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	1,204.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.850

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	50	74	170	1171	961	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	74	170	1171	961	60
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	19	44	302	248	15
Total Analysis Volume [veh/h]	52	76	175	1207	991	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	2.85	0.00	0.01	0.01	0.12
d_M, Delay for Movement [s/veh]	1087.06	1204.10	0.00	0.00	0.00	13.18
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	14.23	14.23	0.00	0.00	0.42	0.42
95th-Percentile Queue Length [ft/ln]	355.69	355.69	0.00	0.00	10.48	10.48
d_A, Approach Delay [s/veh]	1156.55		0.00		0.78	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	58.08					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	14	0	0	22	237	1	0	167	4
Total Analysis Volume [veh/h]	1	0	0	57	0	0	89	948	2	0	667	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	12.80	47.34	69.23	19.75	47.52	57.63	0.00	0.00	8.87	0.00	0.00	10.42
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.69	0.69	0.69	0.01	0.01	0.01	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.16	0.16	0.16	17.16	17.16	17.16	0.16	0.16	0.16	1.58	1.58	1.58
d_A, Approach Delay [s/veh]	12.80			19.75			0.02			0.21		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.73											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	876.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.920

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	23	28	27	963	610	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	28	27	963	610	266
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	7	7	256	162	71
Total Analysis Volume [veh/h]	24	30	29	1024	649	283
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	1.92	0.00	0.01	0.01	0.42
d_M, Delay for Movement [s/veh]	658.31	876.00	0.00	0.00	0.00	14.27
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	6.50	6.50	0.00	0.00	2.11	2.11
95th-Percentile Queue Length [ft/ln]	162.48	162.48	0.00	0.00	52.71	52.71
d_A, Approach Delay [s/veh]	779.25		0.00		4.33	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	22.62					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	56.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	871	802	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	871	802	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	239	220	0
Total Analysis Volume [veh/h]	0	13	26	957	881	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	24.60	56.58	0.00	0.00	0.00	10.07
Movement LOS	C	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.53	0.53	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.21	13.21	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	56.58		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	901.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.642

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	110	398	451	346	367	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	398	451	346	367	120
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	107	121	93	99	32
Total Analysis Volume [veh/h]	118	428	485	372	395	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	2.64	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	886.36	901.31	0.00	0.00	0.00	8.37
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	48.75	48.75	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	1218.77	1218.77	0.00	0.00	9.03	9.03
d_A, Approach Delay [s/veh]	898.08		0.00		2.06	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	255.02					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	227	196	90	109	103	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	196	90	109	103	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	49	23	27	26	58
Total Analysis Volume [veh/h]	227	196	90	109	103	230
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.10	0.14	0.56
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.47	25.71	29.58
Movement LOS	A	A	A	A	D	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.31	0.31	5.38	5.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.86	7.86	134.48	134.48
d_A, Approach Delay [s/veh]	0.00		4.64		28.38	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.86					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	164	44	52	122	28	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	44	52	122	28	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	12	15	34	8	6
Total Analysis Volume [veh/h]	184	49	58	137	31	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.04	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.54	12.02
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.27	0.27
95th-Percentile Queue Length [ft/ln]	2.74	2.74	0.00	0.00	6.71	6.71
d_A, Approach Delay [s/veh]	1.62		0.00		10.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	218	0	65	68	0	8	0	708	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	218	0	65	68	0	8	0	708	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	16	17	0	2	0	177	0
Total Analysis Volume [veh/h]	218	0	65	68	0	8	0	708	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	8			708			65		
Exiting Flow Rate [veh/h]	776			65			226		
Demand Flow Rate [veh/h]	218	0	65	68	0	8	0	708	0
Adjusted Demand Flow Rate [veh/h]	218	0	65	68	0	8	0	708	0

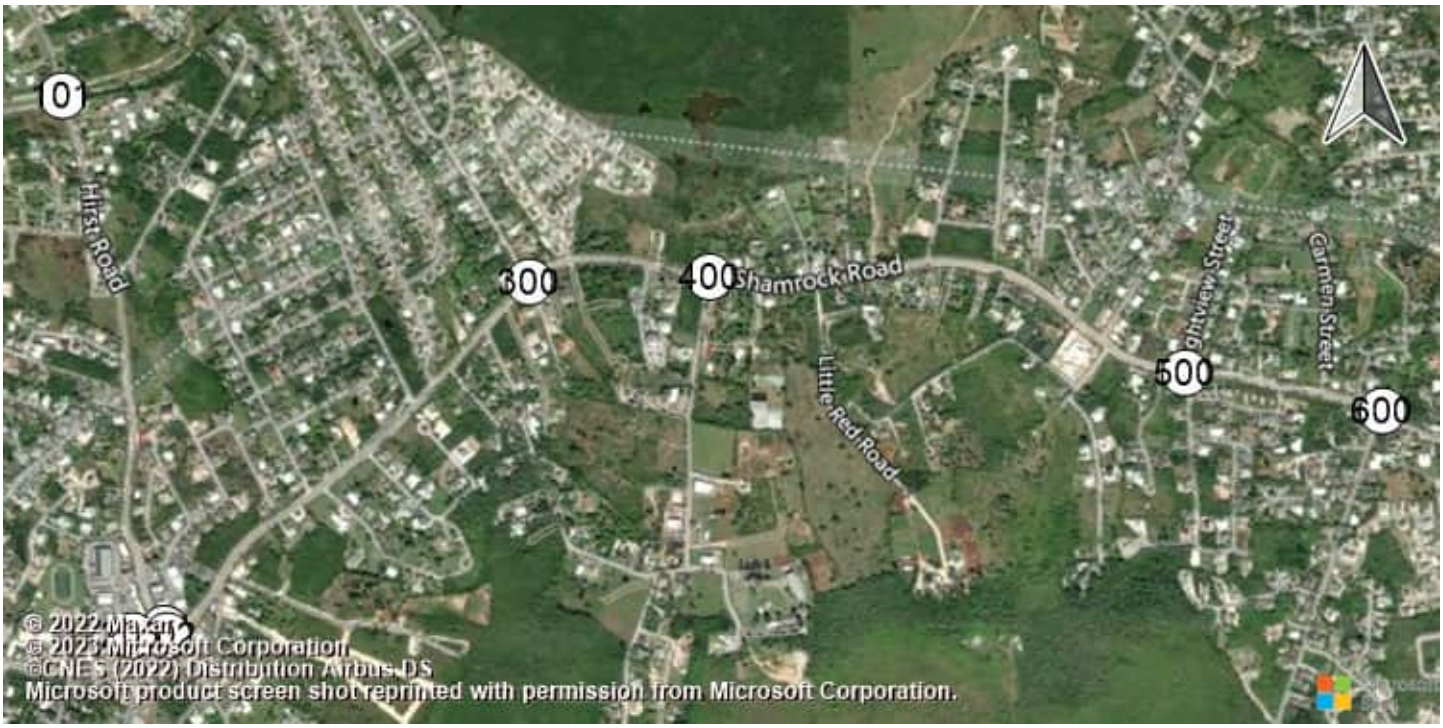
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	283	76	708
Capacity of Entry and Bypass Lanes [veh/h]	1369	671	1292
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1369	671	1292
X, volume / capacity	0.21	0.11	0.55

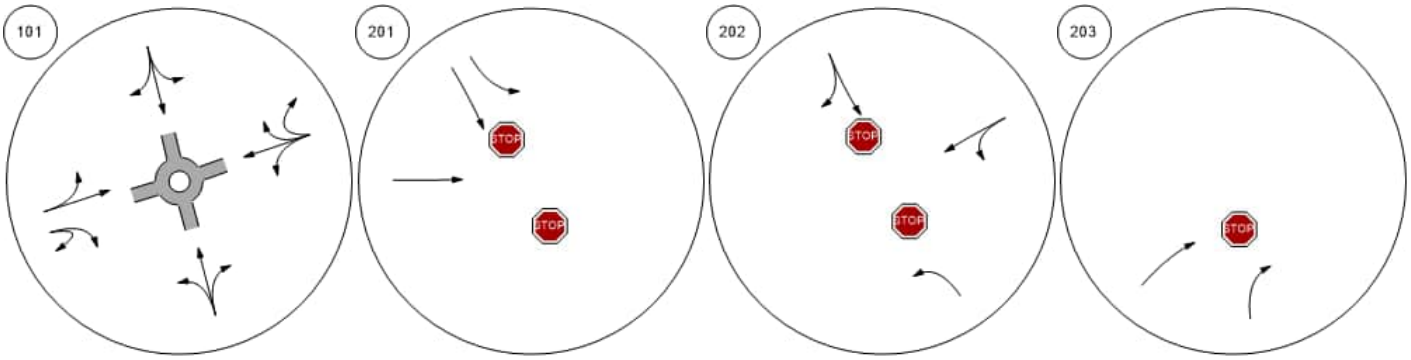
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.78	0.38	3.47
95th-Percentile Queue Length [ft]	19.44	9.54	86.87
Approach Delay [s/veh]	4.35	6.62	8.86
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.50		
Intersection LOS	A		

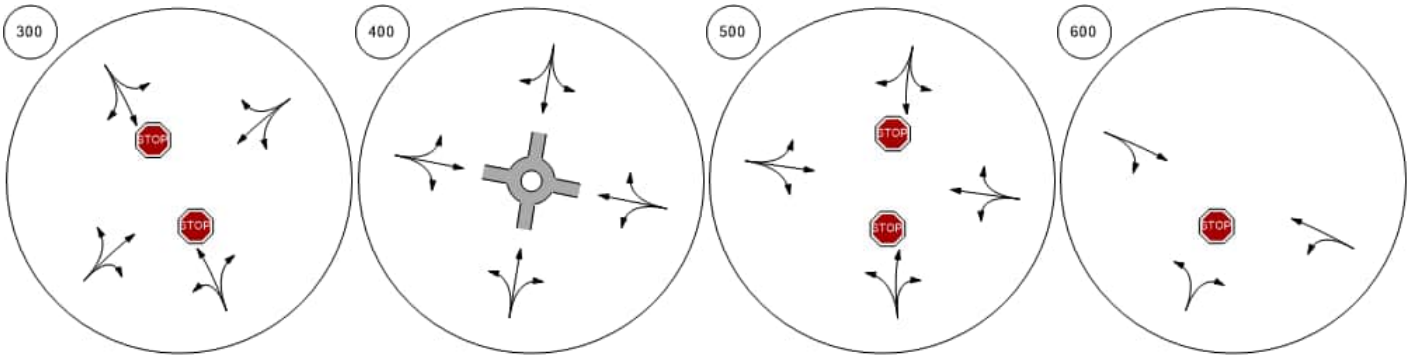
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



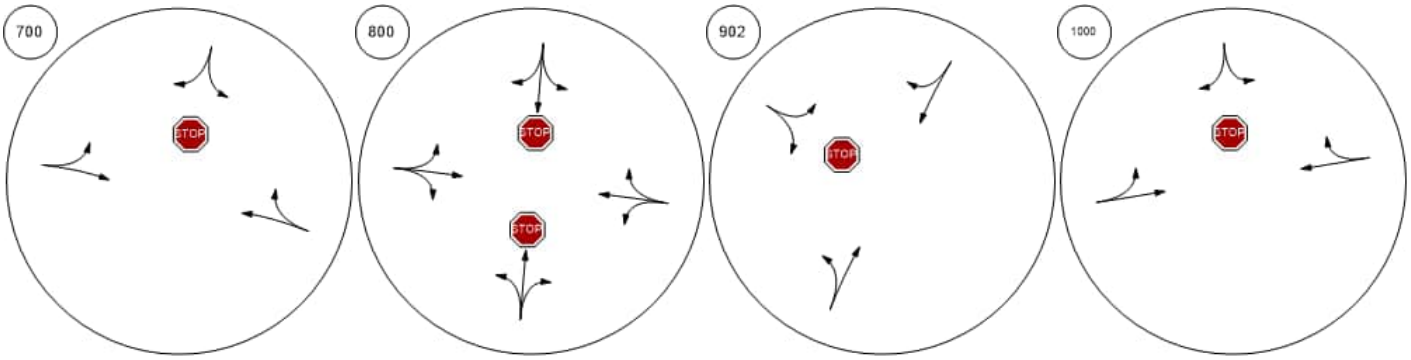
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



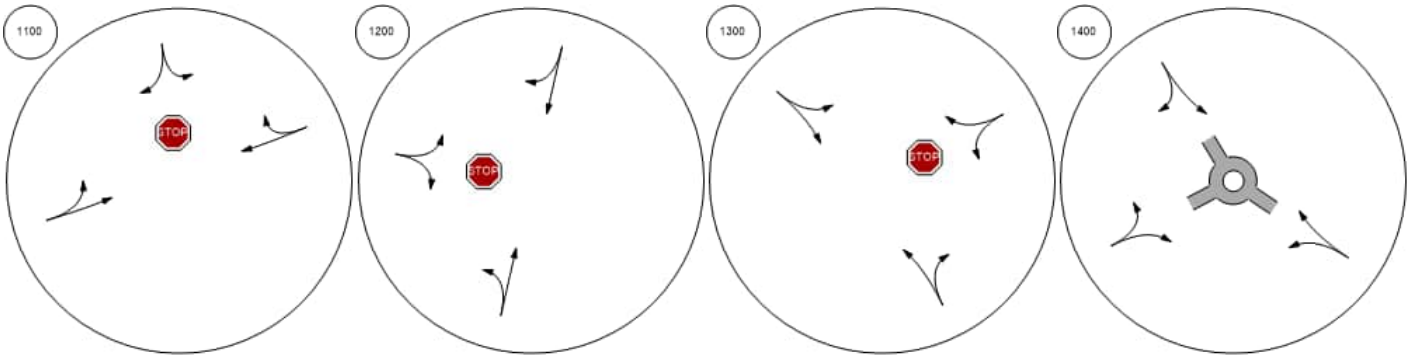
Lane Configuration and Traffic Control



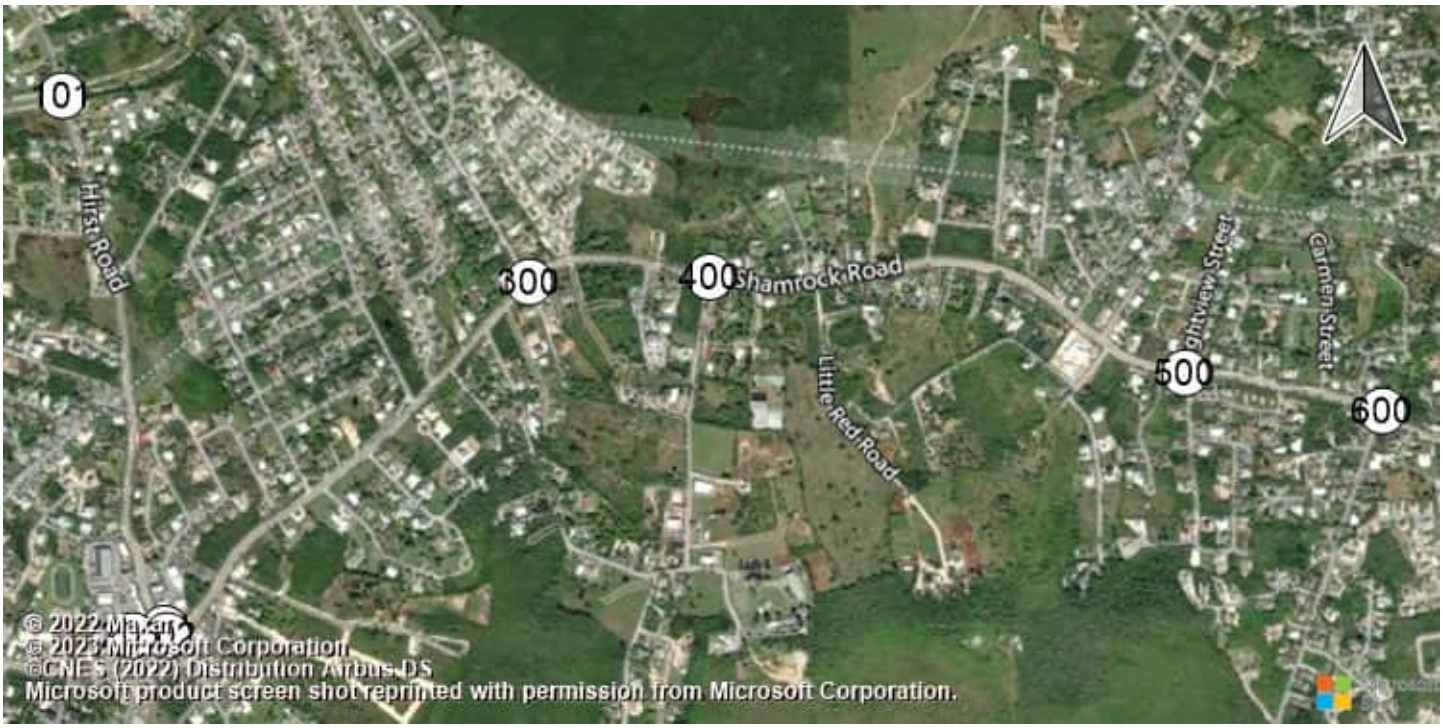
Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



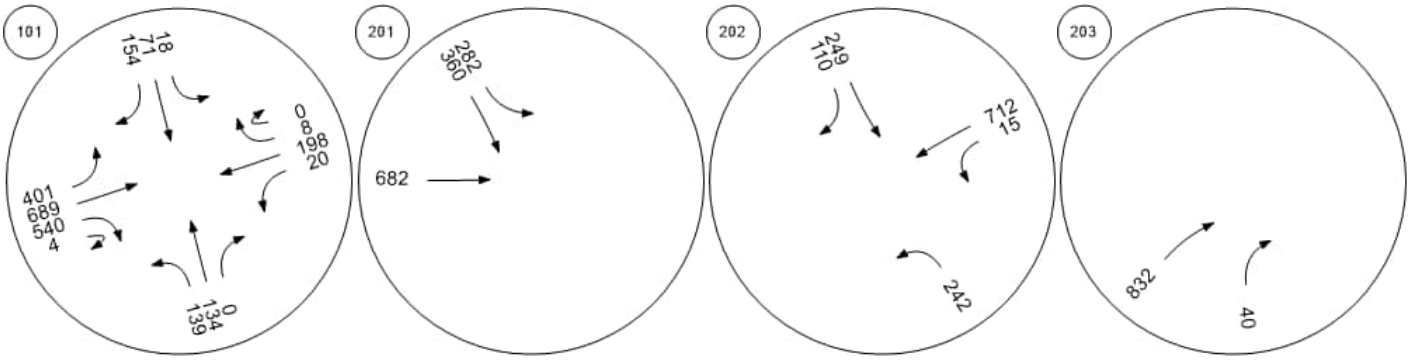
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



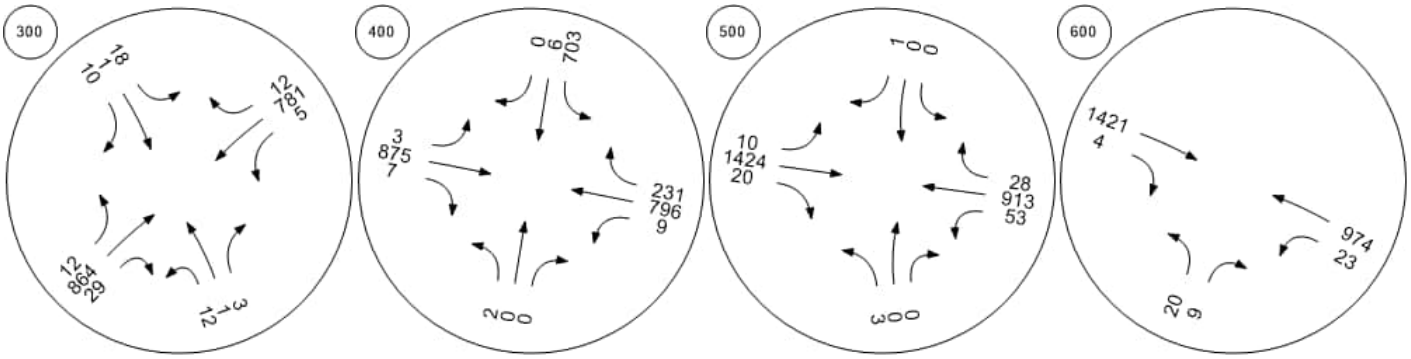
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



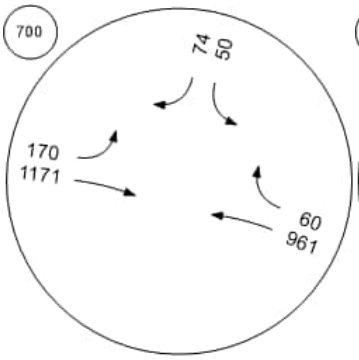
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



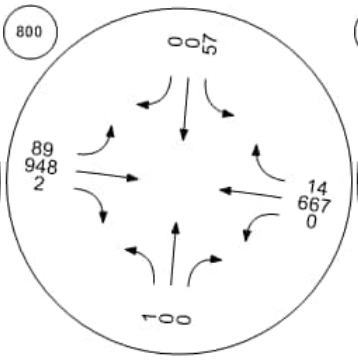
Traffic Volume - Base Volume



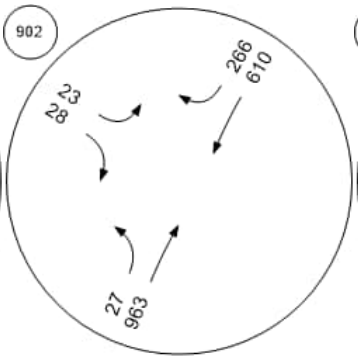
Shamrock Road at Northward



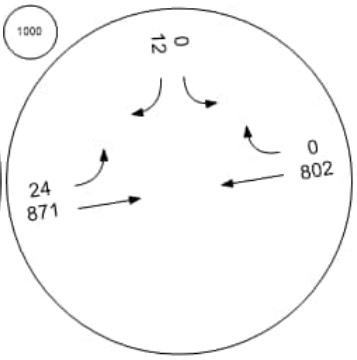
Shamrock Road at Condor R



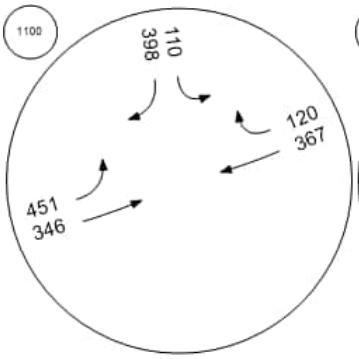
Bodden Town Road at Bodde



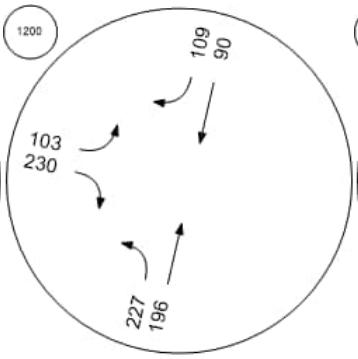
Bodden Town Road at Long



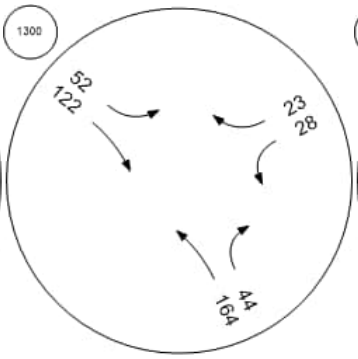
Frank Sound Road at Bodde



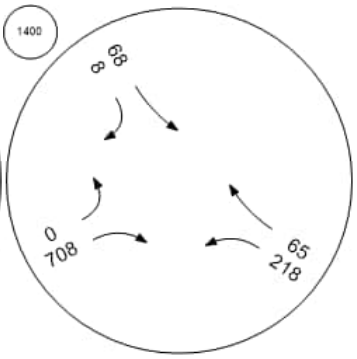
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	17	0	38	27	17	64	0	530	63	659	8	20	15	132	0	4	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	38	27	17	64	0	530	63	659	8	20	15	132	0	4	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	10	7	4	16	0	133	16	165	2	5	4	330	0	1	0
Total Analysis Volume [veh/h]	17	0	38	27	17	64	0	530	63	659	8	20	15	132	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1874				714				69				622				
Exiting Flow Rate [veh/h]	87				105				1887				703				
Demand Flow Rate [veh/h]	17	0	38	27	17	64	0	530	63	659	8	20	15	132	0	4	0
Adjusted Demand Flow Rate [veh/h]	17	0	38	27	17	64	0	530	63	659	8	20	15	132	0	4	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	82	611	398	353	710	630
Capacity of Entry and Bypass Lanes [veh/h]	289	774	1340	1267	837	762
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	289	774	1340	1267	837	762
X, volume / capacity	0.28	0.79	0.30	0.28	0.85	0.83

Movement, Approach, & Intersection Results

Lane LOS	C	C	A	A	D	D
95th-Percentile Queue Length [veh]	1.14	8.06	1.25	1.14	10.20	9.17
95th-Percentile Queue Length [ft]	28.49	201.49	31.33	28.62	254.90	229.34
Approach Delay [s/veh]	18.76	23.65	5.31		27.22	
Approach LOS	C	C	A		D	
Intersection Delay [s/veh]	20.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	115	0	0	442	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	115	0	0	442	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	31	0	0	119	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	124	0	0	475	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free	
Flared Lane											
Storage Area [veh]	0			0			0			0	
Two-Stage Gap Acceptance				No							
Number of Storage Spaces in Median	0			0			0			0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.31	14.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	B			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.02	24.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.24			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	251.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.181

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	317	0	0	0	19	95	0	0	0	7	639	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	0	0	0	19	95	0	0	0	7	639	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	0	0	0	5	26	0	0	0	2	172	0
Total Analysis Volume [veh/h]	341	0	0	0	20	102	0	0	0	8	687	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.76	0.00	0.00	0.00	0.05	1.18	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	34.40	0.00	0.00	0.00	219.79	251.71	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	D				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.45	0.00	0.00	0.00	8.37	8.37	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	161.27	0.00	0.00	0.00	209.33	209.33	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	34.40			246.48			0.00			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	36.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	19	494	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	19	494	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	133	0	0	0
Total Analysis Volume [veh/h]	0	20	531	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.31	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.31		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	5	0	0	21	7	336	6	2	585	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	5	0	0	21	7	336	6	2	585	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	0	0	5	2	84	2	1	146	0
Total Analysis Volume [veh/h]	41	1	5	0	0	22	7	336	6	2	585	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.10	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.93	19.59	20.60	11.94	20.47	23.37	0.00	0.00	8.63	0.00	0.00	7.93
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.35	0.33	0.33	0.33	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.64	8.64	8.64	8.31	8.31	8.31	0.45	0.45	0.45	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.88			23.37			0.15			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	7	1	40	12	37	5	334	2	3	548	314
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	7	1	40	12	37	5	334	2	3	548	314
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	10	3	9	1	84	1	1	137	79
Total Analysis Volume [veh/h]	1	7	1	40	12	37	5	334	2	3	548	314
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	899			337			322			51		
Exiting Flow Rate [veh/h]	17			326			586			375		
Demand Flow Rate [veh/h]	1	7	1	40	12	37	5	334	2	3	548	314
Adjusted Demand Flow Rate [veh/h]	1	7	1	40	12	37	5	334	2	3	548	314

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	89	341	865
Capacity of Entry and Bypass Lanes [veh/h]	552	979	994	1311
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	552	979	994	1311
X, volume / capacity	0.02	0.09	0.34	0.66

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.05	0.30	1.54	5.32
95th-Percentile Queue Length [ft]	1.24	7.48	38.46	133.04
Approach Delay [s/veh]	6.72	4.50	7.22	11.22
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.68			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	26.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	373	1	0	754	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	373	1	0	754	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	93	0	0	189	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	373	1	0	754	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.43	23.25	25.57	10.93	23.15	26.06	0.00	0.00	9.17	0.00	0.00	8.01
Movement LOS	B	C	D	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.17	0.12	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.28	4.28	4.28	2.99	2.99	2.99	0.09	0.09	0.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.91			21.02			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.42											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	49.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	7	16	190	191	46	748
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	16	190	191	46	748
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	52	52	13	205
Total Analysis Volume [veh/h]	8	18	209	210	51	822
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.00	0.27	0.00	0.01
d_M, Delay for Movement [s/veh]	22.14	49.12	0.00	11.29	0.00	0.00
Movement LOS	C	E	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.74	0.74	1.09	1.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.40	18.40	27.16	27.16	0.00	0.00
d_A, Approach Delay [s/veh]	40.82		5.66		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.60					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	20	7	13	201	752	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	7	13	201	752	23
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	3	52	194	6
Total Analysis Volume [veh/h]	21	7	13	207	775	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.03	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.71	19.75	0.00	0.00	0.00	7.69
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	4.20	4.20	0.00	0.00	1.35	1.35
d_A, Approach Delay [s/veh]	12.22		0.00		0.23	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	202	69	147	0	0	287	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	202	69	147	0	0	287	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	51	17	37	0	0	72	2
Total Analysis Volume [veh/h]	4	0	0	1	0	202	69	147	0	0	287	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.78	12.78	12.28	14.15	17.41	17.29	0.00	0.00	7.80	0.00	0.00	7.65
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	1.98	1.98	1.98	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.40	0.40	0.40	49.61	49.61	49.61	0.00	0.00	0.00	0.33	0.33	0.33
d_A, Approach Delay [s/veh]	9.78			17.28			0.00			0.16		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.02											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	49	19	12	141	220	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	19	12	141	220	129
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	5	3	38	59	34
Total Analysis Volume [veh/h]	52	20	13	150	234	137
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.05	0.00	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	9.71	15.13	0.00	0.00	0.00	7.79
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.37	0.00	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	9.28	9.28	0.00	0.00	7.94	7.94
d_A, Approach Delay [s/veh]	11.22		0.00		2.88	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.09					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	120	288	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	120	288	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	33	79	0
Total Analysis Volume [veh/h]	0	15	1	132	316	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.07	11.47	0.00	0.00	0.00	7.46
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.02	2.02	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.47		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	312	47	46	64	235	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	47	46	64	235	218
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	13	12	17	63	59
Total Analysis Volume [veh/h]	335	51	49	69	253	234
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.18	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	13.92	22.70	0.00	0.00	0.00	7.75
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.07	3.07	0.00	0.00	0.53	0.53
95th-Percentile Queue Length [ft/ln]	76.76	76.76	0.00	0.00	13.35	13.35
d_A, Approach Delay [s/veh]	15.08		0.00		3.72	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.70					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	26.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	132	245	421	191	232	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	245	421	191	232	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	61	105	48	58	23
Total Analysis Volume [veh/h]	132	245	421	191	232	90
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	2	6	0	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	Lead
Minimum Green [s]	0	10	10	0	0	5
Maximum Green [s]	0	30	30	0	0	30
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0
All red [s]	0.0	3.0	3.0	0.0	0.0	3.0
Split [s]	0	56	56	0	0	34
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	0.0	0.0	4.0
Minimum Recall		No	No			No
Maximum Recall		No	No			No
Pedestrian Recall		No	No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00
g_i, Effective Green Time [s]	50	50	28
g / C, Green / Cycle	0.56	0.56	0.31
(v / s)_i Volume / Saturation Flow Rate	0.21	0.50	0.19
s, saturation flow rate [veh/h]	1789	1233	1665
c, Capacity [veh/h]	994	737	518
d1, Uniform Delay [s]	11.26	21.45	26.48
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	1.10	10.48	5.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.83	0.62
d, Delay for Lane Group [s/veh]	12.36	31.93	32.00
Lane Group LOS	B	C	C
Critical Lane Group	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	4.45	13.67	6.70
50th-Percentile Queue Length [ft/ln]	111.23	341.73	167.49
95th-Percentile Queue Length [veh/ln]	7.91	19.73	10.94
95th-Percentile Queue Length [ft/ln]	197.71	493.31	273.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.36	12.36	31.93	31.93	32.00	32.00
Movement LOS	B	B	C	C	C	C
d_A, Approach Delay [s/veh]	12.36		31.93		32.00	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	26.32					
Intersection LOS	C					
Intersection V/C	0.690					

Other Modes

g_Walk,mi, Effective Walk Time [s]	28.0	28.0	50.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.36	21.36	8.89
l_p,int, Pedestrian LOS Score for Intersection	1.984	2.049	2.141
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	1111	622
d_b, Bicycle Delay [s]	8.89	8.89	21.36
l_b,int, Bicycle LOS Score for Intersection	2.182	2.569	2.091
Bicycle LOS	B	B	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	103	35	8	101	45	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	35	8	101	45	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	10	2	28	13	1
Total Analysis Volume [veh/h]	116	39	9	113	51	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	7.50	0.00	0.00	9.07	10.64
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	2.03	2.03	0.00	0.00	4.55	4.55
d_A, Approach Delay [s/veh]	1.89		0.00		9.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	372	18	9	37	55	45	4	629	71	4	922	20	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	372	18	9	37	55	45	4	629	71	4	922	20	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	93	5	2	9	14	11	1	157	18	1	231	5	0
Total Analysis Volume [veh/h]	372	18	9	37	55	45	4	629	71	4	922	20	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	988			710			48			171			
Exiting Flow Rate [veh/h]	130			42			1339			676			
Demand Flow Rate [veh/h]	372	18	9	37	55	45	4	629	71	4	922	20	1
Adjusted Demand Flow Rate [veh/h]	372	18	9	37	55	45	4	629	71	4	922	20	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	399	137	633	71	947
Capacity of Entry and Bypass Lanes [veh/h]	614	777	1360	1360	1160
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	614	777	1360	1360	1160
X, volume / capacity	0.65	0.18	0.47	0.05	0.82

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	C
95th-Percentile Queue Length [veh]	4.75	0.64	2.54	0.17	9.78
95th-Percentile Queue Length [ft]	118.69	15.94	63.58	4.13	244.58
Approach Delay [s/veh]	19.39	6.51	6.84		19.28
Approach LOS	C	A	A		C
Intersection Delay [s/veh]	14.50				
Intersection LOS	B				

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	675	947	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	675	947	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	169	237	0
Total Analysis Volume [veh/h]	0	0	0	675	947	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	12.87	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.87		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	2.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	675	0	0	947
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	675	0	0	947
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	169	0	0	237
Total Analysis Volume [veh/h]	0	0	675	0	0	947
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.36	0.00	0.50
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	67	1805	1534	1631
d1, Uniform Delay [s]	0.00	0.23	0.00	2.40
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.59	0.00	1.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.37	0.00	0.58
d, Delay for Lane Group [s/veh]	0.00	0.83	0.00	3.92
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.30	0.00	2.44
50th-Percentile Queue Length [ft/ln]	0.00	7.45	0.00	61.04
95th-Percentile Queue Length [veh/ln]	0.00	0.54	0.00	4.40
95th-Percentile Queue Length [ft/ln]	0.00	13.41	0.00	109.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.83	0.00	0.00	3.92
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.83		3.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.63					
Intersection LOS	A					
Intersection V/C	0.854					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.051	2.837
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.673	3.122
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	43	0	0	0	0	0	0	675	0	5	904	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	0	0	0	0	0	0	675	0	5	904	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	0	0	0	0	0	169	0	1	226	0
Total Analysis Volume [veh/h]	43	0	0	0	0	0	0	675	0	5	904	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	32	0	0	32	0	0	32	58	0	32	58	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	26	26	84	52	84	52
g / C, Green / Cycle	0.29	0.29	0.93	0.58	0.93	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.00	0.00	0.36	0.00	0.48
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1615	1900
c, Capacity [veh/h]	467	467	1507	1098	1507	1098
d1, Uniform Delay [s]	23.38	0.00	0.00	12.44	0.20	15.30
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.00	0.00	2.58	0.00	7.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.00	0.00	0.61	0.00	0.82
d, Delay for Lane Group [s/veh]	23.77	0.00	0.00	15.02	0.20	22.33
Lane Group LOS	C	A	A	B	A	C
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.72	0.00	0.00	7.87	0.00	13.81
50th-Percentile Queue Length [ft/ln]	17.97	0.00	0.00	196.67	0.04	345.13
95th-Percentile Queue Length [veh/ln]	1.29	0.00	0.00	12.47	0.00	19.90
95th-Percentile Queue Length [ft/ln]	32.34	0.00	0.00	311.67	0.07	497.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.77	0.00	0.00	0.00	0.00	0.00	0.00	15.02	0.00	0.20	22.33	0.00
Movement LOS	C			A			A	B		A	C	
d_A, Approach Delay [s/veh]	23.77			0.00			15.02			22.21		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	19.27											
Intersection LOS	B											
Intersection V/C	0.502											

Other Modes

g_Walk,mi, Effective Walk Time [s]	52.0	52.0	26.0	26.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.02	8.02	22.76	22.76
l_p,int, Pedestrian LOS Score for Intersection	1.675	1.656	2.801	2.781
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	1156	1156
d_b, Bicycle Delay [s]	22.76	22.76	8.02	8.02
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.673	3.059
Bicycle LOS	A	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	675	0	909
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	675	0	909
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	169	0	227
Total Analysis Volume [veh/h]	675	0	909
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	17.28	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.732

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	194	0	675	0	0	715
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	0	675	0	0	715
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	0	169	0	0	179
Total Analysis Volume [veh/h]	194	0	675	0	0	715
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	32	0	32	0	32	88
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	26	114	114	82
g / C, Green / Cycle	0.22	0.95	0.95	0.68
(v / s)_i Volume / Saturation Flow Rate	0.12	0.36	0.00	0.38
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	350	1805	1534	1298
d1, Uniform Delay [s]	41.84	0.23	0.00	9.65
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.21	0.59	0.00	1.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.37	0.00	0.55
d, Delay for Lane Group [s/veh]	48.05	0.83	0.00	11.33
Lane Group LOS	D	A	A	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	5.77	0.30	0.00	8.36
50th-Percentile Queue Length [ft/ln]	144.36	7.45	0.00	209.02
95th-Percentile Queue Length [veh/ln]	9.72	0.54	0.00	13.10
95th-Percentile Queue Length [ft/ln]	242.89	13.41	0.00	327.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.05	0.00	0.83	0.00	0.00	11.33
Movement LOS	D		A		A	B
d_A, Approach Delay [s/veh]	48.05		0.83		11.33	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	11.35					
Intersection LOS	B					
Intersection V/C	0.732					

Other Modes

g_Walk,mi, Effective Walk Time [s]	82.0	26.0	26.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.02	36.82	36.82
l_p,int, Pedestrian LOS Score for Intersection	1.723	3.004	2.695
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	1900	1367
d_b, Bicycle Delay [s]	36.82	0.15	6.02
l_b,int, Bicycle LOS Score for Intersection	1.560	2.673	2.739
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	68	0	675	0	6	647
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	0	675	0	6	647
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	169	0	2	162
Total Analysis Volume [veh/h]	68	0	675	0	6	647
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.04	0.36	0.00	0.34
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	574	1773	1507	971
d1, Uniform Delay [s]	19.51	0.31	0.20	16.31
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.42	0.62	0.00	3.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.38	0.00	0.67
d, Delay for Lane Group [s/veh]	19.93	0.93	0.21	19.92
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.02	0.31	0.00	9.24
50th-Percentile Queue Length [ft/ln]	25.55	7.66	0.05	231.12
95th-Percentile Queue Length [veh/ln]	1.84	0.55	0.00	14.23
95th-Percentile Queue Length [ft/ln]	45.99	13.80	0.09	355.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.93	0.00	0.93	0.00	0.21	19.92
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.93		0.93		19.74	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	10.66					
Intersection LOS	B					
Intersection V/C	0.355					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.697	2.819	2.634
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.673	2.637
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	26	0	675	0	98	626
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	675	0	98	626
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	169	0	25	157
Total Analysis Volume [veh/h]	26	0	675	0	98	626
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.36	0.06	0.33
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	574	1773	1507	971
d1, Uniform Delay [s]	18.99	0.31	0.21	16.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.62	0.08	3.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.38	0.07	0.64
d, Delay for Lane Group [s/veh]	19.14	0.93	0.30	19.33
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.39	0.31	0.03	8.76
50th-Percentile Queue Length [ft/ln]	9.63	7.66	0.87	218.96
95th-Percentile Queue Length [veh/ln]	0.69	0.55	0.06	13.61
95th-Percentile Queue Length [ft/ln]	17.33	13.80	1.56	340.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.14	0.00	0.93	0.00	0.30	19.33
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.14		0.93		16.76	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	9.31					
Intersection LOS	A					
Intersection V/C	0.355					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.708	2.768	2.673
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.673	2.754
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	675	725	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	675	725	2
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	169	181	1
Total Analysis Volume [veh/h]	675	725	2
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	13.61
Movement LOS	A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.36
d_A, Approach Delay [s/veh]	0.00	0.04	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.02		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	33	0	0	0	0	0	0	651	25	5	694	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	0	0	0	0	0	651	25	5	694	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	0	0	0	0	163	6	1	174	0
Total Analysis Volume [veh/h]	33	0	0	0	0	0	0	651	25	5	694	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	37	0	0	37	0	0	53	53	37	53	53	37
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	31	31	47	47	31	47	47	31
g / C, Green / Cycle	0.34	0.34	0.52	0.52	0.34	0.52	0.52	0.34
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.00	0.34	0.01	0.00	0.37	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1810	1615	1900	1810
c, Capacity [veh/h]	556	556	843	992	623	843	992	623
d1, Uniform Delay [s]	19.74	0.00	0.00	15.63	19.61	10.30	16.18	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.00	0.00	3.39	0.12	0.01	4.10	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.00	0.00	0.66	0.04	0.01	0.70	0.00
d, Delay for Lane Group [s/veh]	19.95	0.00	0.00	19.01	19.73	10.32	20.28	0.00
Lane Group LOS	B	A	A	B	B	B	C	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.50	0.00	0.00	9.01	0.34	0.04	10.04	0.00
50th-Percentile Queue Length [ft/ln]	12.54	0.00	0.00	225.15	8.51	1.10	251.05	0.00
95th-Percentile Queue Length [veh/ln]	0.90	0.00	0.00	13.93	0.61	0.08	15.24	0.00
95th-Percentile Queue Length [ft/ln]	22.58	0.00	0.00	348.20	15.31	1.97	380.98	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.95	0.00	0.00	0.00	0.00	0.00	0.00	19.01	19.73	10.32	20.28	0.00
Movement LOS	B			A			A	B	B	B	C	A
d_A, Approach Delay [s/veh]	19.95			0.00			19.04			20.21		
Approach LOS	B			A			B			C		
d_I, Intersection Delay [s/veh]	19.64											
Intersection LOS	B											
Intersection V/C	0.386											

Other Modes

g_Walk,mi, Effective Walk Time [s]	47.0	47.0	31.0	31.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.27	10.27	19.34	19.34
l_p,int, Pedestrian LOS Score for Intersection	1.686	1.666	2.677	2.656
Crosswalk LOS	A	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	1044	1044
d_b, Bicycle Delay [s]	19.34	19.34	10.27	10.27
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.675	2.713
Bicycle LOS	A	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Rd)

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	609	43	656
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	609	43	656
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	11	164
Total Analysis Volume [veh/h]	609	43	656
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.10	0.01
d_M, Delay for Movement [s/veh]	0.00	14.25	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.23	0.00
d_A, Approach Delay [s/veh]	0.94		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.47		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	25	0	609	0	2	632
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	609	0	2	632
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	152	0	1	158
Total Analysis Volume [veh/h]	25	0	609	0	2	632
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.32	0.00	0.33
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	574	1773	1507	971
d1, Uniform Delay [s]	18.98	0.29	0.20	16.12
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.53	0.00	3.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.34	0.00	0.65
d, Delay for Lane Group [s/veh]	19.13	0.82	0.20	19.50
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.37	0.26	0.00	8.89
50th-Percentile Queue Length [ft/ln]	9.25	6.53	0.02	222.37
95th-Percentile Queue Length [veh/ln]	0.67	0.47	0.00	13.79
95th-Percentile Queue Length [ft/ln]	16.65	11.75	0.03	344.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.13	0.00	0.82	0.00	0.20	19.50
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.13		0.82		19.44	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	10.49					
Intersection LOS	B					
Intersection V/C	0.653					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.676	2.718	2.588
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.564	2.606
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	609	633	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	609	633	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	152	158	0
Total Analysis Volume [veh/h]	0	0	0	609	633	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	12.22	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.22		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	609	0	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	609	0	633
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	0	158
Total Analysis Volume [veh/h]	609	0	633
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.04	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.321

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	37	0	609	0	5	596
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	609	0	5	596
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	152	0	1	149
Total Analysis Volume [veh/h]	37	0	609	0	5	596
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.32	0.00	0.31
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	574	1773	1507	971
d1, Uniform Delay [s]	19.13	0.29	0.20	15.67
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.53	0.00	2.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.34	0.00	0.61
d, Delay for Lane Group [s/veh]	19.34	0.82	0.20	18.57
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.55	0.26	0.00	8.10
50th-Percentile Queue Length [ft/ln]	13.81	6.53	0.04	202.54
95th-Percentile Queue Length [veh/ln]	0.99	0.47	0.00	12.77
95th-Percentile Queue Length [ft/ln]	24.86	11.75	0.07	319.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.34	0.00	0.82	0.00	0.20	18.57
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.34		0.82		18.42	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	9.85					
Intersection LOS	A					
Intersection V/C	0.321					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.681	2.699	2.570
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.564	2.551
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	604	4	596	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	604	4	596	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	1	149	0
Total Analysis Volume [veh/h]	604	4	596	0
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	12.66	0.00	12.69
Movement LOS	A	B	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.64	0.00	0.00
d_A, Approach Delay [s/veh]	0.08		0.00	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.04			
Intersection LOS	B			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	604	597	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	604	597	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	151	149	0
Total Analysis Volume [veh/h]	0	0	0	604	597	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	12.17	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.17		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.318

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	604	0	0	597
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	604	0	0	597
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	151	0	0	149
Total Analysis Volume [veh/h]	0	0	604	0	0	597
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.00	0.31
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	67	1805	1534	1631
d1, Uniform Delay [s]	0.00	0.22	0.00	1.76
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.50	0.00	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.33	0.00	0.37
d, Delay for Lane Group [s/veh]	0.00	0.72	0.00	2.39
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	1.10
50th-Percentile Queue Length [ft/ln]	0.00	6.28	0.00	27.43
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	1.97
95th-Percentile Queue Length [ft/ln]	0.00	11.30	0.00	49.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.72	0.00	0.00	2.39
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.72		2.39	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	A					
Intersection V/C	0.318					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	2.709	2.609
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.556	2.545
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	604	0	597
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	604	0	597
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	0	149
Total Analysis Volume [veh/h]	604	0	597
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.61	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1	603	597	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	603	597	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	151	149	0
Total Analysis Volume [veh/h]	0	0	1	603	597	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	12.16	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	56	0	603	0	22	541
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	0	603	0	22	541
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	151	0	6	135
Total Analysis Volume [veh/h]	56	0	603	0	22	541
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.04	0.35	0.02	0.32
s, saturation flow rate [veh/h]	1454	1710	1453	1710
c, Capacity [veh/h]	517	1596	1357	874
d1, Uniform Delay [s]	19.44	0.31	0.20	15.73
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.42	0.68	0.02	3.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.38	0.02	0.62
d, Delay for Lane Group [s/veh]	19.86	0.99	0.22	19.02
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.86	0.30	0.01	7.83
50th-Percentile Queue Length [ft/ln]	21.43	7.57	0.21	195.70
95th-Percentile Queue Length [veh/ln]	1.54	0.55	0.01	12.42
95th-Percentile Queue Length [ft/ln]	38.58	13.63	0.37	310.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.86	0.00	0.99	0.00	0.22	19.02
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.86		0.99		18.28	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	9.82					
Intersection LOS	A					
Intersection V/C	0.353					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.693	2.470	2.420
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.555	2.489
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	17	0	0	603	563	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	0	603	563	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	151	141	0
Total Analysis Volume [veh/h]	17	0	0	603	563	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	12.41	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.62	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.41		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	394	83	91	143	74	521	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	394	83	91	143	74	521	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	21	23	36	19	130	7
Total Analysis Volume [veh/h]	394	83	91	143	74	521	26
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	169		547		83		
Exiting Flow Rate [veh/h]	612		157		563		
Demand Flow Rate [veh/h]	394	83	91	143	74	521	26
Adjusted Demand Flow Rate [veh/h]	394	83	91	143	74	521	26

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	477	234	621
Capacity of Entry and Bypass Lanes [veh/h]	1162	790	1268
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1162	790	1268
X, volume / capacity	0.41	0.30	0.49

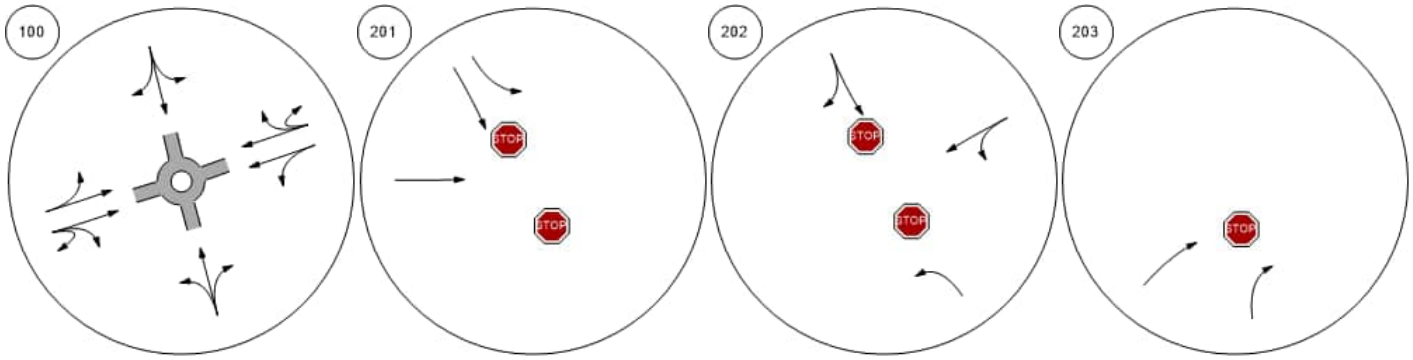
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	2.04	1.24	2.78
95th-Percentile Queue Length [ft]	51.05	31.02	69.59
Approach Delay [s/veh]	7.30	7.95	7.98
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.73		
Intersection LOS	A		

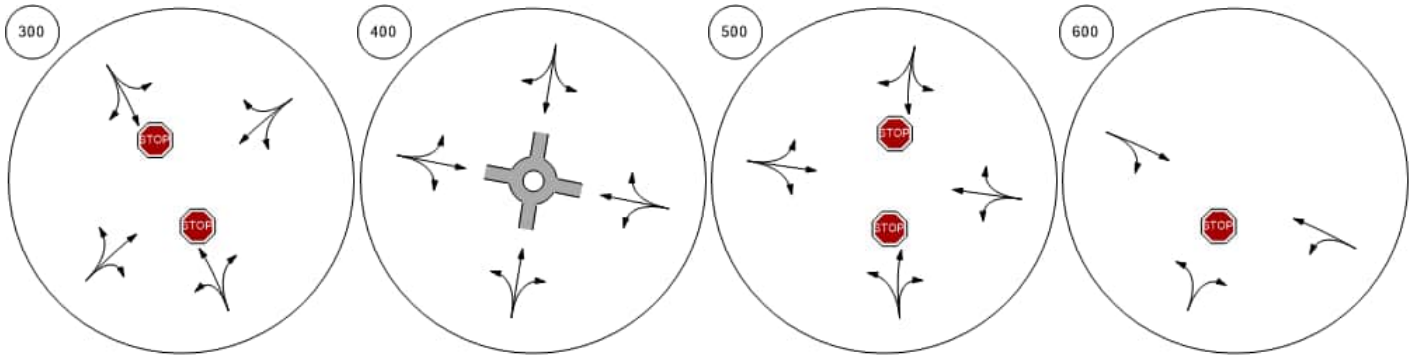
Lane Configuration and Traffic Control



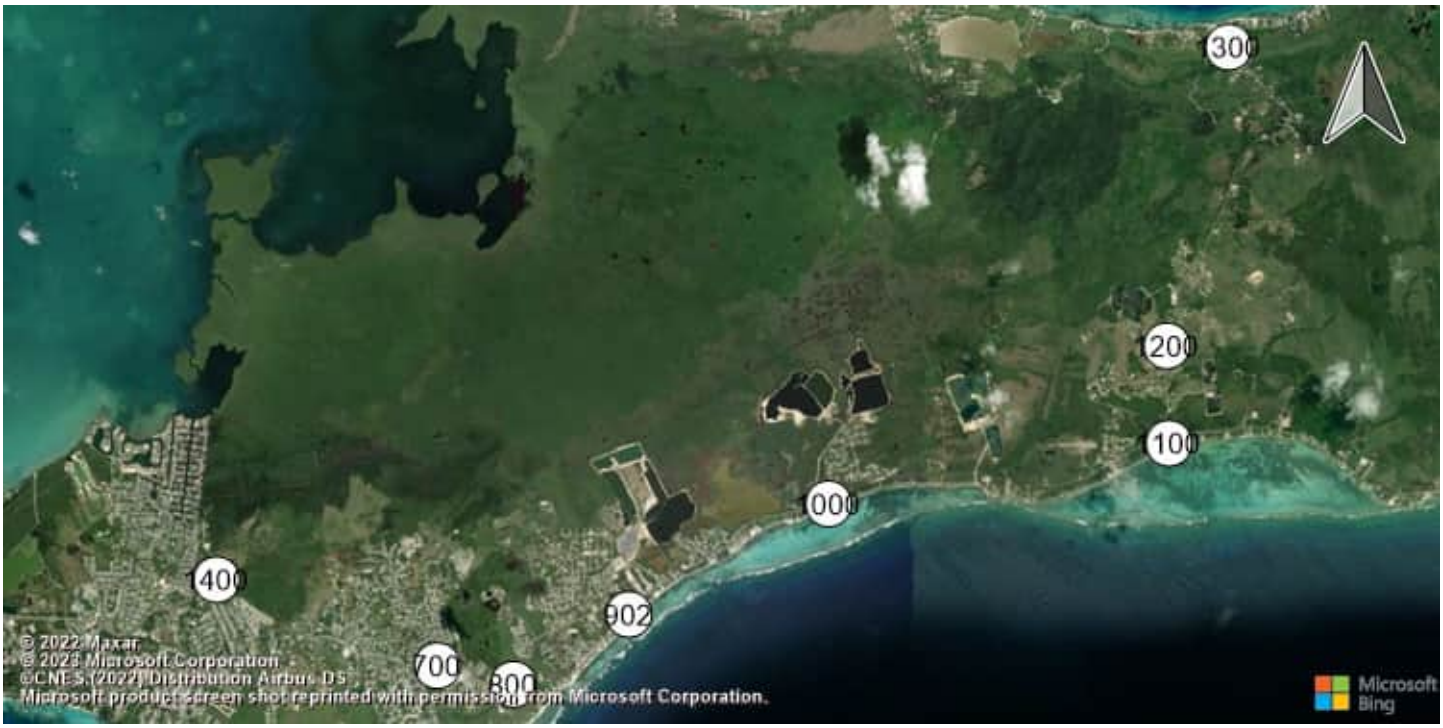
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



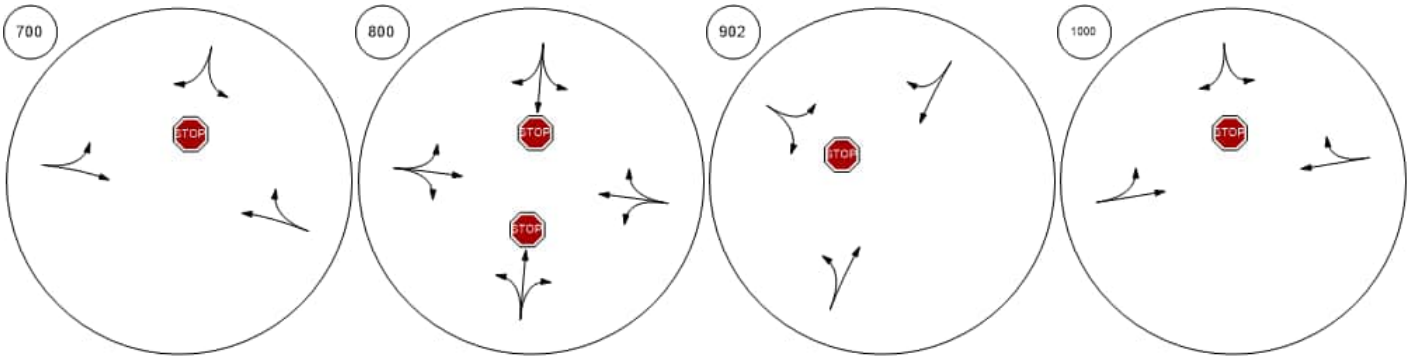
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



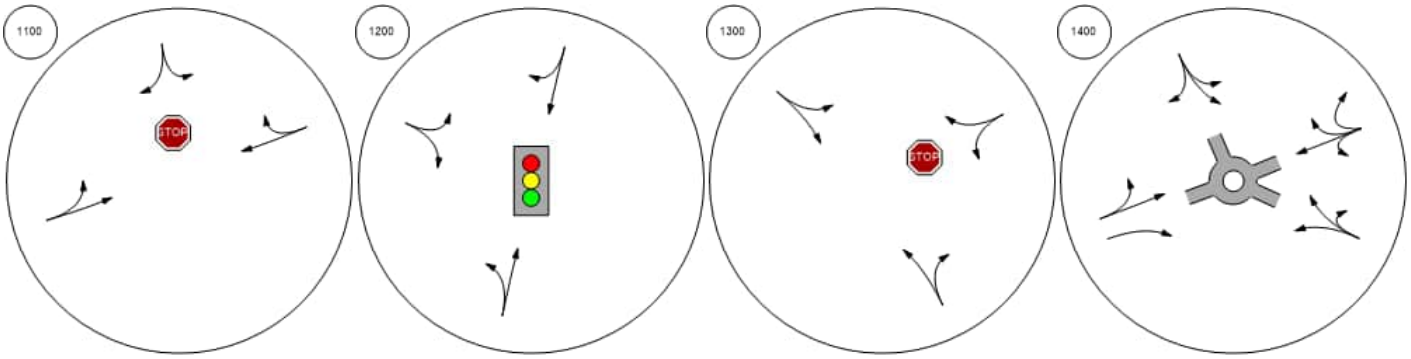
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



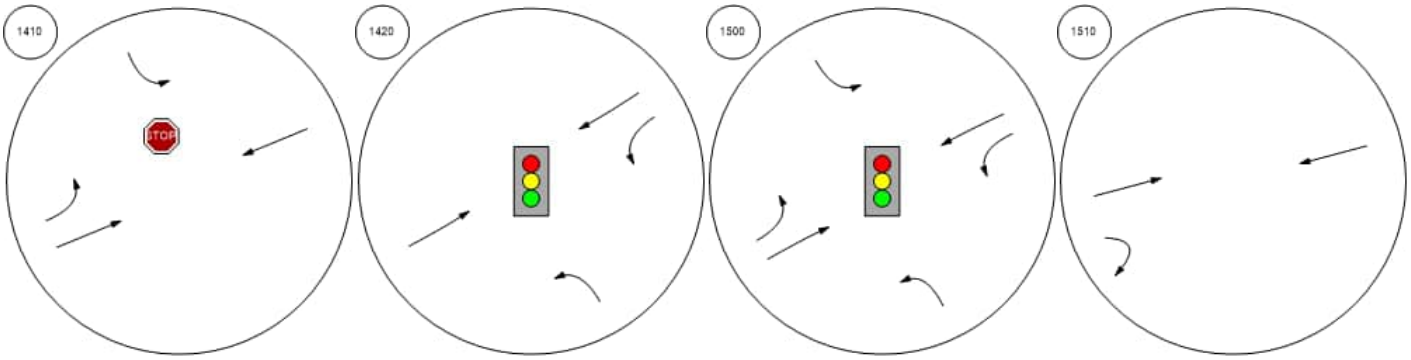
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



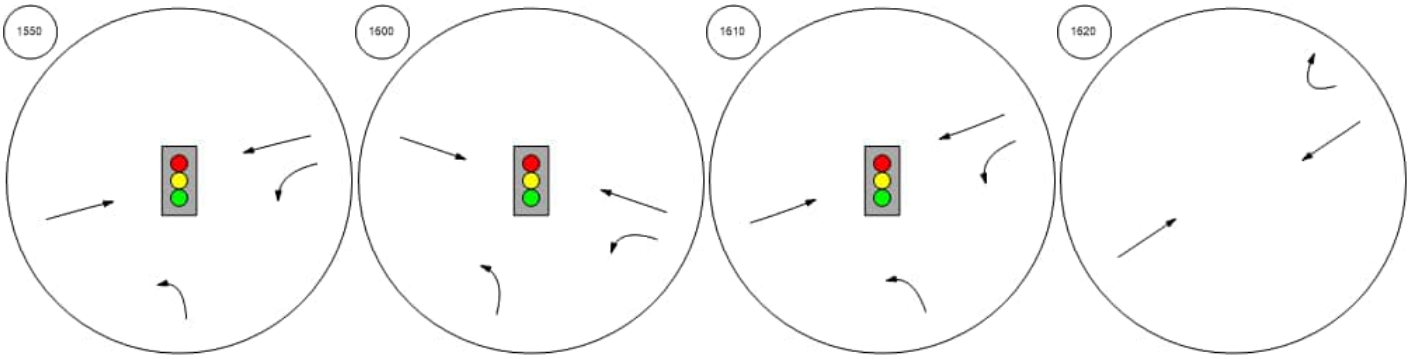
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



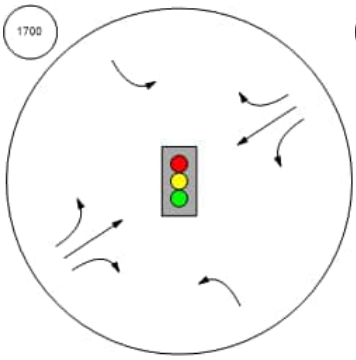
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



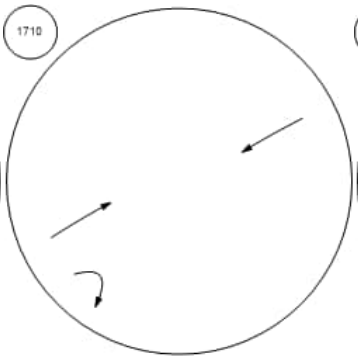
Lane Configuration and Traffic Control



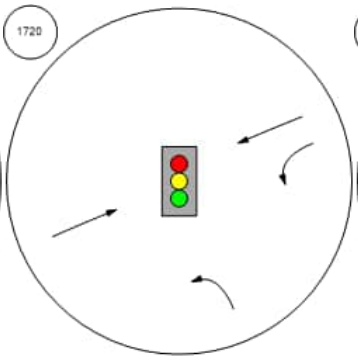
East-West Arterial at Lookout



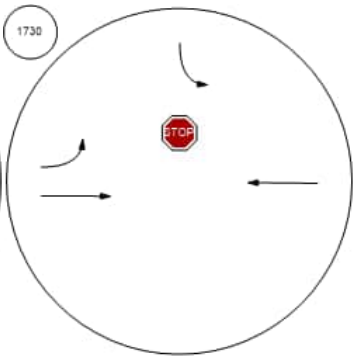
East-West Arterial at U-Turn



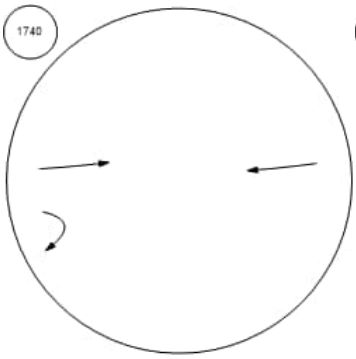
East-West Arterial at South A



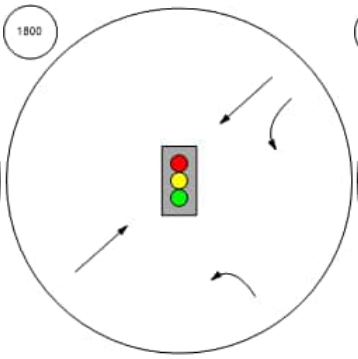
East-West Arterial at North A



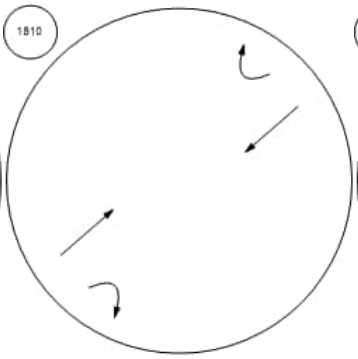
East-West Arterial at U-Turn



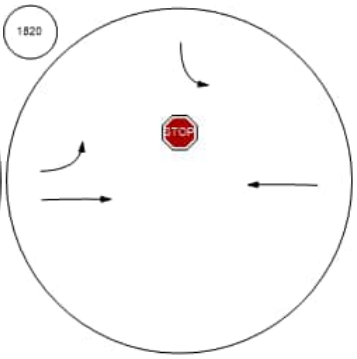
East-West Arterial at Long Fe



East-West Arterial at U-Turn



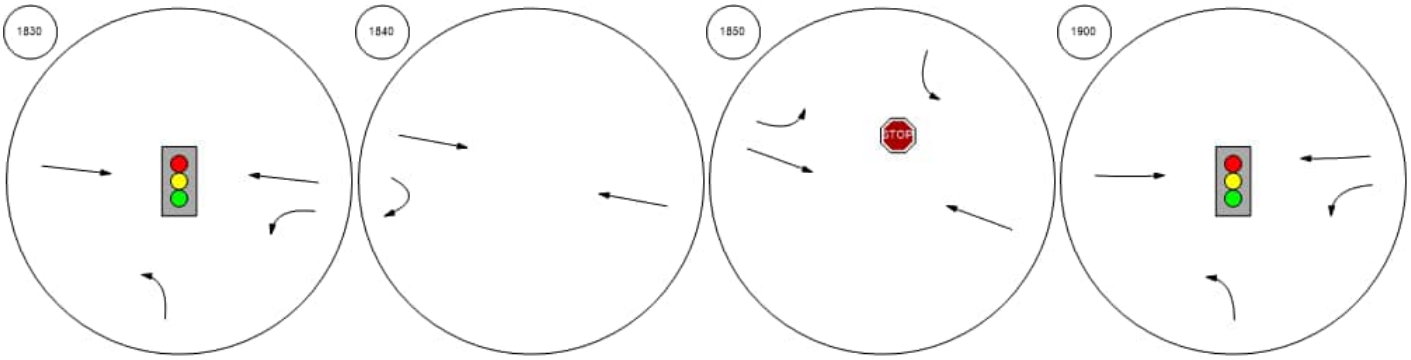
East-West Arterial at North A



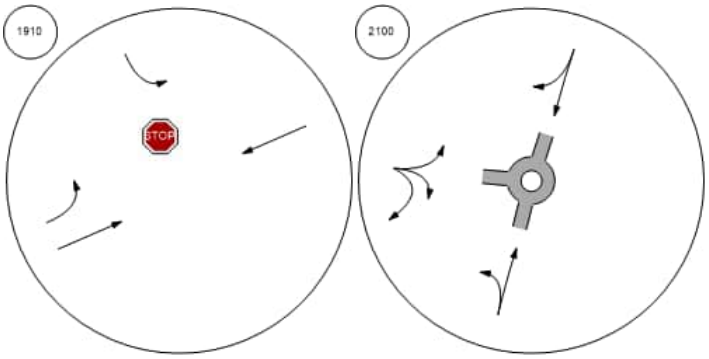
Lane Configuration and Traffic Control



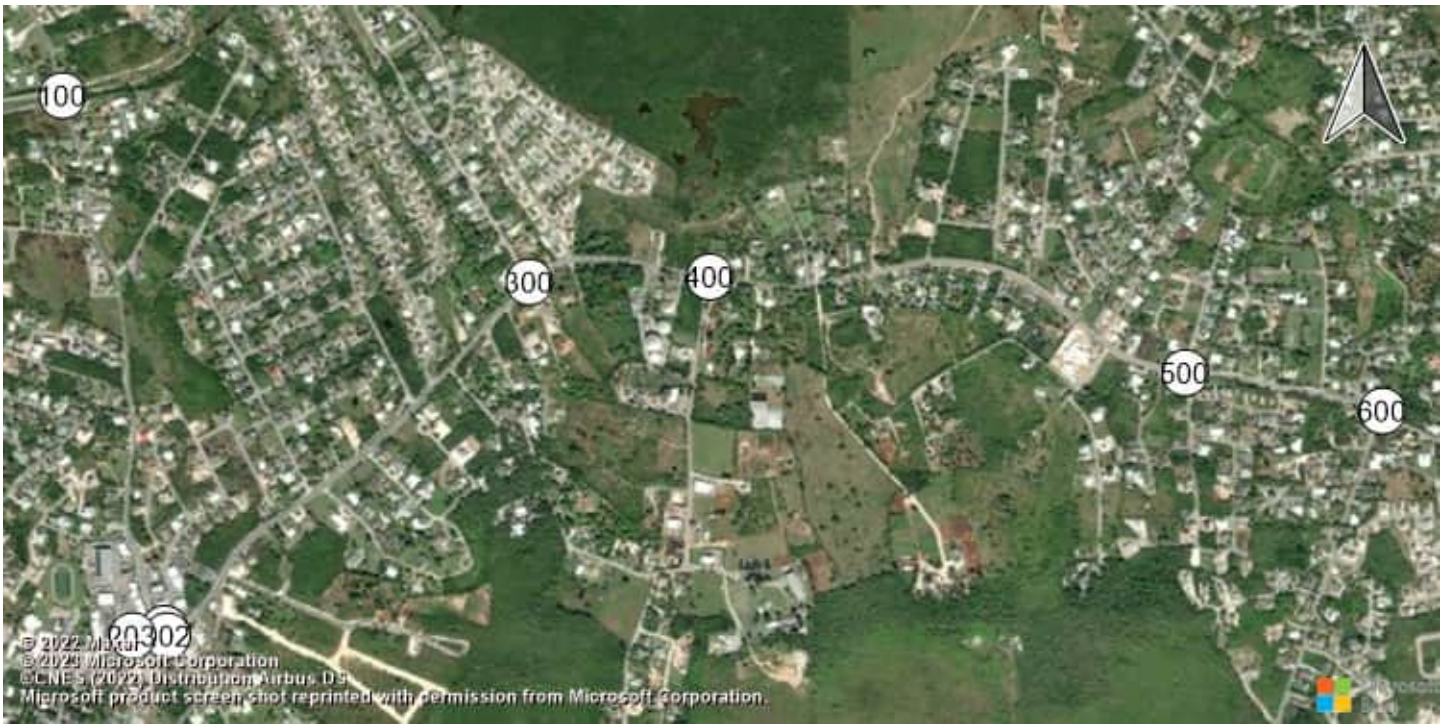
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



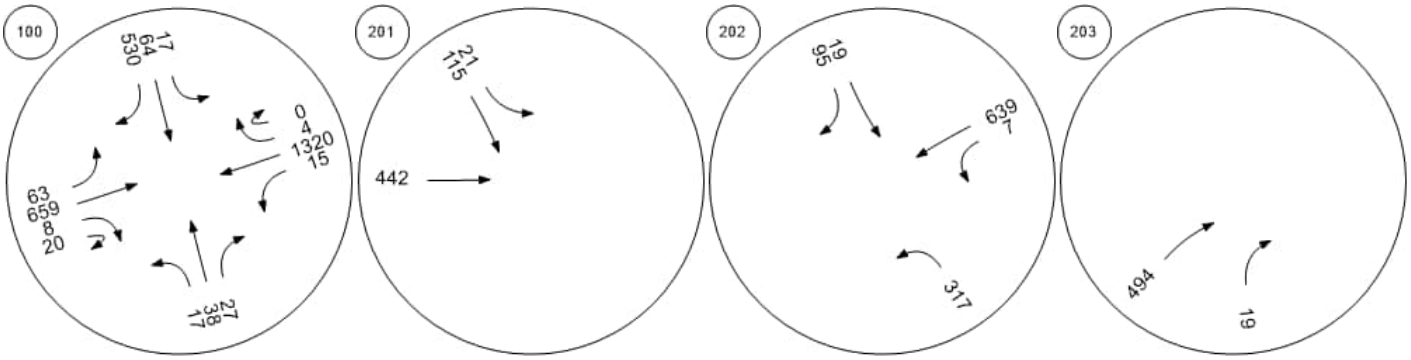
East-West Arterial at North A Frank Sound Road at East-W



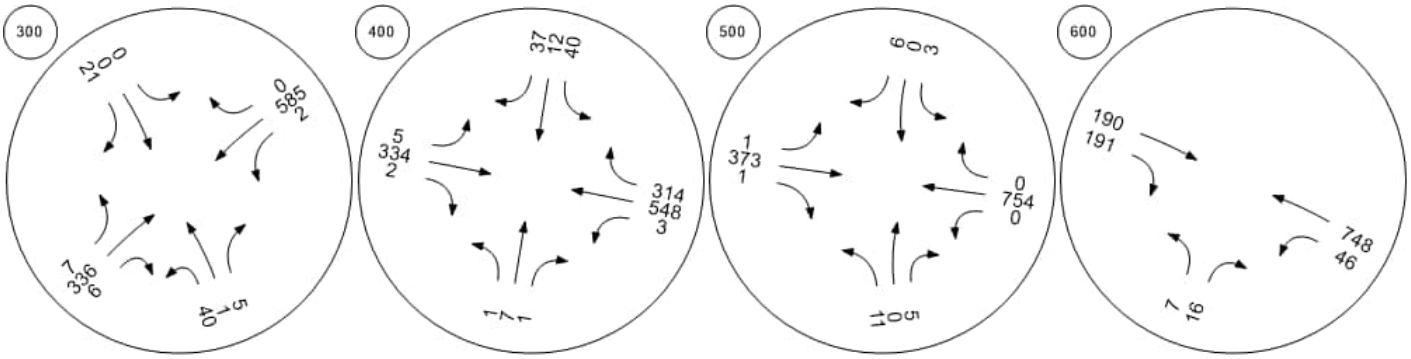
Traffic Volume - Base Volume



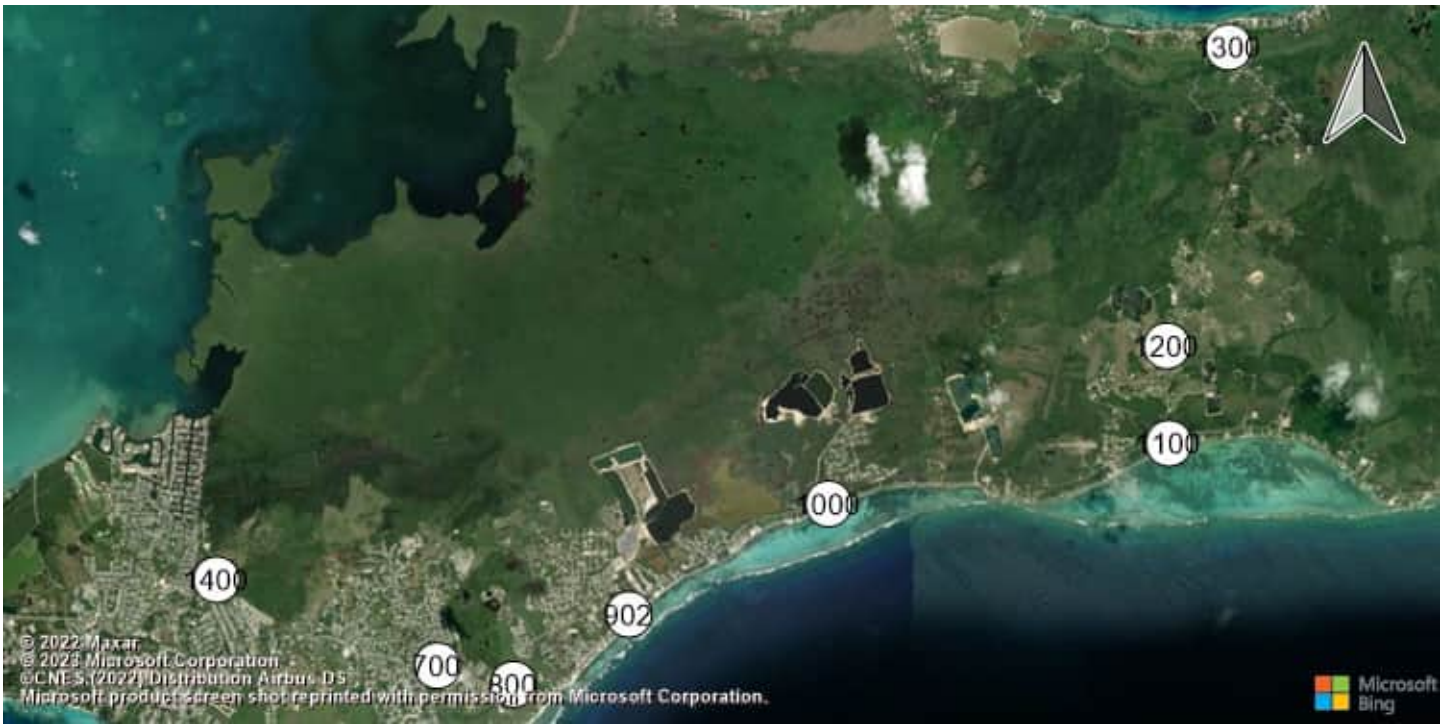
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



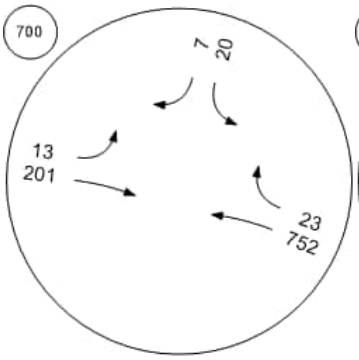
Shamrock Road at Woodland Shamrock Road at Agricola D Shamrock Road at Brightview Shamrock Road at Beach Ba



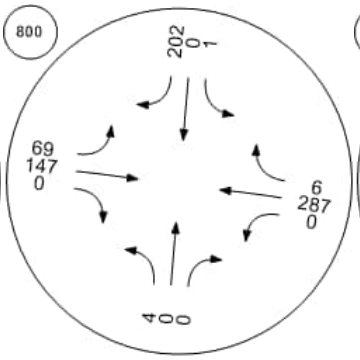
Traffic Volume - Base Volume



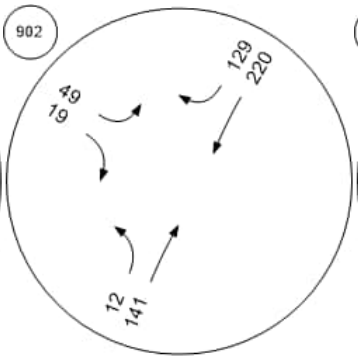
Shamrock Road at Northward



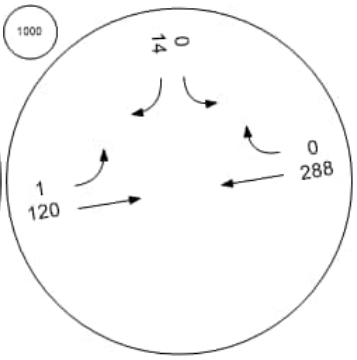
Shamrock Road at Condor R



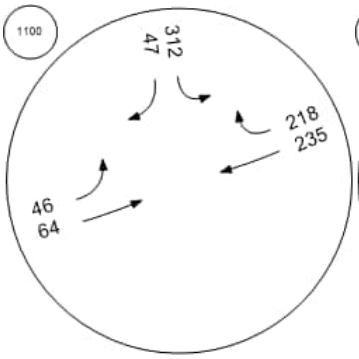
Bodden Town Road at Bodde



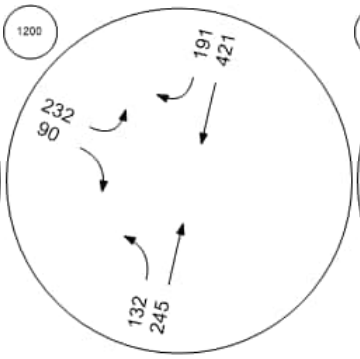
Bodden Town Road at Long



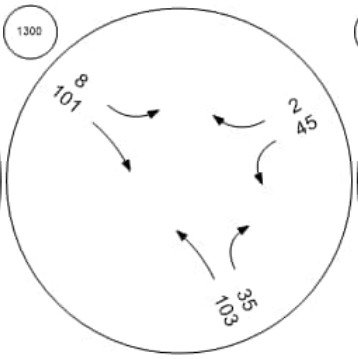
Bodden Town Road at Frank



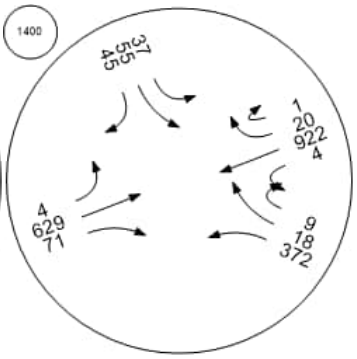
Frank Sound Road at Clifton



Frank Sound Road at North S



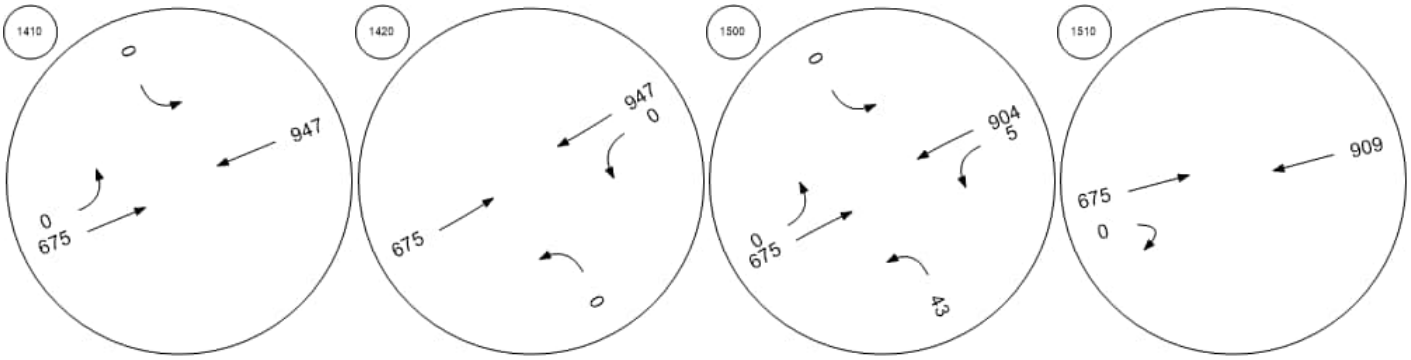
East-West Arterial at Agricola



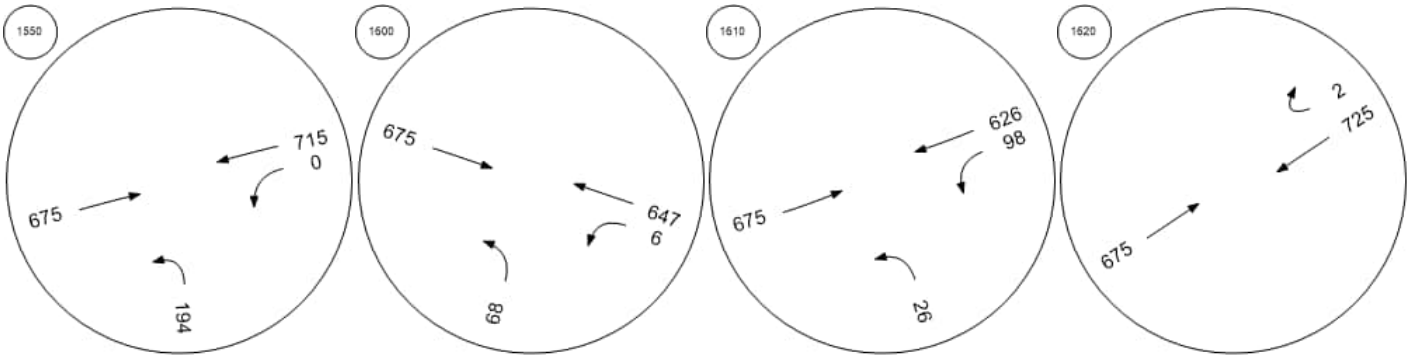
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



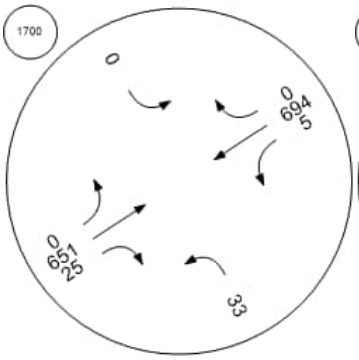
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



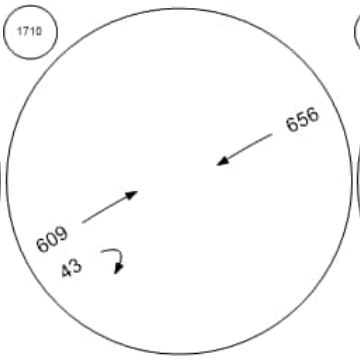
Traffic Volume - Base Volume



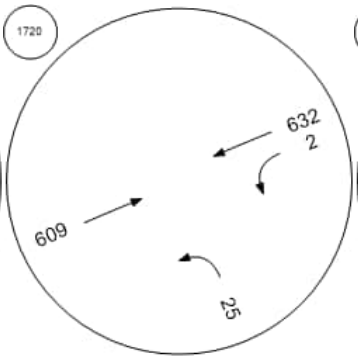
East-West Arterial at Lookout



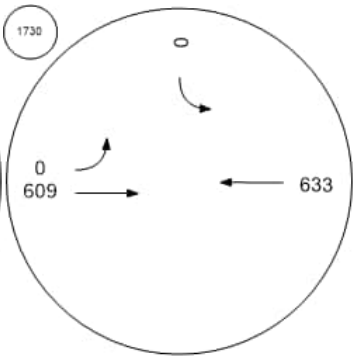
East-West Arterial at U-Turn



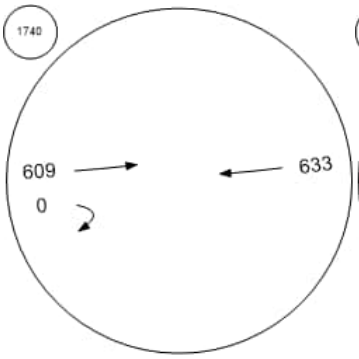
East-West Arterial at South A



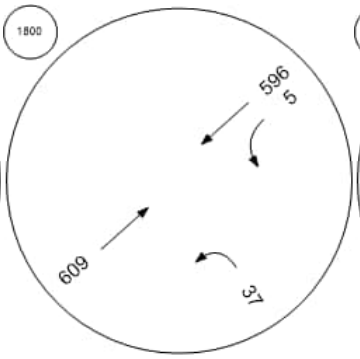
East-West Arterial at North A



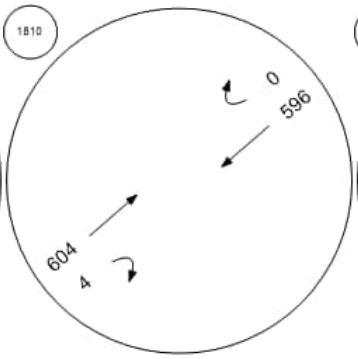
East-West Arterial at U-Turn



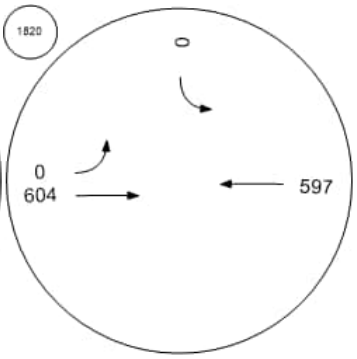
East-West Arterial at Long Fe



East-West Arterial at U-Turn



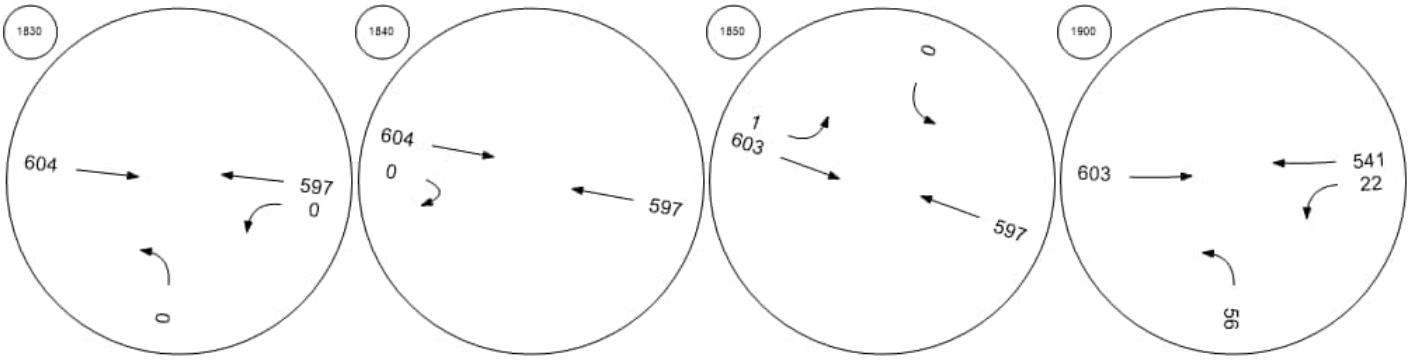
East-West Arterial at North A



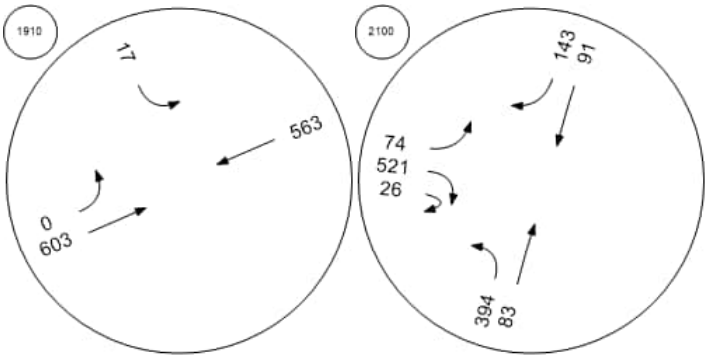
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	63	0	125	21	21	62	0	150	362	1436	56	4	49	559	0	12	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	0	125	21	21	62	0	150	362	1436	56	4	49	559	0	12	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	16	0	31	5	5	16	0	38	91	359	14	1	12	140	0	3	0
Total Analysis Volume [veh/h]	63	0	125	21	21	62	0	150	362	1436	56	4	49	559	0	12	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	725				1517				158				272				
Exiting Flow Rate [veh/h]	167				499				776				1478				
Demand Flow Rate [veh/h]	63	0	125	21	21	62	0	150	362	1436	56	4	49	559	0	12	0
Adjusted Demand Flow Rate [veh/h]	63	0	125	21	21	62	0	150	362	1436	56	4	49	559	0	12	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	209	233	985	874	329	292
Capacity of Entry and Bypass Lanes [veh/h]	767	392	1242	1168	1127	1052
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	767	392	1242	1168	1127	1052
X, volume / capacity	0.27	0.60	0.79	0.75	0.29	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.11	3.72	8.99	7.41	1.22	1.14
95th-Percentile Queue Length [ft]	27.66	93.02	224.69	185.32	30.50	28.43
Approach Delay [s/veh]	7.81	24.87	16.17		6.04	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	14.11					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	20.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	16	205	0	0	517	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	205	0	0	517	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	55	0	0	139	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	17	220	0	0	556	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free		
Flared Lane												
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance				No								
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.50	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.96	20.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.10	2.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.46	67.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			20.30			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	6.07											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	37.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	239	0	0	0	34	172	0	0	0	12	411	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	0	0	0	34	172	0	0	0	12	411	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	0	0	0	9	46	0	0	0	3	110	0
Total Analysis Volume [veh/h]	257	0	0	0	37	185	0	0	0	13	442	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.42	0.00	0.00	0.00	0.07	0.61	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.00	0.00	0.00	0.00	32.67	37.34	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				D	E				A	A	
95th-Percentile Queue Length [veh/ln]	2.06	0.00	0.00	0.00	4.69	4.69	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	51.53	0.00	0.00	0.00	117.32	117.32	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.00			36.56			0.00			0.00		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	12.82											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.085

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	31	685	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	685	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	184	0	0	0
Total Analysis Volume [veh/h]	0	33	737	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	15.12	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.28	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.92	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.12		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	21.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	4	12	1	44	10	336	29	6	447	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	4	12	1	44	10	336	29	6	447	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	3	0	11	3	84	7	2	112	0
Total Analysis Volume [veh/h]	12	1	4	12	1	45	10	336	30	6	447	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.17	0.00	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.19	17.84	18.80	12.83	20.22	21.25	0.00	0.00	8.31	0.00	0.00	7.94
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.12	0.69	0.69	0.69	0.08	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.96	2.96	2.96	17.15	17.15	17.15	2.07	2.07	2.07	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.37			19.49			0.66			0.00		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.78											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	392	18	3	8	340	3	9	448	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	392	18	3	8	340	3	9	448	48
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	98	5	1	2	85	1	2	112	12
Total Analysis Volume [veh/h]	1	0	0	392	18	3	8	340	3	10	448	48
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	499			343			48			24		
Exiting Flow Rate [veh/h]	31			56			452			732		
Demand Flow Rate [veh/h]	1	0	0	392	18	3	8	340	3	9	448	48
Adjusted Demand Flow Rate [veh/h]	1	0	0	392	18	3	8	340	3	10	448	48

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	413	351	506
Capacity of Entry and Bypass Lanes [veh/h]	830	973	1315	1347
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	830	973	1315	1347
X, volume / capacity	0.00	0.42	0.27	0.38

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	2.15	1.08	1.78
95th-Percentile Queue Length [ft]	0.09	53.70	27.09	44.39
Approach Delay [s/veh]	4.35	8.53	5.07	6.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.62			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	1	0	0	1	10	558	21	53	405	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	1	0	0	1	10	558	21	53	405	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	140	5	13	101	7
Total Analysis Volume [veh/h]	2	0	1	0	0	1	10	558	21	53	405	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	10.82	23.00	24.64	11.91	23.55	24.75	0.00	0.00	8.30	0.00	0.00	8.65
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.02	0.02	0.02	0.06	0.06	0.06	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.65	0.65	0.65	0.41	0.41	0.41	1.44	1.44	1.44	2.13	2.13	2.13
d_A, Approach Delay [s/veh]	15.43			24.75			0.30			0.50		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.45											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	35.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	48	464	95	23	464
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	48	464	95	23	464
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	127	26	6	127
Total Analysis Volume [veh/h]	24	53	510	104	25	510
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.32	0.01	0.10	0.00	0.01
d_M, Delay for Movement [s/veh]	20.53	35.51	0.00	8.83	0.00	0.00
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.54	1.54	0.33	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.47	38.47	8.28	8.28	0.00	0.00
d_A, Approach Delay [s/veh]	30.84		1.50		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	2.69					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	48	27	22	401	497	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	27	22	401	497	20
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	7	6	103	128	5
Total Analysis Volume [veh/h]	49	28	23	413	512	21
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.10	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	12.52	20.04	0.00	0.00	0.00	8.23
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	16.22	16.22	0.00	0.00	1.41	1.41
d_A, Approach Delay [s/veh]	15.25		0.00		0.32	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	86	91	226	2	0	281	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	86	91	226	2	0	281	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	23	57	1	0	70	3
Total Analysis Volume [veh/h]	1	0	0	4	0	86	91	226	2	0	281	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	9.73	14.08	13.60	11.86	15.75	15.74	0.00	0.00	7.79	0.00	0.00	7.90
Movement LOS	A	B	B	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.78	0.78	0.78	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.10	0.10	0.10	19.48	19.48	19.48	0.12	0.12	0.12	0.79	0.79	0.79
d_A, Approach Delay [s/veh]	9.73			15.57			0.05			0.35		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	2.17											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	52	44	28	184	215	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	44	28	184	215	145
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	12	7	49	57	39
Total Analysis Volume [veh/h]	55	47	30	196	229	154
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.14	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	11.21	17.71	0.00	0.00	0.00	8.00
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.77	0.77	0.00	0.00	0.38	0.38
95th-Percentile Queue Length [ft/ln]	19.28	19.28	0.00	0.00	9.60	9.60
d_A, Approach Delay [s/veh]	14.21		0.00		3.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.77					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	154	320	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	154	320	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	42	88	0
Total Analysis Volume [veh/h]	0	13	26	169	352	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.34	12.24	0.00	0.00	0.00	7.59
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.96	1.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.24		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	28.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	417	62	67	66	242	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	417	62	67	66	242	207
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	17	18	18	65	56
Total Analysis Volume [veh/h]	448	67	72	71	260	223
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.23	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	19.38	27.95	0.00	0.00	0.00	7.73
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.79	5.79	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft/ln]	144.77	144.77	0.00	0.00	12.64	12.64
d_A, Approach Delay [s/veh]	20.50		0.00		3.57	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	10.76					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	34.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	91	322	455	252	220	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	322	455	252	220	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	81	114	63	55	31
Total Analysis Volume [veh/h]	91	322	455	252	220	124
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	2	6	0	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	Lead
Minimum Green [s]	0	10	10	0	0	5
Maximum Green [s]	0	30	30	0	0	30
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0
All red [s]	0.0	3.0	3.0	0.0	0.0	3.0
Split [s]	0	64	64	0	0	31
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	0.0	0.0	4.0
Minimum Recall		No	No			No
Maximum Recall		No	No			No
Pedestrian Recall		No	No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	95	95	95
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00
g_i, Effective Green Time [s]	58	58	25
g / C, Green / Cycle	0.61	0.61	0.26
(v / s)_i Volume / Saturation Flow Rate	0.23	0.61	0.20
s, saturation flow rate [veh/h]	1829	1161	1680
c, Capacity [veh/h]	1117	760	442
d1, Uniform Delay [s]	9.31	23.45	32.43
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	0.94	19.45	12.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.93	0.78
d, Delay for Lane Group [s/veh]	10.25	42.90	45.09
Lane Group LOS	B	D	D
Critical Lane Group	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.75	17.41	8.91
50th-Percentile Queue Length [ft/ln]	93.80	435.35	222.85
95th-Percentile Queue Length [veh/ln]	6.75	24.26	13.81
95th-Percentile Queue Length [ft/ln]	168.84	606.44	345.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.25	10.25	42.90	42.90	45.09	45.09
Movement LOS	B	B	D	D	D	D
d_A, Approach Delay [s/veh]	10.25		42.90		45.09	
Approach LOS	B		D		D	
d_I, Intersection Delay [s/veh]	34.20					
Intersection LOS	C					
Intersection V/C	0.814					

Other Modes

g_Walk,mi, Effective Walk Time [s]	25.0	25.0	58.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	25.79	25.79	7.21
l_p,int, Pedestrian LOS Score for Intersection	2.508	2.717	2.233
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1221	1221	526
d_b, Bicycle Delay [s]	7.21	7.21	25.79
l_b,int, Bicycle LOS Score for Intersection	2.241	2.726	2.127
Bicycle LOS	B	B	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	170	38	32	146	70	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	38	32	146	70	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	11	9	41	20	6
Total Analysis Volume [veh/h]	191	43	36	164	79	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	0.00	7.68	0.00	0.00	9.91	12.37
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	2.40	2.40	0.00	0.00	11.86	11.86
d_A, Approach Delay [s/veh]	1.41		0.00		10.50	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	34	23	9	50	30	8	37	998	444	7	579	50	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	23	9	50	30	8	37	998	444	7	579	50	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	9	6	2	13	8	2	9	250	111	2	145	13	0
Total Analysis Volume [veh/h]	34	23	9	50	30	8	37	998	444	7	579	50	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1			1			
Circulating Flow Rate [veh/h]	637			1451			82			482			
Exiting Flow Rate [veh/h]	481			110			621			1057			
Demand Flow Rate [veh/h]	34	23	9	50	30	8	37	998	444	7	579	50	0
Adjusted Demand Flow Rate [veh/h]	34	23	9	50	30	8	37	998	444	7	579	50	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1420.00	1380.00
B (coefficient)	0.00085	0.00085	0.00091	0.00091	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	66	88	1035	444	636
Capacity of Entry and Bypass Lanes [veh/h]	827	414	1318	1318	845
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	827	414	1318	1318	845
X, volume / capacity	0.08	0.21	0.79	0.34	0.75

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	A	C
95th-Percentile Queue Length [veh]	0.26	0.80	8.79	1.50	7.19
95th-Percentile Queue Length [ft]	6.49	19.88	219.76	37.59	179.64
Approach Delay [s/veh]	5.13	12.10	12.79		19.82
Approach LOS	A	B	B		C
Intersection Delay [s/veh]	14.51				
Intersection LOS	B				

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1057	637	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1057	637	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	264	159	0
Total Analysis Volume [veh/h]	0	0	0	1057	637	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	18.05	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.05		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	2.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1057	0	0	637
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1057	0	0	637
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	264	0	0	159
Total Analysis Volume [veh/h]	0	0	1057	0	0	637
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.56	0.00	0.34
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	67	1805	1534	1631
d1, Uniform Delay [s]	0.00	0.34	0.00	1.81
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	1.40	0.00	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.59	0.00	0.39
d, Delay for Lane Group [s/veh]	0.00	1.74	0.00	2.52
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.70	0.00	1.21
50th-Percentile Queue Length [ft/ln]	0.00	17.53	0.00	30.26
95th-Percentile Queue Length [veh/ln]	0.00	1.26	0.00	2.18
95th-Percentile Queue Length [ft/ln]	0.00	31.56	0.00	54.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.74	0.00	0.00	2.52
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.74		2.52	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.03					
Intersection LOS	A					
Intersection V/C	0.556					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.109	2.876
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	3.304	2.611
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	6.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	2	0	0	0	0	0	0	1057	0	75	636	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	0	0	1057	0	75	636	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	0	264	0	19	159	0
Total Analysis Volume [veh/h]	2	0	0	0	0	0	0	1057	0	75	636	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	15	0	0	15	0	0	15	75	0	15	75	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	9	9	84	69	84	69
g / C, Green / Cycle	0.10	0.10	0.93	0.77	0.93	0.77
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.56	0.05	0.33
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1615	1900
c, Capacity [veh/h]	162	162	1507	1457	1507	1457
d1, Uniform Delay [s]	36.50	0.00	0.00	5.52	0.21	3.68
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.00	0.00	3.19	0.06	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.00	0.00	0.73	0.05	0.44
d, Delay for Lane Group [s/veh]	36.63	0.00	0.00	8.71	0.27	4.64
Lane Group LOS	D	A	A	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	6.15	0.03	2.34
50th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	153.76	0.65	58.42
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	10.22	0.05	4.21
95th-Percentile Queue Length [ft/ln]	2.07	0.00	0.00	255.44	1.18	105.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.63	0.00	0.00	0.00	0.00	0.00	0.00	8.71	0.00	0.27	4.64	0.00
Movement LOS	D			A			A	A		A	A	
d_A, Approach Delay [s/veh]	36.63			0.00			8.71			4.18		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	6.92											
Intersection LOS	A											
Intersection V/C	0.562											

Other Modes

g_Walk,mi, Effective Walk Time [s]	69.0	69.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	2.45	2.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.639	1.608	2.860	2.899
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	200	1533	1533
d_b, Bicycle Delay [s]	36.45	36.45	2.45	2.45
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.304	2.733
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1006	51	660
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1006	51	660
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	13	165
Total Analysis Volume [veh/h]	1006	51	660
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.01
d_M, Delay for Movement [s/veh]	0.00	14.50	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.40	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.02	0.00
d_A, Approach Delay [s/veh]	0.70		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.43		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	15	0	1006	0	1	644
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	1006	0	1	644
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	252	0	0	161
Total Analysis Volume [veh/h]	15	0	1006	0	1	644
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	37	0	37	0	37	53
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	31	84	84	47
g / C, Green / Cycle	0.34	0.93	0.93	0.52
(v / s)_i Volume / Saturation Flow Rate	0.01	0.53	0.00	0.34
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	556	1773	1507	992
d1, Uniform Delay [s]	19.52	0.43	0.20	15.54
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	1.32	0.00	3.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.57	0.00	0.65
d, Delay for Lane Group [s/veh]	19.61	1.75	0.20	18.83
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.65	0.00	8.85
50th-Percentile Queue Length [ft/ln]	5.54	16.28	0.01	221.18
95th-Percentile Queue Length [veh/ln]	0.40	1.17	0.00	13.73
95th-Percentile Queue Length [ft/ln]	9.98	29.30	0.01	343.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.61	0.00	1.75	0.00	0.20	18.83
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.61		1.75		18.80	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.51					
Intersection LOS	A					
Intersection V/C	0.529					

Other Modes

g_Walk,mi, Effective Walk Time [s]	47.0	31.0	31.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.27	19.34	19.34
l_p,int, Pedestrian LOS Score for Intersection	1.672	3.044	2.811
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	1867	1044
d_b, Bicycle Delay [s]	19.34	0.20	10.27
l_b,int, Bicycle LOS Score for Intersection	1.560	3.220	2.624
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	21	0	1006	0	6	624
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	1006	0	6	624
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	252	0	2	156
Total Analysis Volume [veh/h]	21	0	1006	0	6	624
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.53	0.00	0.33
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	574	1773	1507	971
d1, Uniform Delay [s]	18.94	0.43	0.20	16.02
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	1.32	0.00	3.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.57	0.00	0.64
d, Delay for Lane Group [s/veh]	19.05	1.75	0.21	19.28
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.31	0.65	0.00	8.71
50th-Percentile Queue Length [ft/ln]	7.63	16.28	0.05	217.83
95th-Percentile Queue Length [veh/ln]	0.55	1.17	0.00	13.55
95th-Percentile Queue Length [ft/ln]	13.73	29.30	0.09	338.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.05	0.00	1.75	0.00	0.21	19.28
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.05		1.75		19.10	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.56					
Intersection LOS	A					
Intersection V/C	0.529					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.678	3.031	2.801
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	3.220	2.599
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	70	0	1006	0	127	560
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	1006	0	127	560
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	252	0	32	140
Total Analysis Volume [veh/h]	70	0	1006	0	127	560
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.04	0.53	0.08	0.29
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	592	1773	1507	950
d1, Uniform Delay [s]	18.87	0.43	0.22	15.95
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.41	1.32	0.11	2.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.57	0.08	0.59
d, Delay for Lane Group [s/veh]	19.27	1.75	0.33	18.63
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	0.65	0.05	7.62
50th-Percentile Queue Length [ft/ln]	26.19	16.28	1.15	190.54
95th-Percentile Queue Length [veh/ln]	1.89	1.17	0.08	12.15
95th-Percentile Queue Length [ft/ln]	47.14	29.30	2.07	303.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.27	0.00	1.75	0.00	0.33	18.63
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.27		1.75		15.25	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	7.70					
Intersection LOS	A					
Intersection V/C	0.529					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
I_p,int, Pedestrian LOS Score for Intersection	1.733	3.017	2.831
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
I_b,int, Bicycle LOS Score for Intersection	1.560	3.220	2.693
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	1006	687	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1006	687	4
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	252	172	1
Total Analysis Volume [veh/h]	1006	687	4
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	19.49
Movement LOS	A	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.21
d_A, Approach Delay [s/veh]	0.00	0.11	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.05		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	37	0	0	0	0	0	0	901	109	17	654	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	0	0	0	0	0	901	109	17	654	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	0	0	0	0	0	225	27	4	164	0
Total Analysis Volume [veh/h]	37	0	0	0	0	0	0	901	109	17	654	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.00	0.47	0.06	0.01	0.34	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1810	1615	1900	1810
c, Capacity [veh/h]	251	251	1148	1351	281	1148	1351	281
d1, Uniform Delay [s]	32.84	0.00	0.00	7.14	34.15	3.80	5.73	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.23	0.00	0.00	2.62	3.98	0.02	1.24	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.00	0.00	0.67	0.39	0.01	0.48	0.00
d, Delay for Lane Group [s/veh]	34.07	0.00	0.00	9.76	38.13	3.82	6.97	0.00
Lane Group LOS	C	A	A	A	D	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.79	0.00	0.00	6.86	2.32	0.07	3.89	0.00
50th-Percentile Queue Length [ft/ln]	19.83	0.00	0.00	171.51	58.00	1.66	97.17	0.00
95th-Percentile Queue Length [veh/ln]	1.43	0.00	0.00	11.16	4.18	0.12	7.00	0.00
95th-Percentile Queue Length [ft/ln]	35.70	0.00	0.00	278.90	104.41	2.99	174.90	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.07	0.00	0.00	0.00	0.00	0.00	0.00	9.76	38.13	3.82	6.97	0.00
Movement LOS	C			A			A	A	D	A	A	A
d_A, Approach Delay [s/veh]	34.07			0.00			12.82			6.89		
Approach LOS	C			A			B			A		
d_I, Intersection Delay [s/veh]	10.96											
Intersection LOS	B											
Intersection V/C	0.534											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.678	1.625	2.819	2.766
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.226	2.667
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	817	85	587
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	817	85	587
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	204	21	147
Total Analysis Volume [veh/h]	817	85	587
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.01
d_M, Delay for Movement [s/veh]	0.00	14.10	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.64	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.92	0.00
d_A, Approach Delay [s/veh]	1.33		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.80		
Intersection LOS	B		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	30	0	817	0	1	556
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	817	0	1	556
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	204	0	0	139
Total Analysis Volume [veh/h]	30	0	817	0	1	556
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.02	0.43	0.00	0.29
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	592	1773	1507	950
d1, Uniform Delay [s]	18.39	0.35	0.20	15.90
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	0.86	0.00	2.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.46	0.00	0.59
d, Delay for Lane Group [s/veh]	18.55	1.21	0.20	18.54
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	0.43	0.00	7.54
50th-Percentile Queue Length [ft/ln]	10.91	10.64	0.01	188.49
95th-Percentile Queue Length [veh/ln]	0.79	0.77	0.00	12.04
95th-Percentile Queue Length [ft/ln]	19.63	19.15	0.01	301.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.55	0.00	1.21	0.00	0.20	18.54
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.55		1.21		18.51	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.45					
Intersection LOS	A					
Intersection V/C	0.430					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.679	2.828	2.658
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	2.908	2.479
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	817	558	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	817	558	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	204	140	0
Total Analysis Volume [veh/h]	0	0	0	817	558	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.49	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.49		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	817	0	558
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	817	0	558
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	204	0	140
Total Analysis Volume [veh/h]	817	0	558
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.17	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	10	0	817	0	39	548
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	817	0	39	548
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	204	0	10	137
Total Analysis Volume [veh/h]	10	0	817	0	39	548
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.01	0.43	0.02	0.29
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	592	1773	1507	950
d1, Uniform Delay [s]	18.16	0.35	0.20	15.81
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.86	0.03	2.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.46	0.03	0.58
d, Delay for Lane Group [s/veh]	18.21	1.21	0.24	18.36
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.14	0.43	0.01	7.38
50th-Percentile Queue Length [ft/ln]	3.59	10.64	0.33	184.45
95th-Percentile Queue Length [veh/ln]	0.26	0.77	0.02	11.83
95th-Percentile Queue Length [ft/ln]	6.45	19.15	0.60	295.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.21	0.00	1.21	0.00	0.24	18.36
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.21		1.21		17.15	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	7.95					
Intersection LOS	A					
Intersection V/C	0.430					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.685	2.805	2.674
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	2.908	2.528
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	780	36	551	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	780	36	551	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	9	138	1
Total Analysis Volume [veh/h]	780	36	551	4
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.07	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	12.64	0.00	15.18
Movement LOS	A	B	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	5.71	0.00	0.85
d_A, Approach Delay [s/veh]	0.56		0.11	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.38			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	784	554	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	784	554	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	196	139	0
Total Analysis Volume [veh/h]	0	0	0	784	554	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.08	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.08		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	784	0	0	554
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	784	0	0	554
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	196	0	0	139
Total Analysis Volume [veh/h]	0	0	784	0	0	554
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.41	0.00	0.29
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	67	1805	1534	1631
d1, Uniform Delay [s]	0.00	0.26	0.00	1.70
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.76	0.00	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.43	0.00	0.34
d, Delay for Lane Group [s/veh]	0.00	1.02	0.00	2.27
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.98
50th-Percentile Queue Length [ft/ln]	0.00	9.57	0.00	24.59
95th-Percentile Queue Length [veh/ln]	0.00	0.69	0.00	1.77
95th-Percentile Queue Length [ft/ln]	0.00	17.23	0.00	44.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.02	0.00	0.00	2.27
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.02		2.27	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.54					
Intersection LOS	A					
Intersection V/C	0.413					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	2.820	2.683
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.853	2.474
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	784	0	554
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	784	0	554
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	0	139
Total Analysis Volume [veh/h]	784	0	554
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.13	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	12	772	554	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	772	554	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	193	139	0
Total Analysis Volume [veh/h]	0	0	12	772	554	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	13.94	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.94		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	34	0	772	0	66	521
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	772	0	66	521
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	193	0	17	130
Total Analysis Volume [veh/h]	34	0	772	0	66	521
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.02	0.41	0.04	0.27
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	592	1773	1507	950
d1, Uniform Delay [s]	18.44	0.34	0.21	15.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.78	0.05	2.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.44	0.04	0.55
d, Delay for Lane Group [s/veh]	18.62	1.12	0.26	17.78
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.50	0.38	0.02	7.18
50th-Percentile Queue Length [ft/ln]	12.40	9.61	0.57	179.44
95th-Percentile Queue Length [veh/ln]	0.89	0.69	0.04	11.57
95th-Percentile Queue Length [ft/ln]	22.31	17.29	1.03	289.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.62	0.00	1.12	0.00	0.26	17.78
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.62		1.12		15.81	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	7.73					
Intersection LOS	A					
Intersection V/C	0.406					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.702	2.551	2.502
Crosswalk LOS	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	2.833	2.528
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4	0	0	772	586	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	772	586	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	193	147	0
Total Analysis Volume [veh/h]	4	0	0	772	586	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.03	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.75	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.03		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Approach	Northbound		Southbound		Eastbound		
Lane Configuration							
Turning Movement	Left	Thru	Thru	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		40.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		Yes		Yes		

Volumes

Name	Frank Sound Rd		Frank Sound Rd		East-West Arterial		
Base Volume Input [veh/h]	410	132	148	118	159	558	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	410	132	148	118	159	558	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	33	37	30	40	140	15
Total Analysis Volume [veh/h]	410	132	148	118	159	558	58
Pedestrian Volume [ped/h]	0		0		0		

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1		
Circulating Flow Rate [veh/h]	176		616		132		
Exiting Flow Rate [veh/h]	706		291		586		
Demand Flow Rate [veh/h]	410	132	148	118	159	558	58
Adjusted Demand Flow Rate [veh/h]	410	132	148	118	159	558	58

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	542	266	775
Capacity of Entry and Bypass Lanes [veh/h]	1154	737	1207
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1154	737	1207
X, volume / capacity	0.47	0.36	0.64

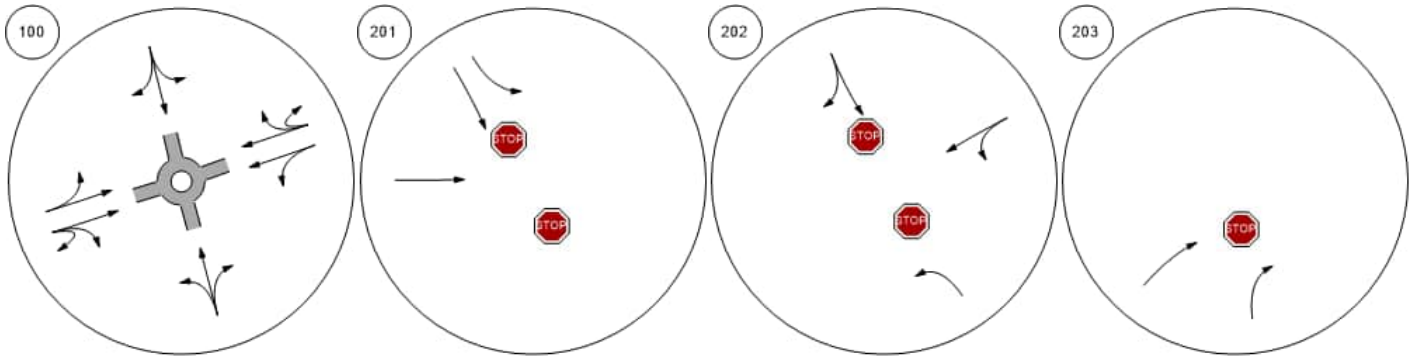
Movement, Approach, & Intersection Results

Lane LOS	A	A	B
95th-Percentile Queue Length [veh]	2.57	1.65	4.94
95th-Percentile Queue Length [ft]	64.34	41.27	123.49
Approach Delay [s/veh]	8.21	9.44	11.39
Approach LOS	A	A	B
Intersection Delay [s/veh]	9.97		
Intersection LOS	A		

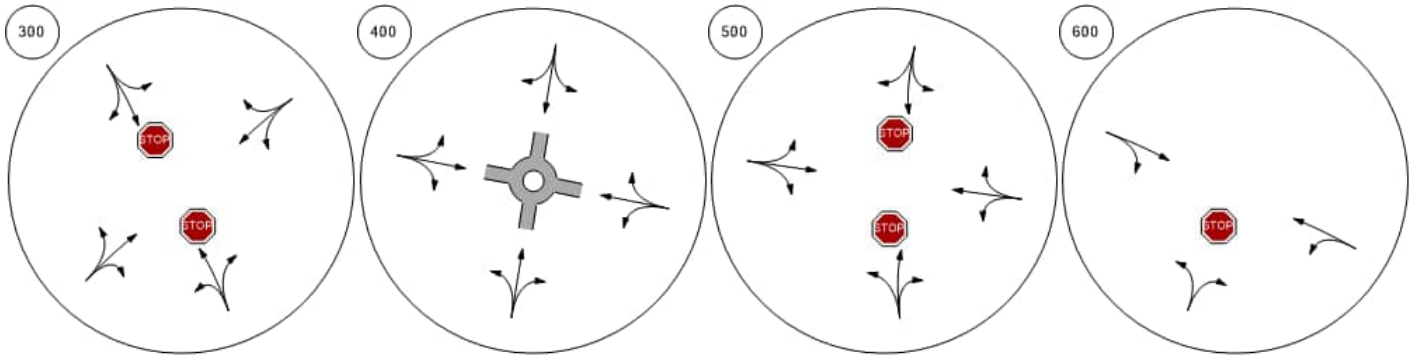
Lane Configuration and Traffic Control



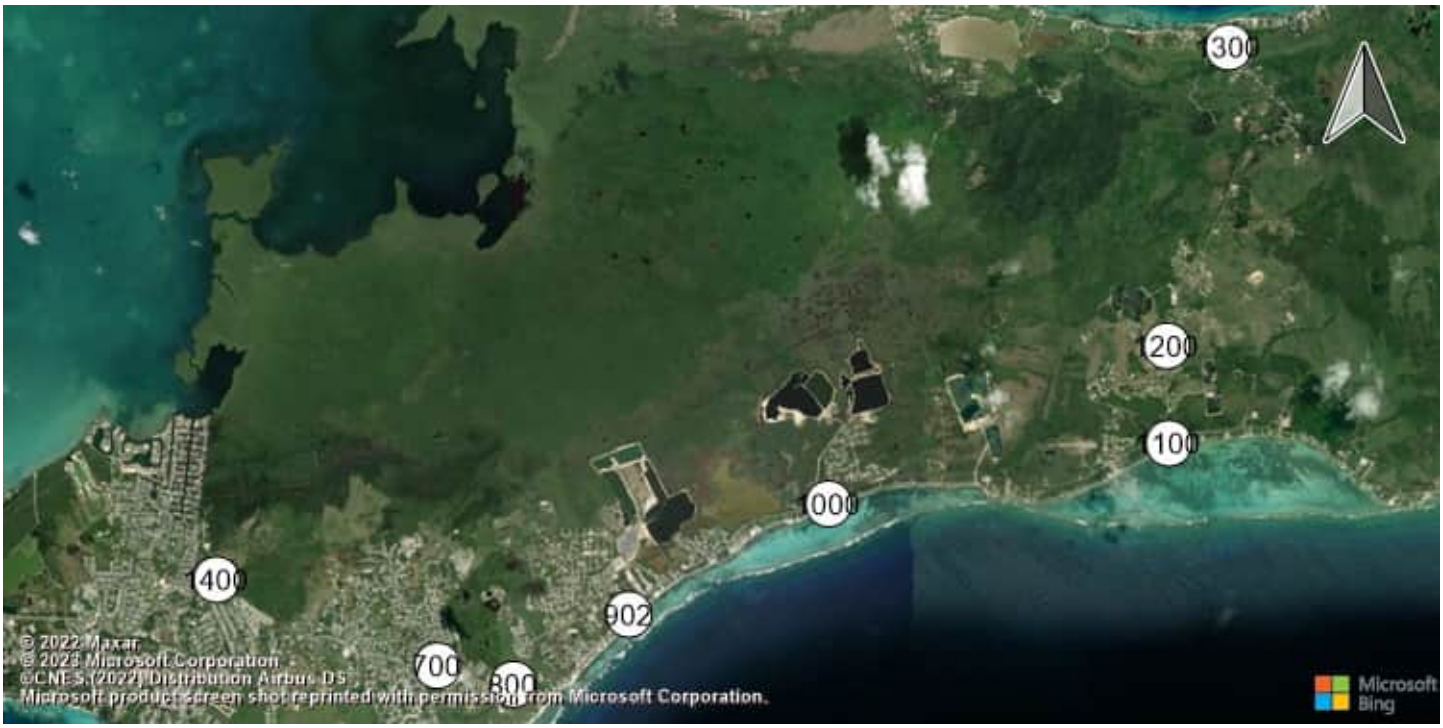
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



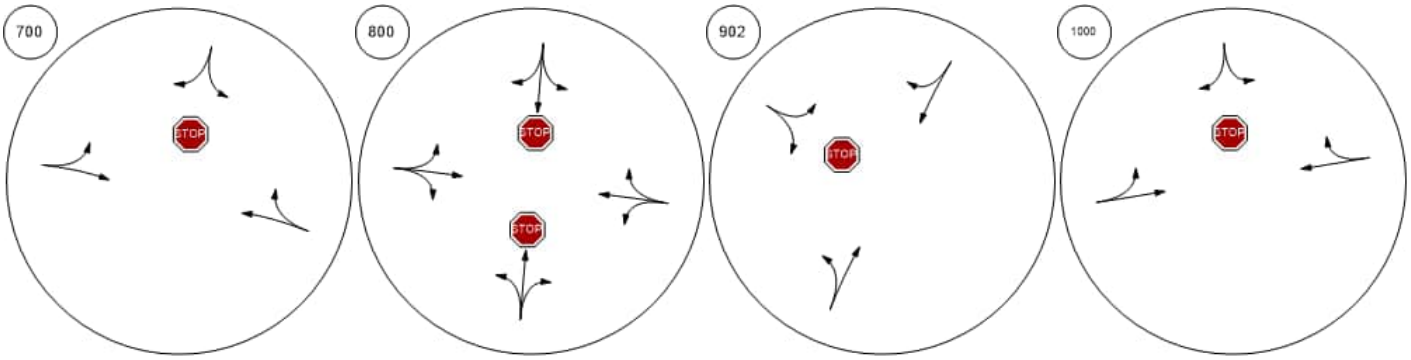
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



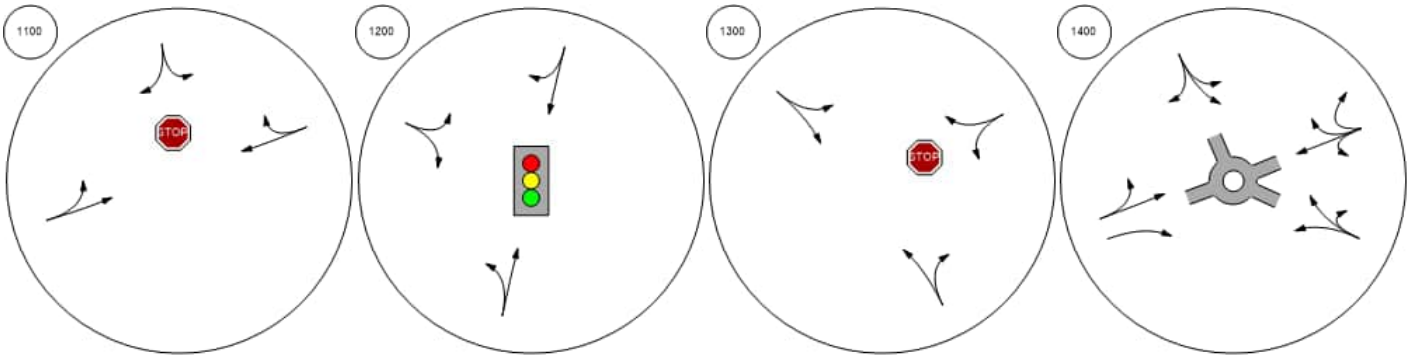
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



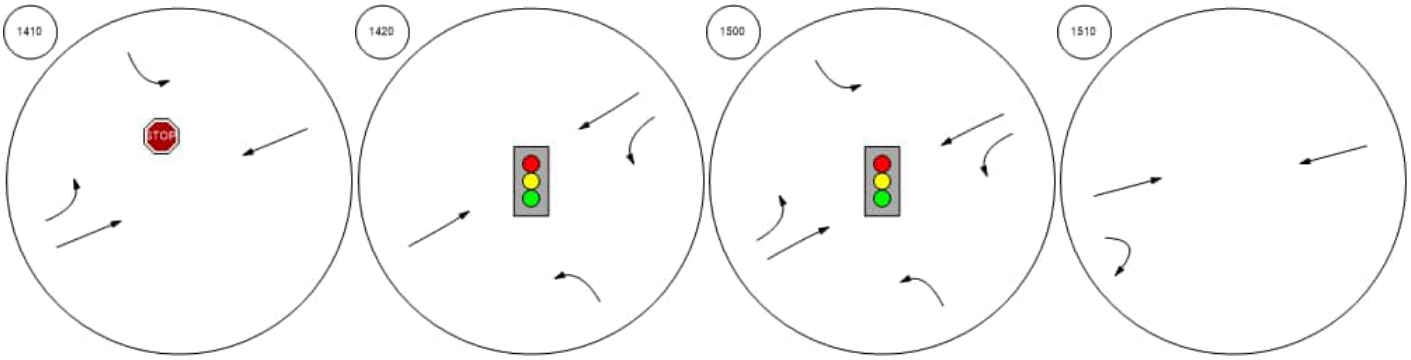
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



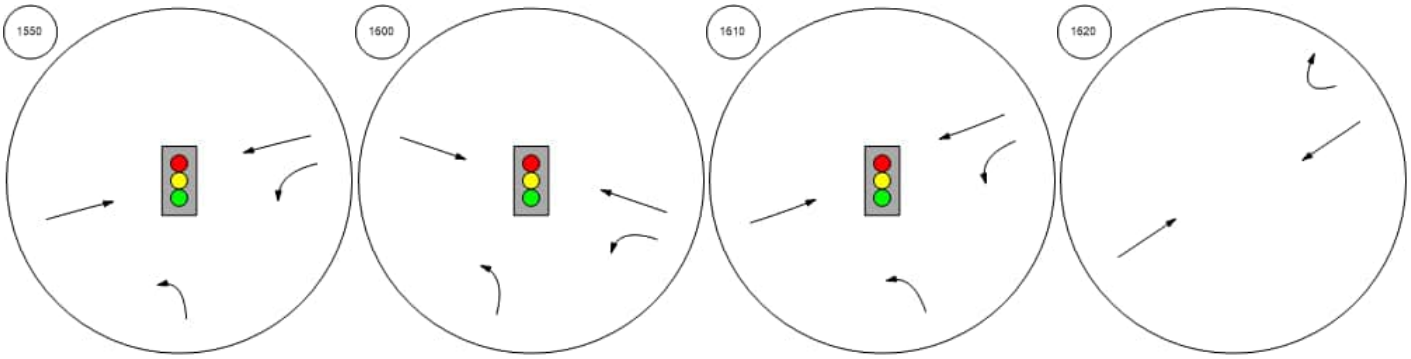
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



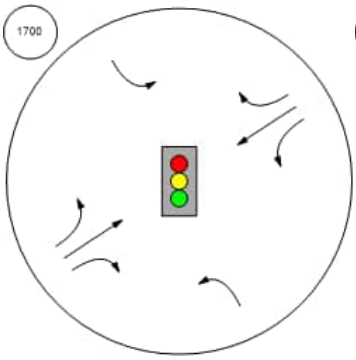
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



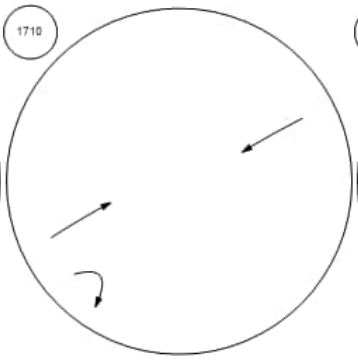
Lane Configuration and Traffic Control



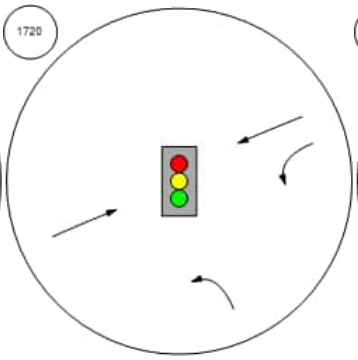
East-West Arterial at Lookout



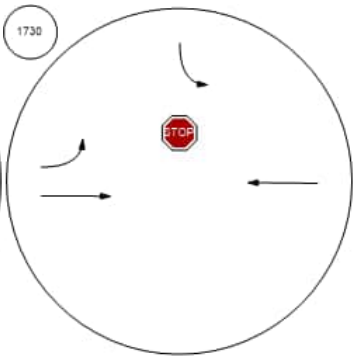
East-West Arterial at U-Turn



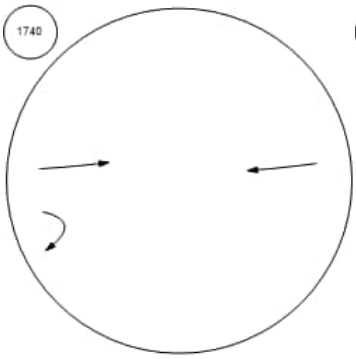
East-West Arterial at South A



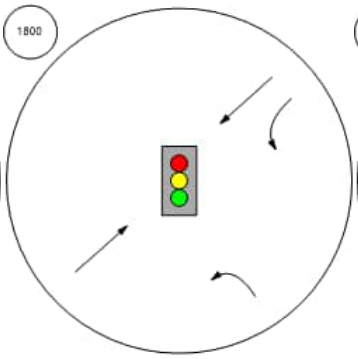
East-West Arterial at North A



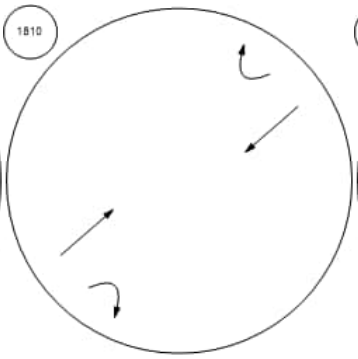
East-West Arterial at U-Turn



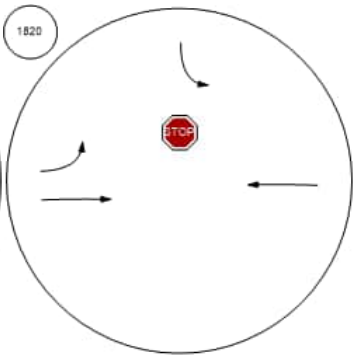
East-West Arterial at Long Fe



East-West Arterial at U-Turn



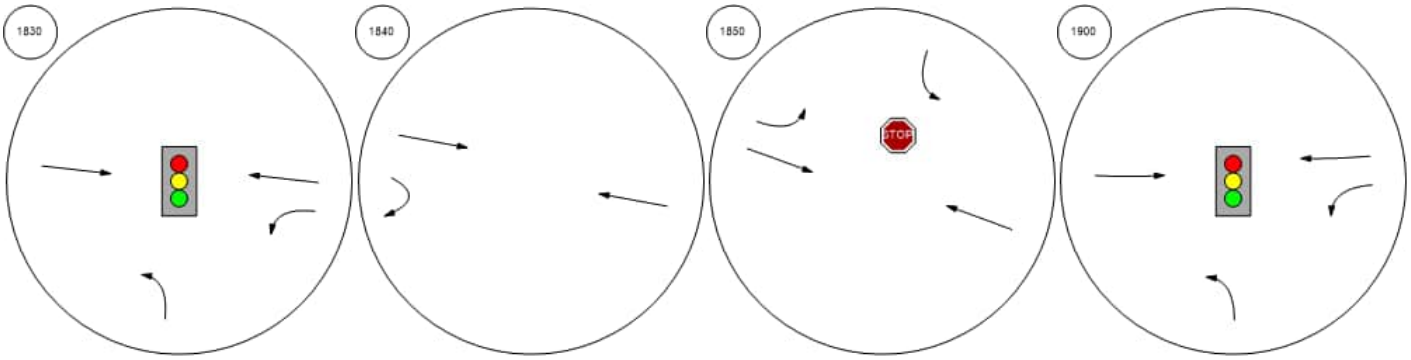
East-West Arterial at North A



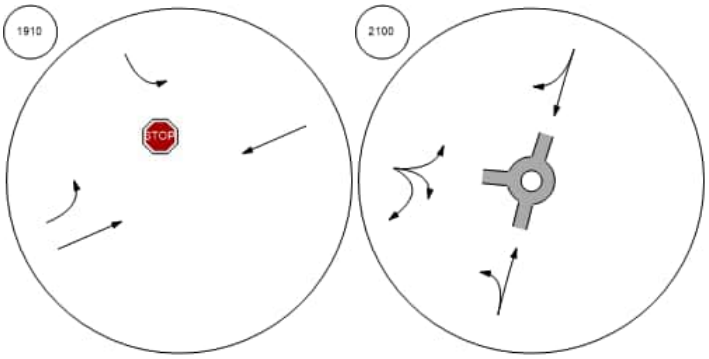
Lane Configuration and Traffic Control



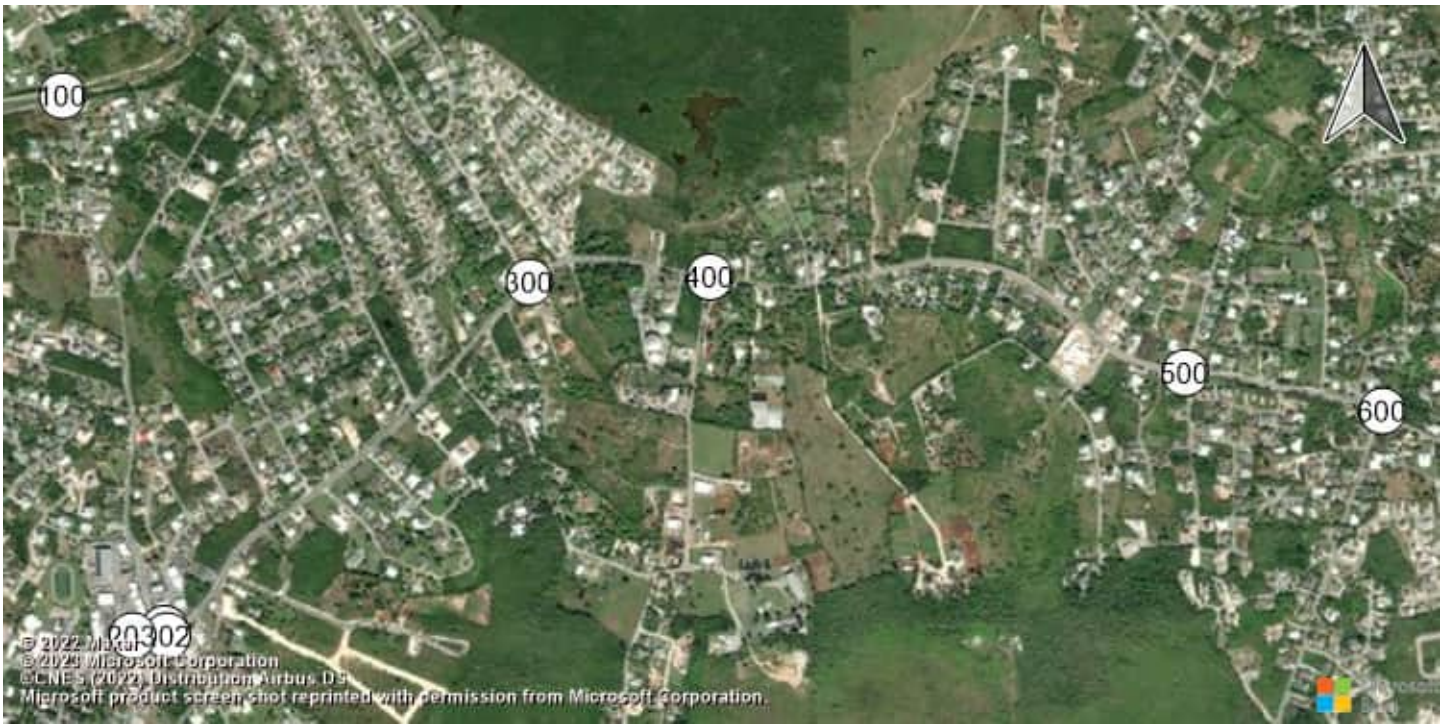
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



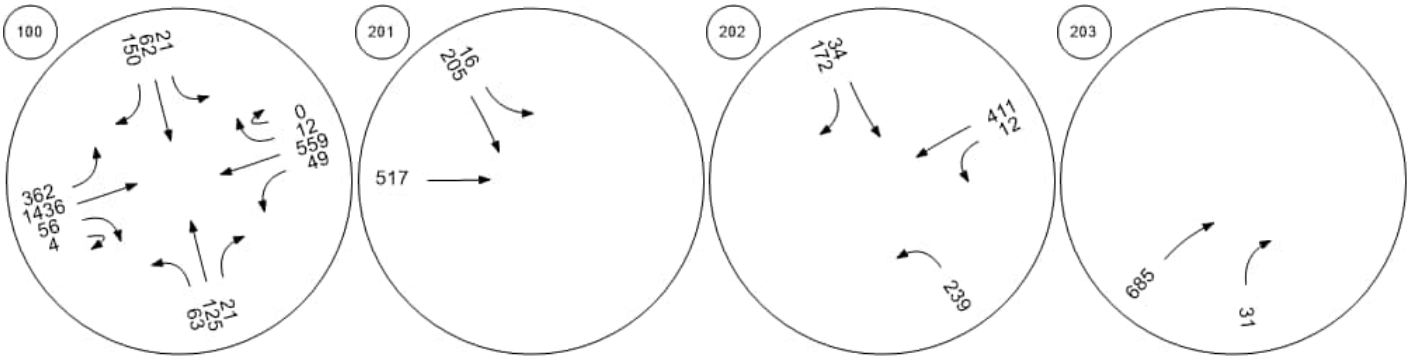
East-West Arterial at North A Frank Sound Road at East-W



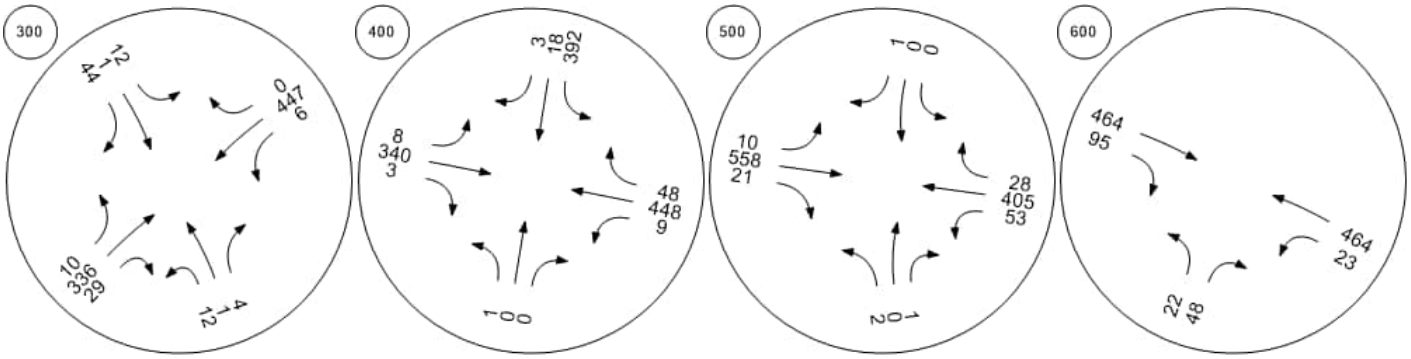
Traffic Volume - Base Volume



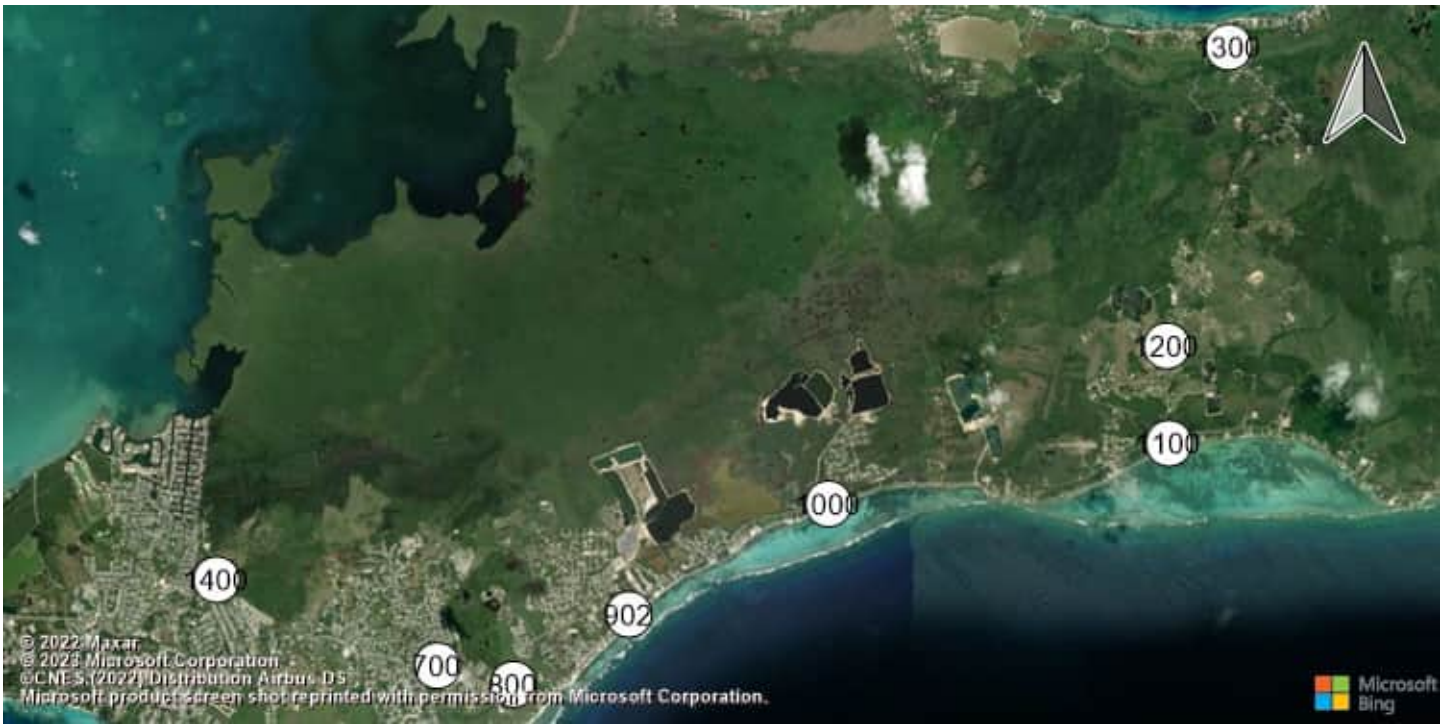
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



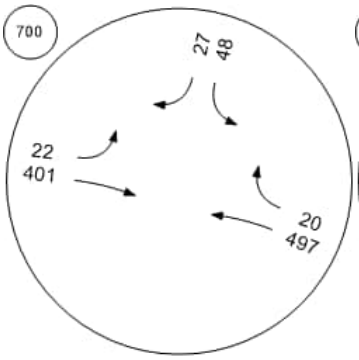
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



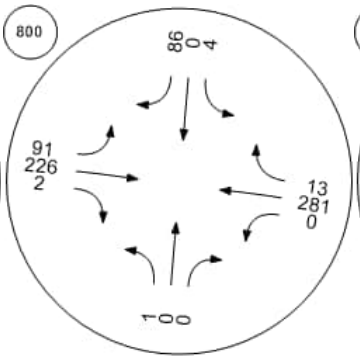
Traffic Volume - Base Volume



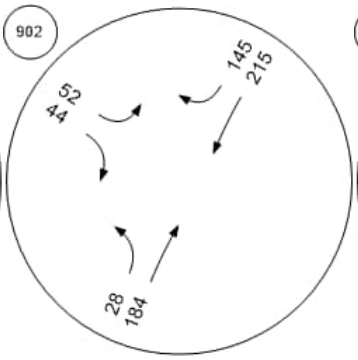
Shamrock Road at Northward



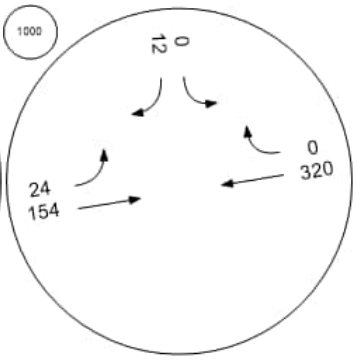
Shamrock Road at Condor R



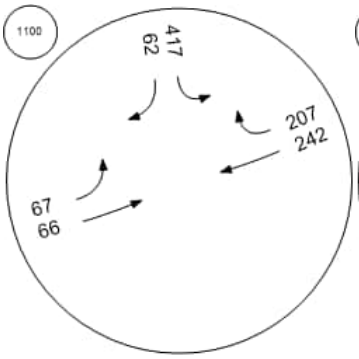
Bodden Town Road at Bodde



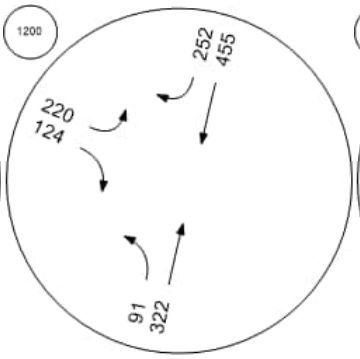
Bodden Town Road at Long



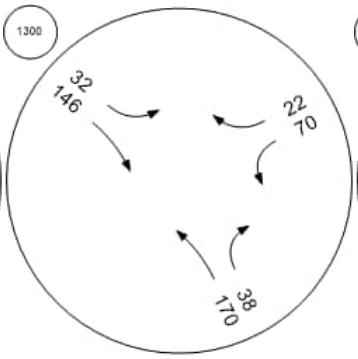
Bodden Town Road at Frank



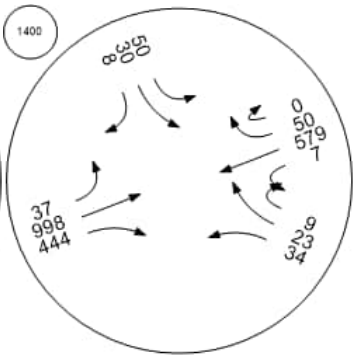
Frank Sound Road at Clifton



Frank Sound Road at North S



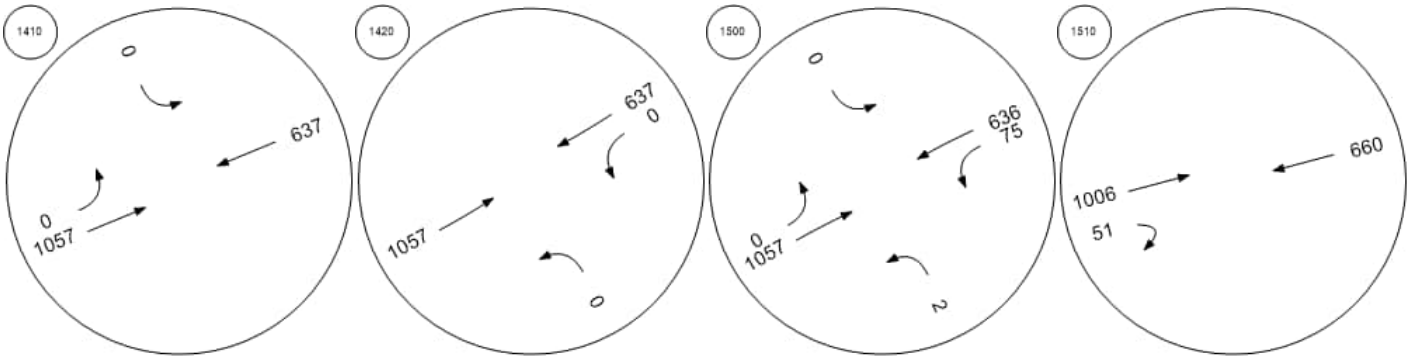
East-West Arterial at Agricola



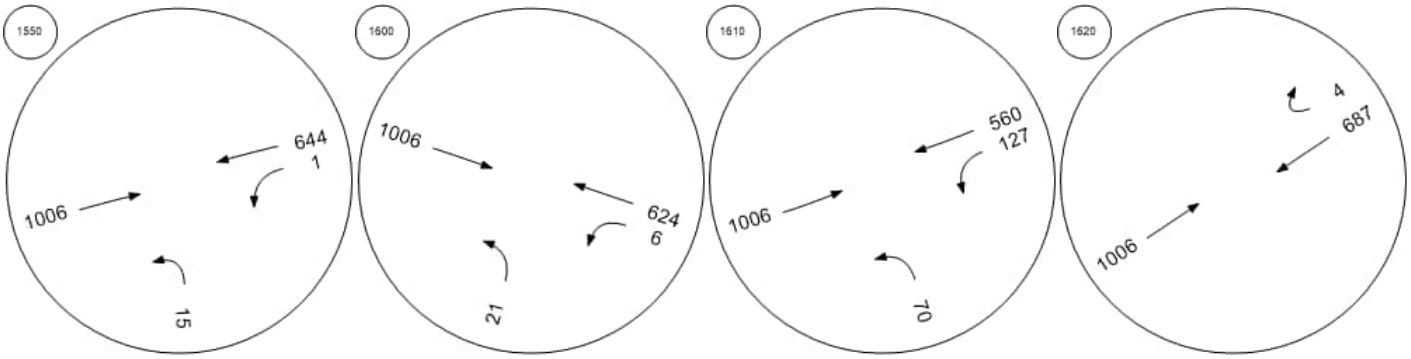
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



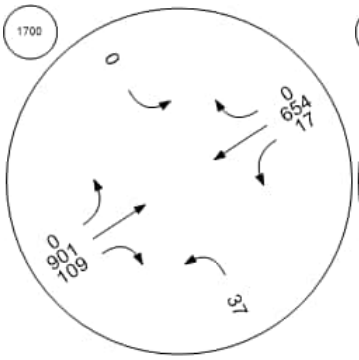
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



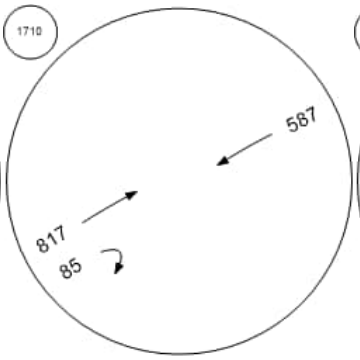
Traffic Volume - Base Volume



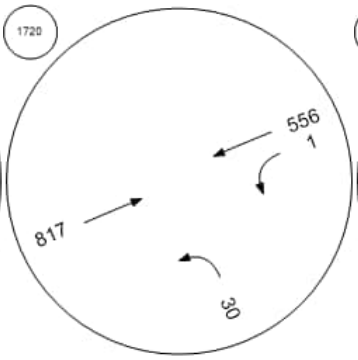
East-West Arterial at Lookout



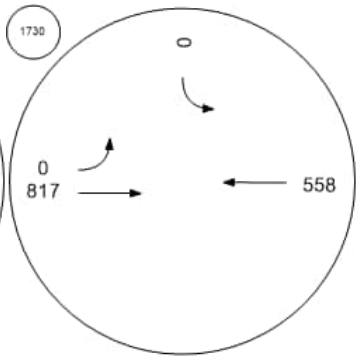
East-West Arterial at U-Turn



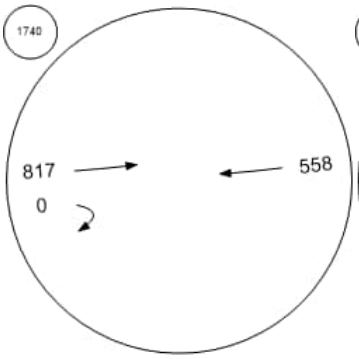
East-West Arterial at South A



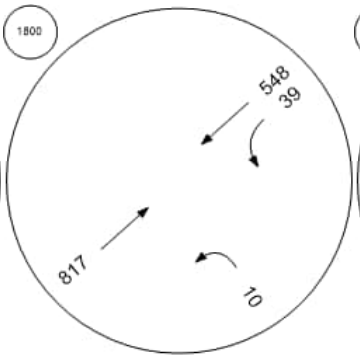
East-West Arterial at North A



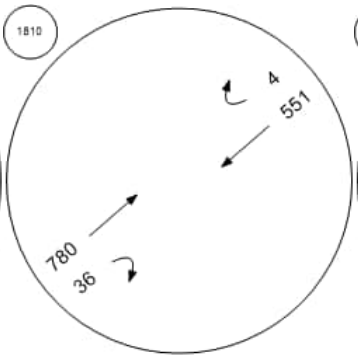
East-West Arterial at U-Turn



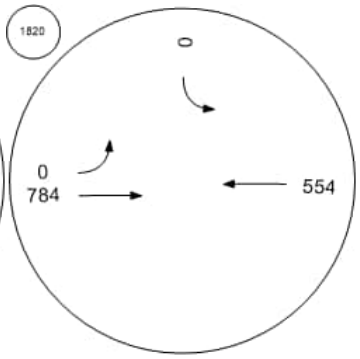
East-West Arterial at Long Fe



East-West Arterial at U-Turn



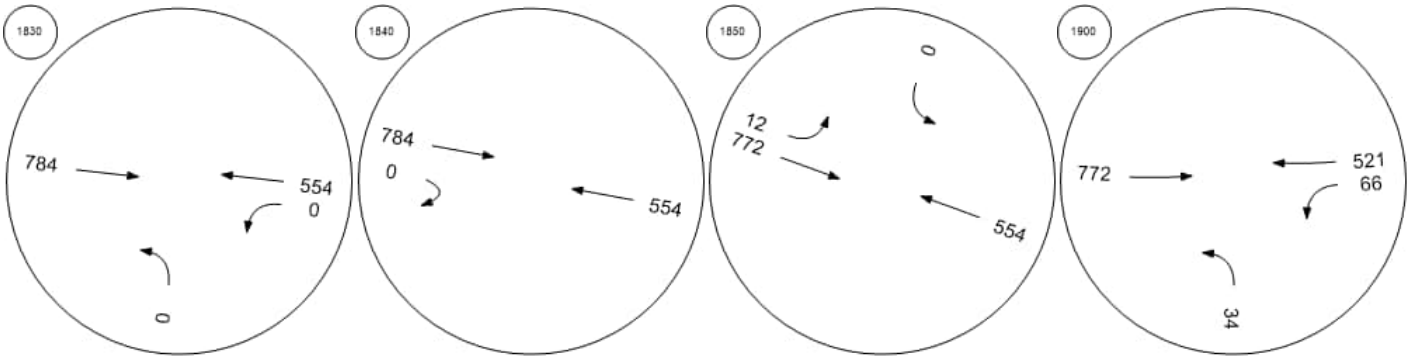
East-West Arterial at North A



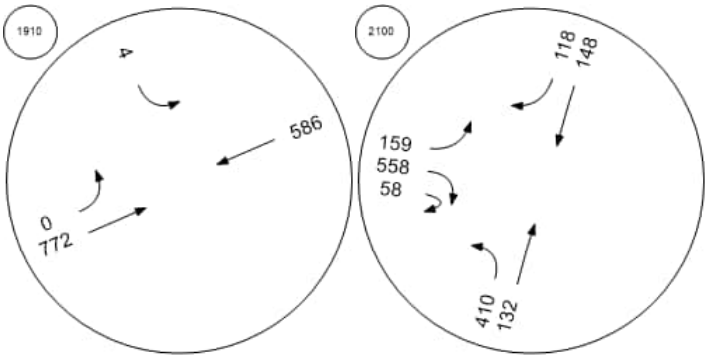
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Appendix G.1.4

2046 VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	32.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	63	0	12	0	0	2	0	17	0	32	5	0	134	6	5	0	295	0	1	0
Total Analysis Volume [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1331					583					51					240				
Exiting Flow Rate [veh/h]	93					70					1581					544				
Demand Flow Rate [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0
Adjusted Demand Flow Rate [veh/h]	253	0	47	0	1	7	0	68	0	126	20	0	536	25	21	0	118	0	3	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	301	201	556	46	1184
Capacity of Entry and Bypass Lanes [veh/h]	459	866	1360	1289	1158
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	459	866	1360	1289	1158
X, volume / capacity	0.66	0.23	0.41	0.04	1.02

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	F
95th-Percentile Queue Length [veh]	4.65	0.90	2.03	0.11	22.76
95th-Percentile Queue Length [ft]	116.20	22.46	50.85	2.78	569.04
Approach Delay [s/veh]	24.96	6.58	6.25		51.33
Approach LOS	C	A	A		F
Intersection Delay [s/veh]	32.07				
Intersection LOS	D				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	38	111	0	0	772	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	38	111	0	0	772	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	10	30	0	0	208	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	41	119	0	0	830	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.39	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	15.84	23.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.37	1.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	9.18	43.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			21.81			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.091

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	532	0	0	0	20	91	0	0	0	5	936	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	532	0	0	0	20	91	0	0	0	5	936	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	0	0	0	5	24	0	0	0	1	252	0
Total Analysis Volume [veh/h]	572	0	0	0	22	98	0	0	0	5	1006	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.94	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	465.55	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	40.06	0.00	0.00	0.00	17.56	17.56	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1001.5	0.00	0.00	0.00	439.06	439.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	465.55			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	861.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road atHirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	135	812	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	135	812	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	36	218	0	0	0
Total Analysis Volume [veh/h]	0	145	873	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.45	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	24.89	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	2.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	55.48	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.89		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	52.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	40	1	4	9	0	16	11	554	7	1	868	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1	4	9	0	16	11	554	7	1	868	13
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	1	2	0	4	3	139	2	0	217	3
Total Analysis Volume [veh/h]	41	1	4	9	0	16	11	554	7	1	868	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.04	0.02	0.00	0.18	0.00	0.01	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	17.63	36.72	43.03	18.70	40.98	52.77	0.00	0.00	9.63	0.00	0.00	8.59
Movement LOS	C	E	E	C	E	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.57	0.57	0.57	0.70	0.70	0.70	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	14.36	14.36	14.36	17.58	17.58	17.58	0.68	0.68	0.68	0.97	0.97	0.97
d_A, Approach Delay [s/veh]	20.26			40.51			0.12			0.13		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	186.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	133	3	7	0	142	0	1	214	280
Total Analysis Volume [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	2002			568			1126			41		
Exiting Flow Rate [veh/h]	17			1125			882			1099		
Demand Flow Rate [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121
Adjusted Demand Flow Rate [veh/h]	1	4	1	532	13	27	0	566	1	3	854	1121

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	6	572	567	1978
Capacity of Entry and Bypass Lanes [veh/h]	180	774	438	1324
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	180	774	438	1324
X, volume / capacity	0.03	0.74	1.30	1.49

Movement, Approach, & Intersection Results

Lane LOS	C	C	F	F
95th-Percentile Queue Length [veh]	0.10	6.73	24.76	90.05
95th-Percentile Queue Length [ft]	2.59	168.24	619.03	2251.30
Approach Delay [s/veh]	20.97	20.36	175.79	238.20
Approach LOS	C	C	F	F
Intersection Delay [s/veh]	186.56			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	491.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	276	0	0	420	0
Total Analysis Volume [veh/h]	11	0	5	3	0	6	1	1105	1	0	1679	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.42	0.01	0.00	0.55	0.00	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	120.83	280.77	389.99	176.84	353.06	491.41	0.00	0.00	14.33	0.00	0.00	10.64
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	1.67	1.67	1.67	1.45	1.45	1.45	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.68	41.68	41.68	36.16	36.16	36.16	0.19	0.19	0.19	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	204.94			386.55			0.01			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2.41											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	1,458.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.634

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	3	2	1037	76	63	1676
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	2	1037	76	63	1676
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	285	21	17	460
Total Analysis Volume [veh/h]	3	2	1140	84	69	1842
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.63	0.01	0.27	0.00	0.02
d_M, Delay for Movement [s/veh]	357.07	1458.28	0.00	20.56	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	1.22	1.22	1.05	1.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.56	30.56	26.35	26.35	0.00	0.00
d_A, Approach Delay [s/veh]	797.56		1.41		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.82					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	141	66	982	1563	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	141	66	982	1563	80
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	36	17	253	403	21
Total Analysis Volume [veh/h]	23	145	68	1012	1611	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.01	0.02	0.13
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	11.30
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	23.66	23.66	0.00	0.00	0.43	0.43
95th-Percentile Queue Length [ft/ln]	591.56	591.56	0.00	0.00	10.70	10.70
d_A, Approach Delay [s/veh]	10000.00		0.00		0.55	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	571.55					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	152.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1	0	9	17	210	0	0	247	1
Total Analysis Volume [veh/h]	4	0	0	5	0	36	68	840	0	0	988	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.66	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	17.06	57.82	71.76	96.09	136.02	152.35	0.00	0.00	10.09	0.00	0.00	9.78
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	2.89	2.89	2.89	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.00	1.00	1.00	72.32	72.32	72.32	0.00	0.00	0.00	0.50	0.50	0.50
d_A, Approach Delay [s/veh]	17.06			145.49			0.00			0.05		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	3.13											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	171	17	10	837	1120	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	17	10	837	1120	256
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	5	3	223	298	68
Total Analysis Volume [veh/h]	182	18	11	890	1191	272
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.53	0.00	0.00	0.01	0.01	0.36
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	12.31
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	27.71	27.71	0.00	0.00	1.62	1.62
95th-Percentile Queue Length [ft/ln]	692.67	692.67	0.00	0.00	40.51	40.51
d_A, Approach Delay [s/veh]	10000.00		0.00		2.29	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	781.34					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	157.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	932	1258	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	932	1258	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	256	346	0
Total Analysis Volume [veh/h]	0	15	1	1024	1382	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.41	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	72.75	157.73	0.00	0.00	0.00	10.25
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	1.37	1.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.22	34.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	157.73		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.98					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	26.750

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	226	370	540	987	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	226	370	540	987	283
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	61	99	145	265	76
Total Analysis Volume [veh/h]	0	243	398	581	1061	304
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	26.75	0.00	0.01	0.01	0.30
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	10.14
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	32.08	32.08	0.00	0.00	1.29	1.29
95th-Percentile Queue Length [ft/ln]	802.00	802.00	0.00	0.00	32.14	32.14
d_A, Approach Delay [s/veh]	10000.00		0.00		2.26	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	940.50					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	339	194	30	75	282	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	339	194	30	75	282	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	49	8	19	71	31
Total Analysis Volume [veh/h]	339	194	30	75	282	122
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.07	0.41	0.26
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.71	21.66	24.12
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.23	0.23	5.10	5.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	5.79	5.79	127.48	127.48
d_A, Approach Delay [s/veh]	0.00		6.22		22.40	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.31					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	122	54	8	114	34	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	54	8	114	34	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	15	2	32	10	1
Total Analysis Volume [veh/h]	137	61	9	128	38	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.57	0.00	0.00	9.09	11.30
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.14	0.14
95th-Percentile Queue Length [ft/ln]	3.27	3.27	0.00	0.00	3.50	3.50
d_A, Approach Delay [s/veh]	2.33		0.00		9.20	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	1184	0	31	74	0	0	0	543	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1184	0	31	74	0	0	0	543	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	296	0	8	19	0	0	0	136	0
Total Analysis Volume [veh/h]	1184	0	31	74	0	0	0	543	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			543			31		
Exiting Flow Rate [veh/h]	617			31			1184		
Demand Flow Rate [veh/h]	1184	0	31	74	0	0	0	543	0
Adjusted Demand Flow Rate [veh/h]	1184	0	31	74	0	0	0	543	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1215	74	543
Capacity of Entry and Bypass Lanes [veh/h]	1380	794	1338
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	794	1338
X, volume / capacity	0.88	0.09	0.41

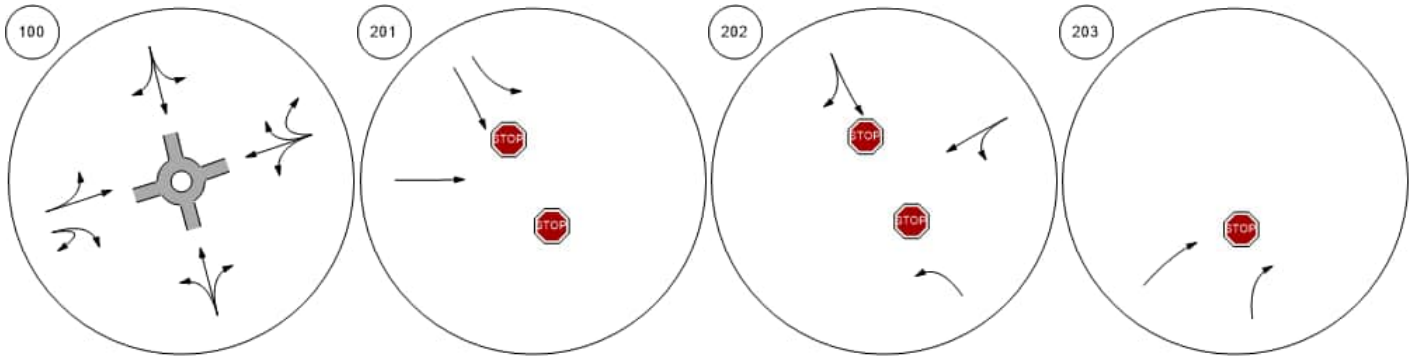
Movement, Approach, & Intersection Results

Lane LOS	C	A	A
95th-Percentile Queue Length [veh]	13.39	0.31	2.01
95th-Percentile Queue Length [ft]	334.84	7.69	50.27
Approach Delay [s/veh]	22.03	5.47	6.55
Approach LOS	C	A	A
Intersection Delay [s/veh]	16.77		
Intersection LOS	C		

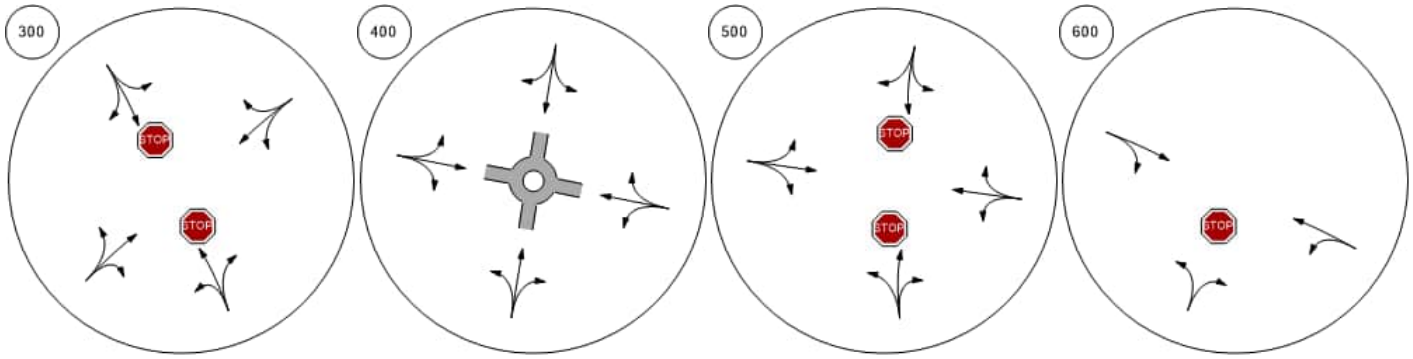
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



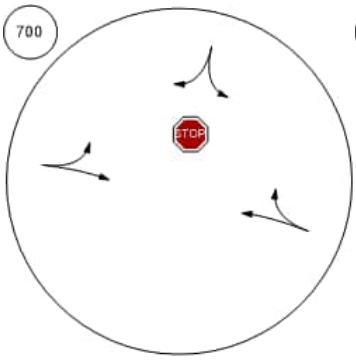
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



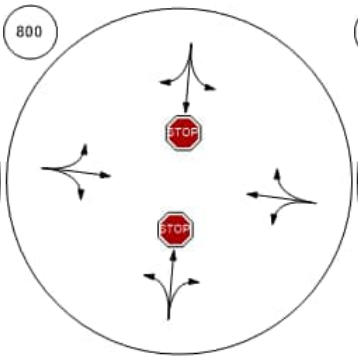
Lane Configuration and Traffic Control



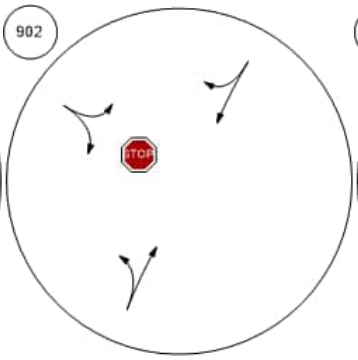
Shamrock Road at Northward



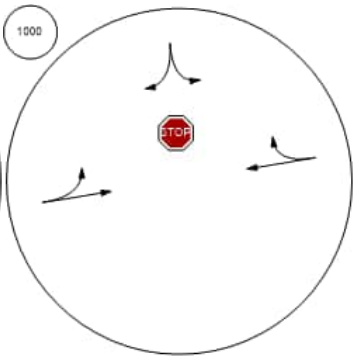
Shamrock Road at Condor R



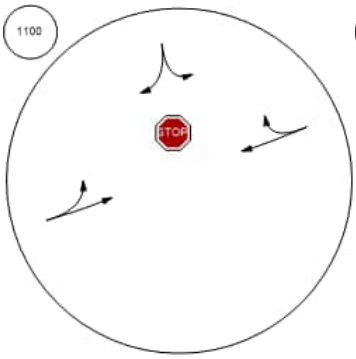
Bodden Town Road at Bodde



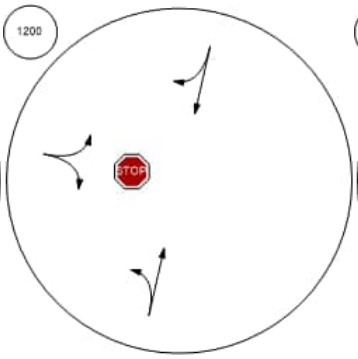
Bodden Town Road at Long



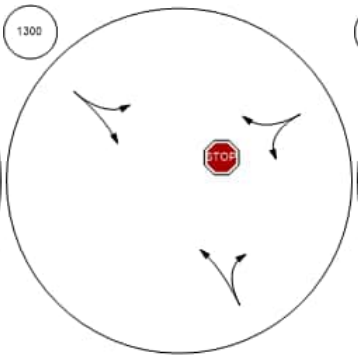
Frank Sound Road at Bodde



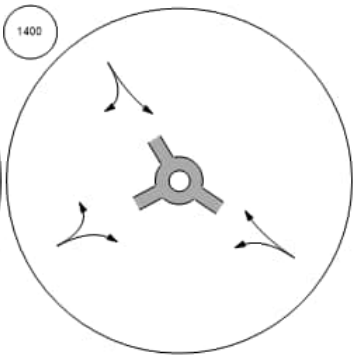
Frank Sound Road at Clifton



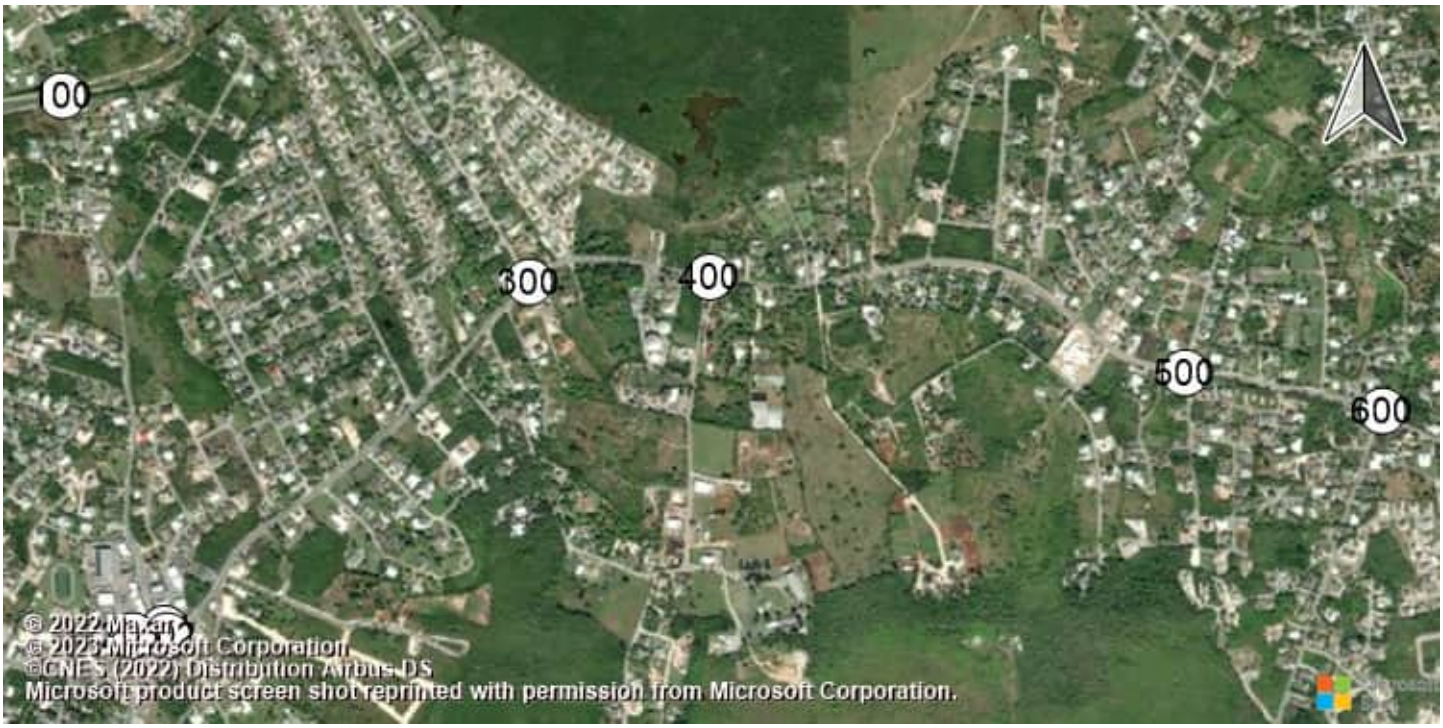
Frank Sound Road at North S



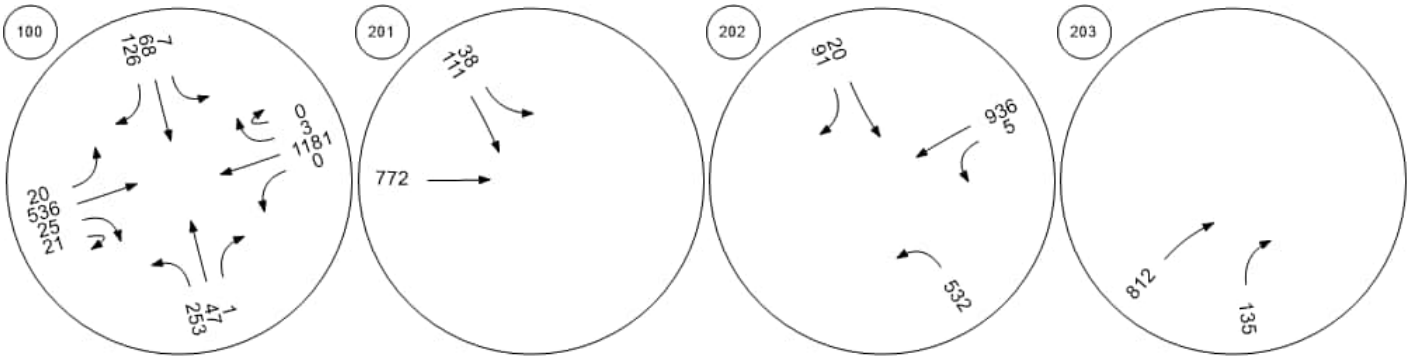
East-West Arterial at Agricola



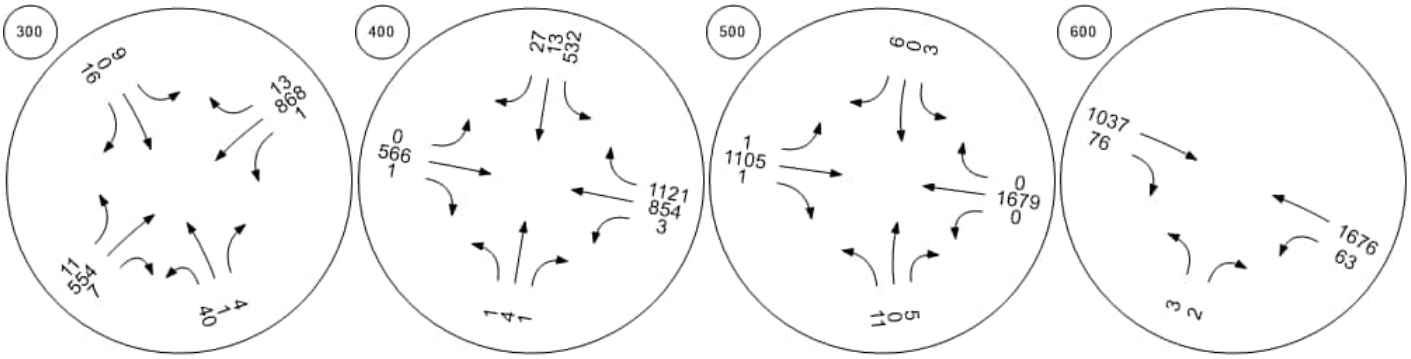
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



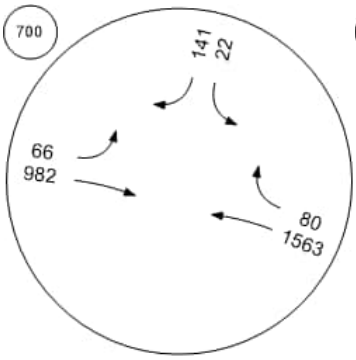
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



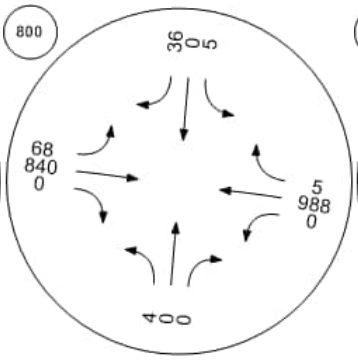
Traffic Volume - Base Volume



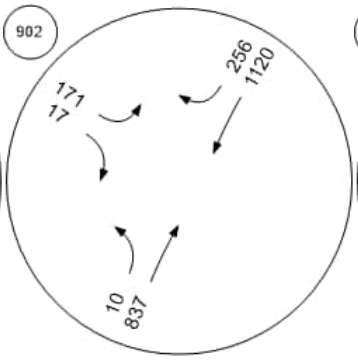
Shamrock Road at Northward



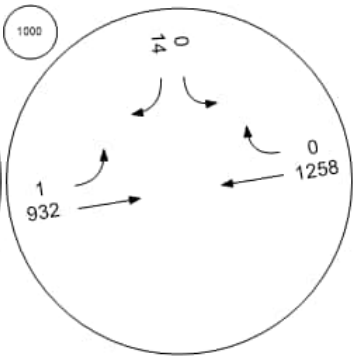
Shamrock Road at Condor R



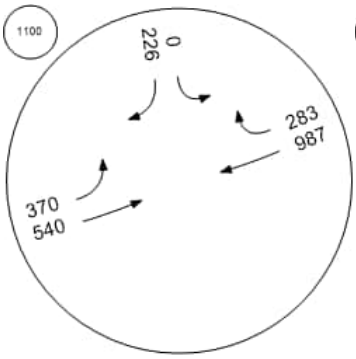
Bodden Town Road at Bodde



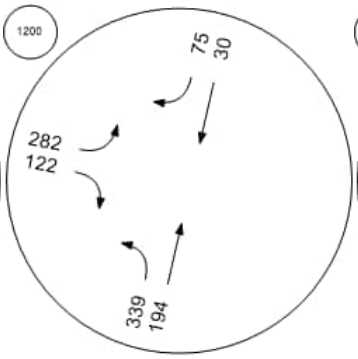
Bodden Town Road at Long



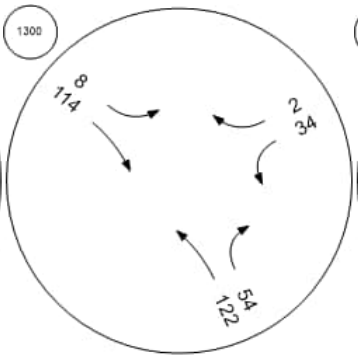
Frank Sound Road at Bodde



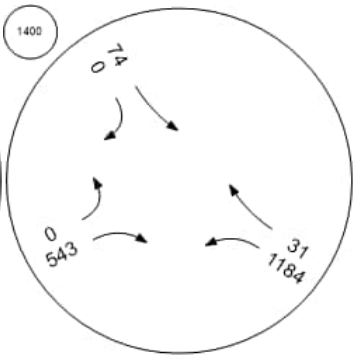
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	47	0	34	0	1	4	0	19	0	5	24	0	176	156	1	5	36	0	2	0
Total Analysis Volume [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	174					1336					146					722				
Exiting Flow Rate [veh/h]	717					238					355					726				
Demand Flow Rate [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0
Adjusted Demand Flow Rate [veh/h]	188	0	134	0	5	17	0	74	0	21	97	0	704	623	4	20	142	0	7	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	327	112	801	627	169
Capacity of Entry and Bypass Lanes [veh/h]	1225	457	1255	1181	769
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1225	457	1255	1181	769
X, volume / capacity	0.27	0.25	0.64	0.53	0.22

Movement, Approach, & Intersection Results

Lane LOS	A	B	B	A	A
95th-Percentile Queue Length [veh]	1.08	0.96	4.88	3.25	0.84
95th-Percentile Queue Length [ft]	27.06	23.88	122.02	81.18	20.90
Approach Delay [s/veh]	5.34	11.67	10.16		7.10
Approach LOS	A	B	B		A
Intersection Delay [s/veh]	9.22				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	378.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.718

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	317	360	0	0	988	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	317	360	0	0	988	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	85	97	0	0	266	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	341	387	0	0	1062	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1.24	1.72	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	174.96	378.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				F	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	16.24	25.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	406.03	645.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			283.11			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	115.14												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.596

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	253	0	0	0	300	60	0	0	0	11	1050	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	0	0	0	300	60	0	0	0	11	1050	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	0	0	0	81	16	0	0	0	3	282	0
Total Analysis Volume [veh/h]	272	0	0	0	323	65	0	0	0	12	1129	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.09	0.00	0.00	0.00	1.60	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	127.83	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	11.67	0.00	0.00	0.00	51.33	51.33	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	291.81	0.00	0.00	0.00	1283.3	1283.3	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	127.83			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2173.66											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	28.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	42	1136	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	1136	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	305	0	0	0
Total Analysis Volume [veh/h]	0	45	1222	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	28.12	0.00	0.00	0.00	0.00
Movement LOS		D	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.85	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.12		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	294.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	18	1	11	8	1202	29	5	1109	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	18	1	11	8	1202	29	5	1109	4
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	5	0	3	2	301	7	1	277	1
Total Analysis Volume [veh/h]	12	1	3	18	1	11	8	1202	30	5	1109	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.03	0.16	0.08	0.03	0.57	0.00	0.01	0.05	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	35.80	146.44	215.92	124.03	232.50	294.63	0.00	0.00	10.96	0.00	0.00	11.21
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.85	0.85	0.85	2.60	2.60	2.60	0.15	0.15	0.15	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	21.21	21.21	21.21	64.96	64.96	64.96	3.72	3.72	3.72	0.52	0.52	0.52
d_A, Approach Delay [s/veh]	76.49			190.20			0.27			0.04		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3.04											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	126.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	179	1	0	0	304	2	2	279	46
Total Analysis Volume [veh/h]	2	0	0	716	3	0	1	1214	9	10	1116	182
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1298			1223			182			12		
Exiting Flow Rate [veh/h]	22			183			1118			1930		
Demand Flow Rate [veh/h]	2	0	0	716	3	0	1	1214	9	9	1116	182
Adjusted Demand Flow Rate [veh/h]	2	0	0	716	3	0	1	1214	9	10	1116	182

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2	719	1224	1308
Capacity of Entry and Bypass Lanes [veh/h]	368	397	1147	1364
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	368	397	1147	1364
X, volume / capacity	0.01	1.81	1.07	0.96

Movement, Approach, & Intersection Results

Lane LOS	A	F	F	D
95th-Percentile Queue Length [veh]	0.02	46.17	26.83	18.96
95th-Percentile Queue Length [ft]	0.41	1154.18	670.81	474.09
Approach Delay [s/veh]	9.89	399.57	65.16	33.30
Approach LOS	A	F	F	D
Intersection Delay [s/veh]	126.23			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	3,196.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	4	427	5	13	297	6
Total Analysis Volume [veh/h]	3	0	0	0	0	1	15	1709	21	53	1187	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.67	0.00	0.02	0.04	0.00	0.01	0.06
d_M, Delay for Movement [s/veh]	21.32	3811.0	2377.2	818.05	4703.1	3196.4	0.00	0.00	11.57	0.00	0.00	15.33
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.58	0.58	0.58	0.11	0.11	0.11	0.20	0.20	0.20
95th-Percentile Queue Length [ft/ln]	1.02	1.02	1.02	14.56	14.56	14.56	2.87	2.87	2.87	4.93	4.93	4.93
d_A, Approach Delay [s/veh]	21.32			3196.47			0.14			0.28		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	23	7	1705	4	28	1240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	7	1705	4	28	1240
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	468	1	8	341
Total Analysis Volume [veh/h]	25	8	1874	4	31	1363
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	12.30	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	6.14	6.14	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	153.51	153.51	0.61	0.61	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	99.86					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	5,832.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.576

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	54	75	109	1514	1230	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	75	109	1514	1230	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	19	28	390	317	16
Total Analysis Volume [veh/h]	56	77	112	1561	1268	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	11.58	0.00	0.02	0.01	0.16
d_M, Delay for Movement [s/veh]	5319.49	5832.84	0.00	0.00	0.00	16.08
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	18.01	18.01	0.00	0.00	0.58	0.58
95th-Percentile Queue Length [ft/ln]	450.25	450.25	0.00	0.00	14.57	14.57
d_A, Approach Delay [s/veh]	5616.69		0.00		0.77	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	238.38					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	37.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	20	0	0	25	323	1	0	247	4
Total Analysis Volume [veh/h]	1	0	0	81	0	0	98	1292	2	0	986	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	16.91	122.19	293.34	37.84	127.71	172.92	0.00	0.00	10.09	0.00	0.00	12.44
Movement LOS	C	F	F	E	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	1.98	1.98	1.98	0.01	0.01	0.01	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.25	49.38	49.38	49.38	0.21	0.21	0.21	2.32	2.32	2.32
d_A, Approach Delay [s/veh]	16.91			37.84			0.01			0.19		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	1.33											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	28	18	24	1322	932	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	18	24	1322	932	221
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	6	352	248	59
Total Analysis Volume [veh/h]	30	19	26	1406	991	235
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.00	0.00	0.01	0.01	0.49
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	19.44
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	8.33	8.33	0.00	0.00	2.64	2.64
95th-Percentile Queue Length [ft/ln]	208.27	208.27	0.00	0.00	66.06	66.06
d_A, Approach Delay [s/veh]	10000.00		0.00		3.73	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	182.70					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	197.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	1234	1076	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1234	1076	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	339	296	0
Total Analysis Volume [veh/h]	0	13	26	1356	1182	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.44	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	97.21	197.90	0.00	0.00	0.00	12.17
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	1.39	1.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.82	34.82	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	197.90		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	3,882.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	8.963

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	212	473	693	834	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	212	473	693	834	176
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	57	127	186	224	47
Total Analysis Volume [veh/h]	0	228	509	745	897	189
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	8.96	0.01	0.01	0.01	0.22
d_M, Delay for Movement [s/veh]	3753.09	3882.52	0.00	0.00	0.00	10.27
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	28.34	28.34	0.00	0.00	0.82	0.82
95th-Percentile Queue Length [ft/ln]	708.43	708.43	0.00	0.00	20.56	20.56
d_A, Approach Delay [s/veh]	3882.52		0.00		1.79	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	345.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	27.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	296	272	23	110	355	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	272	23	110	355	57
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	68	6	28	89	14
Total Analysis Volume [veh/h]	296	272	23	110	355	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.56	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.98	24.08	27.86
Movement LOS	A	A	A	A	C	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.36	0.36	5.69	5.69
95th-Percentile Queue Length [ft/ln]	0.00	0.00	9.09	9.09	142.27	142.27
d_A, Approach Delay [s/veh]	0.00		7.43		24.61	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.00					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	178	39	33	159	40	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	39	33	159	40	23
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	11	9	45	11	6
Total Analysis Volume [veh/h]	200	44	37	179	45	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.05	0.05
d_M, Delay for Movement [s/veh]	0.00	7.72	0.00	0.00	9.84	12.46
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.34	0.34
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	8.54	8.54
d_A, Approach Delay [s/veh]	1.39		0.00		10.79	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	167	0	60	66	0	2	0	726	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	0	60	66	0	2	0	726	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	0	15	17	0	1	0	182	0
Total Analysis Volume [veh/h]	167	0	60	66	0	2	0	726	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	2			726			60		
Exiting Flow Rate [veh/h]	792			60			169		
Demand Flow Rate [veh/h]	167	0	60	66	0	2	0	726	0
Adjusted Demand Flow Rate [veh/h]	167	0	60	66	0	2	0	726	0

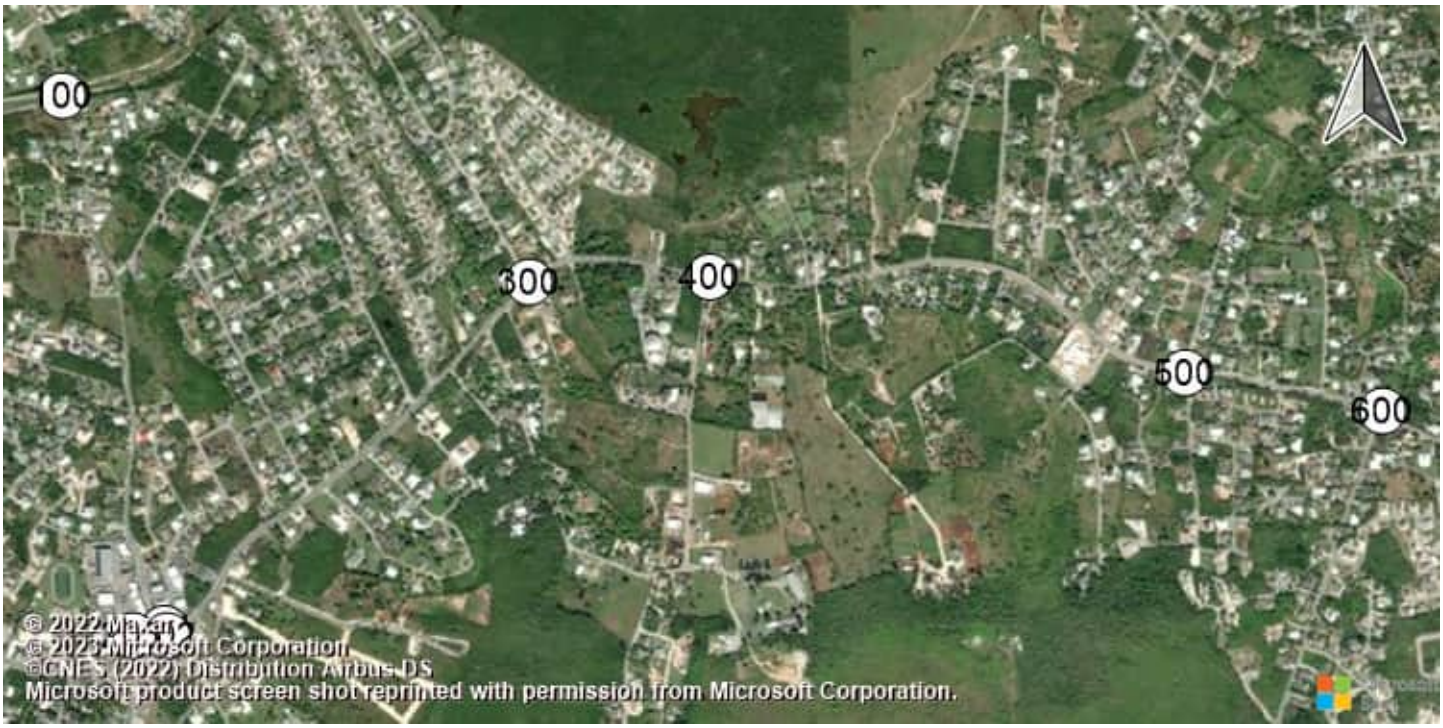
Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	227	68	726
Capacity of Entry and Bypass Lanes [veh/h]	1378	659	1299
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1378	659	1299
X, volume / capacity	0.16	0.10	0.56

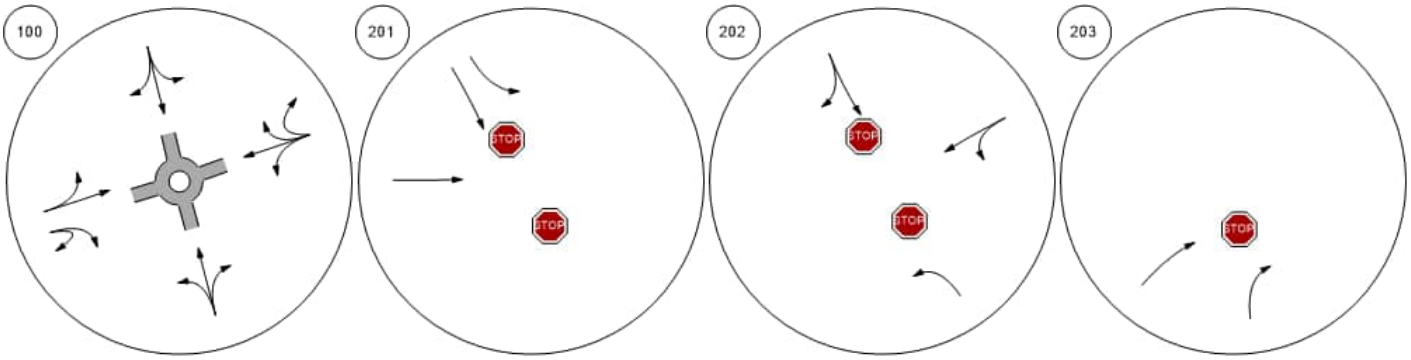
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.59	0.34	3.62
95th-Percentile Queue Length [ft]	14.74	8.60	90.59
Approach Delay [s/veh]	3.95	6.62	9.03
Approach LOS	A	A	A
Intersection Delay [s/veh]	7.74		
Intersection LOS	A		

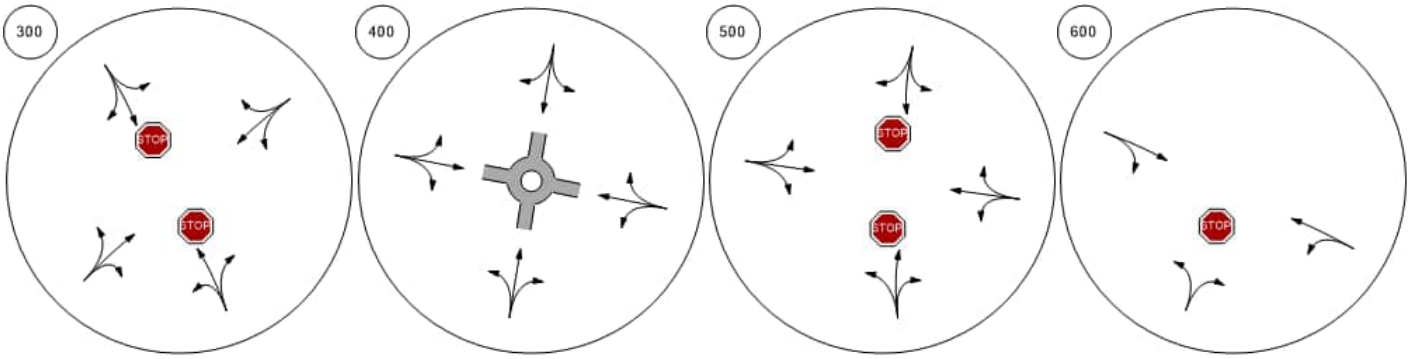
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



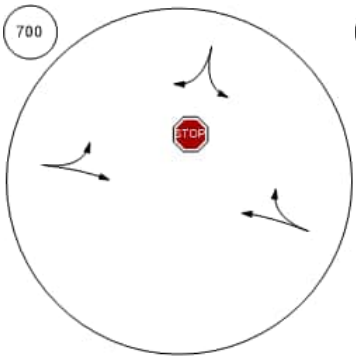
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



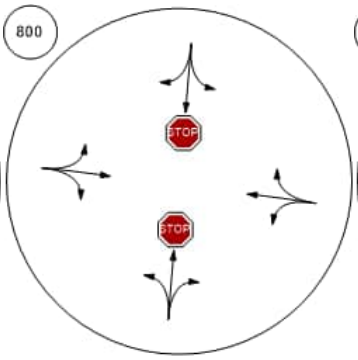
Lane Configuration and Traffic Control



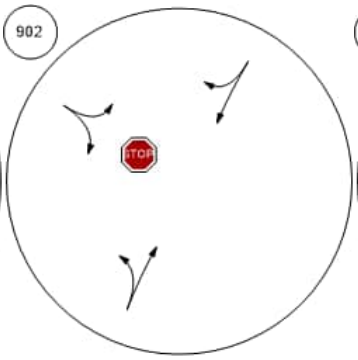
Shamrock Road at Northward



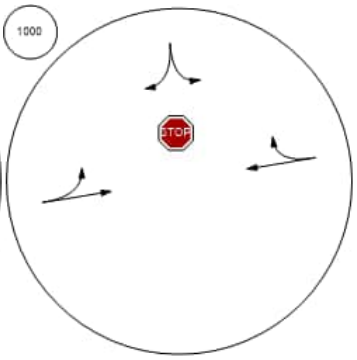
Shamrock Road at Condor R



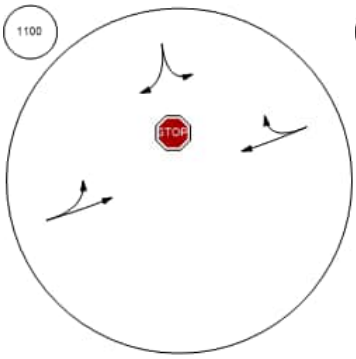
Bodden Town Road at Bodde



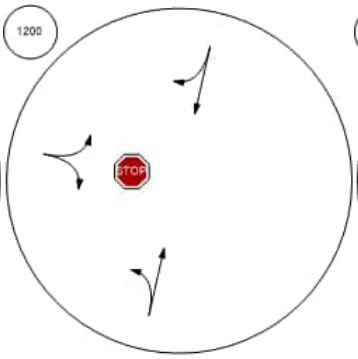
Bodden Town Road at Long



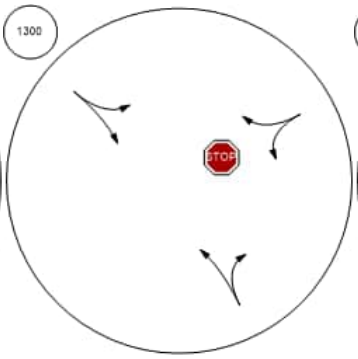
Frank Sound Road at Bodde



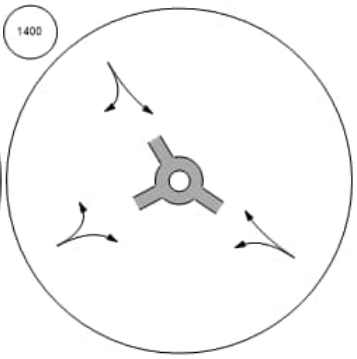
Frank Sound Road at Clifton



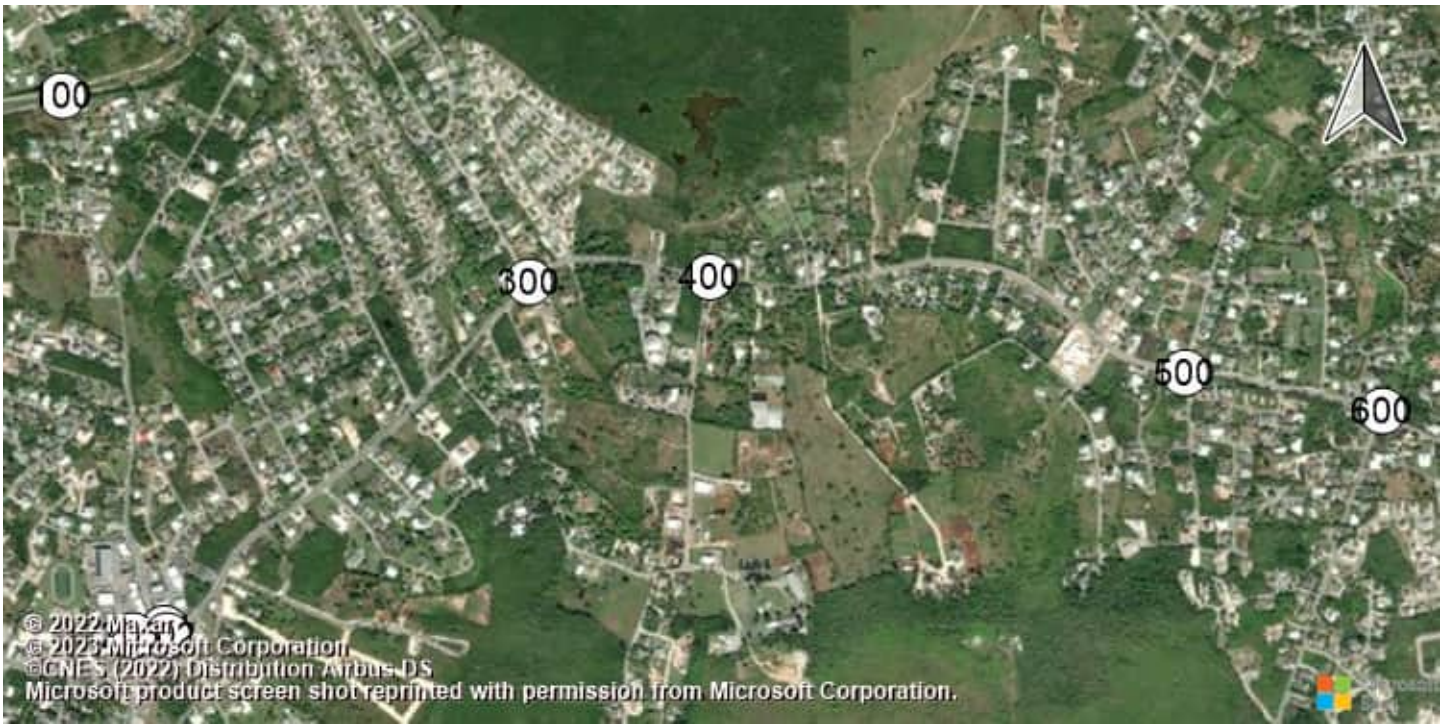
Frank Sound Road at North S



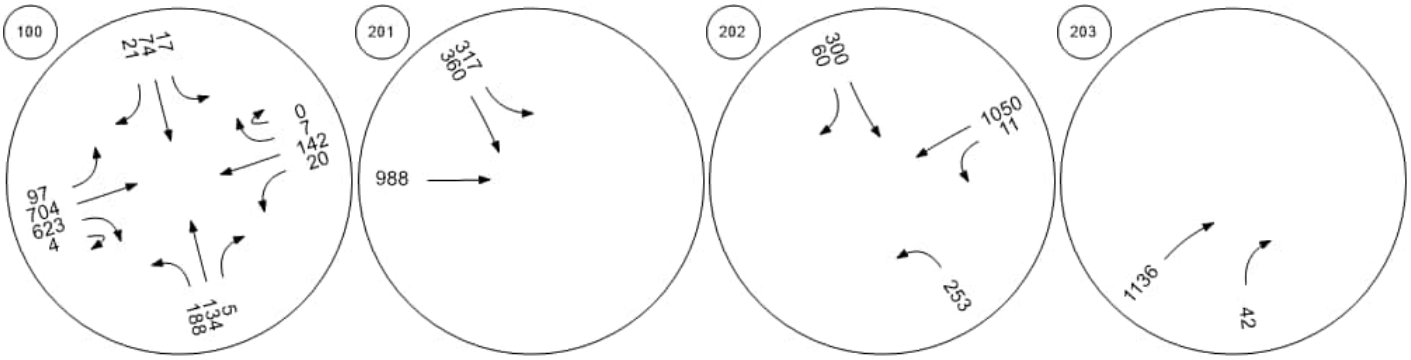
East-West Arterial at Agricola



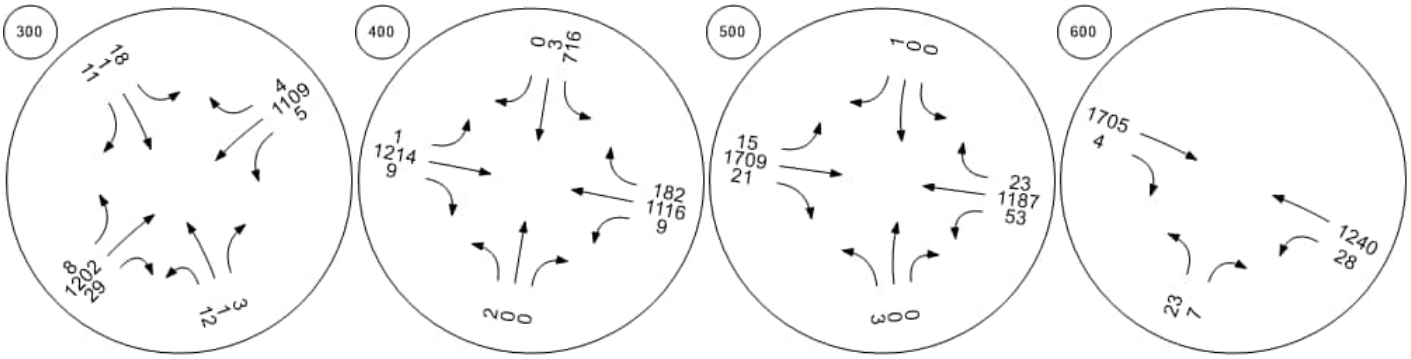
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



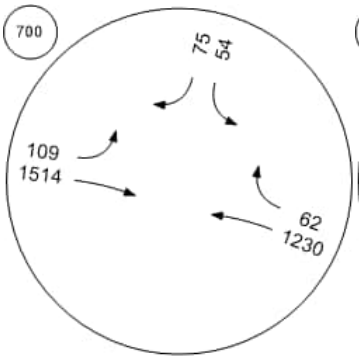
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



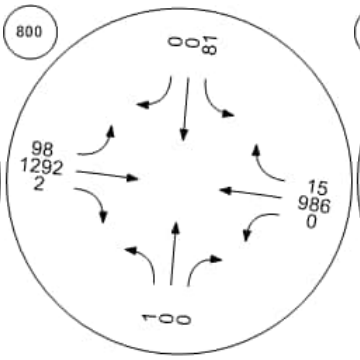
Traffic Volume - Base Volume



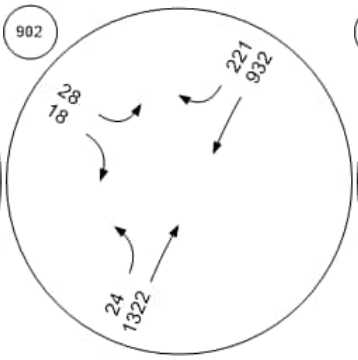
Shamrock Road at Northward



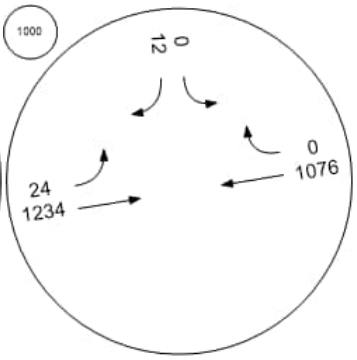
Shamrock Road at Condor R



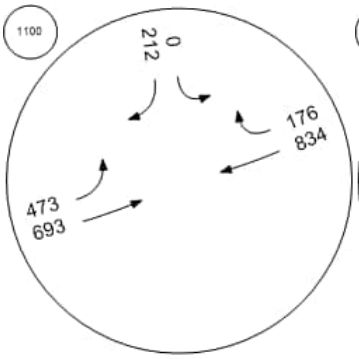
Bodden Town Road at Bodde



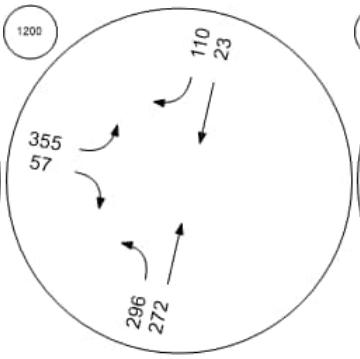
Bodden Town Road at Long



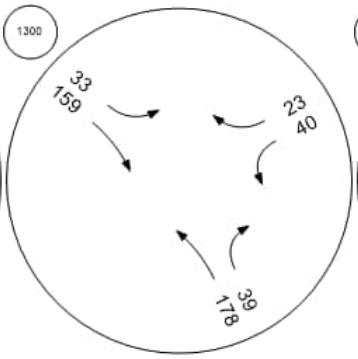
Frank Sound Road at Bodde



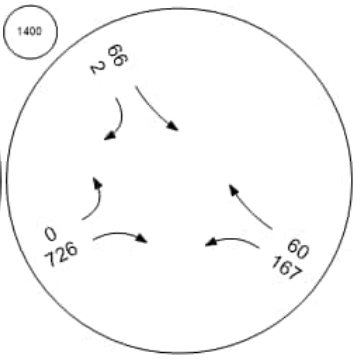
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road				Hirst Road				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Road				Hirst Road				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	21	0	39	28	14	60	0	34	17	914	9	20	19	171	0	39	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	39	28	14	60	0	34	17	914	9	20	19	171	0	39	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	5	0	10	7	4	15	0	9	4	229	2	5	5	428	0	10	0
Total Analysis Volume [veh/h]	21	0	39	28	14	60	0	34	17	914	9	20	19	171	0	39	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	1806				971				106				123				
Exiting Flow Rate [veh/h]	88				95				1788				956				
Demand Flow Rate [veh/h]	21	0	39	28	14	60	0	34	17	914	9	20	19	171	0	39	0
Adjusted Demand Flow Rate [veh/h]	21	0	39	28	14	60	0	34	17	914	9	20	19	171	0	39	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	88	108	509	452	939	833
Capacity of Entry and Bypass Lanes [veh/h]	306	623	1298	1225	1280	1206
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	306	623	1298	1225	1280	1206
X, volume / capacity	0.29	0.17	0.39	0.37	0.73	0.69

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	B	B
95th-Percentile Queue Length [veh]	1.16	0.62	1.90	1.72	7.09	5.94
95th-Percentile Queue Length [ft]	29.05	15.60	47.46	42.99	177.26	148.40
Approach Delay [s/veh]	17.89	7.87	6.50		13.33	
Approach LOS	C	A	A		B	
Intersection Delay [s/veh]	11.03					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	120	0	0	469	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	120	0	0	469	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	32	0	0	126	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	129	0	0	504	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free		
Flared Lane												
Storage Area [veh]	0			0			0			0		
Two-Stage Gap Acceptance				No								
Number of Storage Spaces in Median	0			0			0			0		

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.27	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.56	15.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.13	1.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.14	27.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			14.85			0.00			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	3.44											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	456.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.620

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	296	0	0	0	20	100	0	0	0	7	715	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	0	0	0	20	100	0	0	0	7	715	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	0	0	0	5	27	0	0	0	2	192	0
Total Analysis Volume [veh/h]	318	0	0	0	22	108	0	0	0	8	769	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.79	0.00	0.00	0.00	0.07	1.62	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	40.36	0.00	0.00	0.00	413.72	456.81	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	E				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	6.86	0.00	0.00	0.00	11.03	11.03	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	171.49	0.00	0.00	0.00	275.79	275.79	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	40.36			449.52			0.00			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	58.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	28	521	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	28	521	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	140	0	0	0
Total Analysis Volume [veh/h]	0	30	560	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	12.78	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.84	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.78		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	27.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	39	1	6	0	0	22	8	359	6	2	659	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	1	6	0	0	22	8	359	6	2	659	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	0	0	6	2	90	2	1	165	0
Total Analysis Volume [veh/h]	40	1	6	0	0	23	8	359	6	2	659	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.03	0.00	0.00	0.12	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.93	21.83	23.31	12.96	23.27	27.09	0.00	0.00	8.87	0.00	0.00	7.99
Movement LOS	B	C	C	B	C	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.40	0.42	0.42	0.42	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.00	10.00	10.00	10.38	10.38	10.38	0.48	0.48	0.48	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.30			27.09			0.14			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.26											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	7	2	42	13	40	5	359	2	3	619	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	7	2	42	13	40	5	359	2	3	619	265
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	11	3	10	1	90	1	1	155	66
Total Analysis Volume [veh/h]	2	7	2	42	13	40	5	359	2	3	619	265
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	924			363			274			55		
Exiting Flow Rate [veh/h]	18			277			661			403		
Demand Flow Rate [veh/h]	2	7	2	42	13	40	5	359	2	3	619	265
Adjusted Demand Flow Rate [veh/h]	2	7	2	42	13	40	5	359	2	3	619	265

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	11	95	366	887
Capacity of Entry and Bypass Lanes [veh/h]	538	953	1044	1305
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	538	953	1044	1305
X, volume / capacity	0.02	0.10	0.35	0.68

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	B
95th-Percentile Queue Length [veh]	0.06	0.33	1.59	5.74
95th-Percentile Queue Length [ft]	1.56	8.28	39.77	143.49
Approach Delay [s/veh]	6.94	4.69	7.06	11.80
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	9.98			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	5	3	0	7	1	397	1	0	804	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	5	3	0	7	1	397	1	0	804	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	99	0	0	201	0
Total Analysis Volume [veh/h]	12	0	5	3	0	7	1	397	1	0	804	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.03	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.19	25.29	28.20	11.41	25.33	29.03	0.00	0.00	9.35	0.00	0.00	8.07
Movement LOS	C	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.20	0.16	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.93	4.93	4.93	3.88	3.88	3.88	0.09	0.09	0.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	19.02			23.74			0.02			0.00		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.46											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	67.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	12	28	217	188	61	792
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	28	217	188	61	792
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	60	52	17	218
Total Analysis Volume [veh/h]	13	31	238	207	67	870
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.36	0.00	0.28	0.00	0.01
d_M, Delay for Movement [s/veh]	36.27	67.95	0.00	11.75	0.00	0.00
Movement LOS	E	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.68	1.68	1.15	1.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	41.95	41.95	28.67	28.67	0.00	0.00
d_A, Approach Delay [s/veh]	58.59		5.47		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	3.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	20	3	13	240	813	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	3	13	240	813	25
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	3	62	210	6
Total Analysis Volume [veh/h]	21	3	13	247	838	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	9.81	22.01	0.00	0.00	0.00	7.79
Movement LOS	A	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	3.16	3.16	0.00	0.00	1.51	1.51
d_A, Approach Delay [s/veh]	11.34		0.00		0.23	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	205	72	180	0	0	338	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	205	72	180	0	0	338	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	51	18	45	0	0	85	2
Total Analysis Volume [veh/h]	4	0	0	1	0	205	72	180	0	0	338	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.11	13.73	13.30	16.64	20.60	20.63	0.00	0.00	7.92	0.00	0.00	7.73
Movement LOS	B	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.50	2.50	2.50	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.43	62.46	62.46	62.46	0.00	0.00	0.00	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	10.11			20.61			0.00			0.13		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	5.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	20.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	122	20	11	175	266	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	20	11	175	266	190
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	5	3	47	71	51
Total Analysis Volume [veh/h]	130	21	12	186	283	202
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.08	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	10.86	20.23	0.00	0.00	0.00	8.04
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.89	0.89	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft/ln]	22.25	22.25	0.00	0.00	12.75	12.75
d_A, Approach Delay [s/veh]	12.16		0.00		3.35	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	226	413	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	226	413	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	62	113	0
Total Analysis Volume [veh/h]	0	15	1	248	454	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.87	14.18	0.00	0.00	0.00	7.71
Movement LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.86	2.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.18		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	1,098.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.316

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	574	53	48	169	353	654
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	574	53	48	169	353	654
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	154	14	13	45	95	176
Total Analysis Volume [veh/h]	617	57	52	182	380	703
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.74	2.32	0.00	0.00	0.00	0.50
d_M, Delay for Movement [s/veh]	956.89	1098.90	0.00	0.00	0.00	10.10
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	60.81	60.81	0.00	0.00	2.91	2.91
95th-Percentile Queue Length [ft/ln]	1520.31	1520.31	0.00	0.00	72.66	72.66
d_A, Approach Delay [s/veh]	968.90		0.00		6.55	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	331.56					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	250	556	634	171	258	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	556	634	171	258	149
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	139	159	43	65	37
Total Analysis Volume [veh/h]	250	556	634	171	258	149
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	2	6	0	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	Lead
Minimum Green [s]	0	10	10	0	0	5
Maximum Green [s]	0	30	30	0	0	30
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0
All red [s]	0.0	3.0	3.0	0.0	0.0	3.0
Split [s]	0	73	73	0	0	42
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	0.0	0.0	4.0
Minimum Recall		No	No			No
Maximum Recall		No	No			No
Pedestrian Recall		No	No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	115	115	115	115
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	67	67	67	36
g / C, Green / Cycle	0.58	0.58	0.58	0.31
(v / s)_i Volume / Saturation Flow Rate	0.45	0.33	0.25	0.24
s, saturation flow rate [veh/h]	1801	1900	687	1681
c, Capacity [veh/h]	1050	1107	219	526
d1, Uniform Delay [s]	18.13	15.03	45.58	35.80
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.40	2.16	23.79	10.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.57	0.78	0.77
d, Delay for Lane Group [s/veh]	23.53	17.19	69.36	46.38
Lane Group LOS	C	B	E	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.47	11.03	6.49	12.02
50th-Percentile Queue Length [ft/ln]	436.84	275.87	162.28	300.59
95th-Percentile Queue Length [veh/ln]	24.33	16.48	10.67	17.71
95th-Percentile Queue Length [ft/ln]	608.22	412.06	266.73	442.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.53	23.53	17.19	69.36	46.38	46.38
Movement LOS	C	C	B	E	D	D
d_A, Approach Delay [s/veh]	23.53		28.27		46.38	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	30.03					
Intersection LOS	C					
Intersection V/C	0.690					

Other Modes

g_Walk,mi, Effective Walk Time [s]	36.0	36.0	67.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	27.13	27.13	10.02
l_p,int, Pedestrian LOS Score for Intersection	2.221	2.281	2.177
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1165	1165	626
d_b, Bicycle Delay [s]	10.02	10.02	27.13
l_b,int, Bicycle LOS Score for Intersection	2.890	2.888	2.231
Bicycle LOS	C	C	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	126	37	8	118	46	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	37	8	118	46	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	10	2	33	13	0
Total Analysis Volume [veh/h]	142	42	9	133	52	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	0.00	7.55	0.00	0.00	9.17	11.05
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	2.23	2.23	0.00	0.00	4.64	4.64
d_A, Approach Delay [s/veh]	1.72		0.00		9.21	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.12					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	5.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	343	1	8	31	53	5	4	877	76	10	1424	1	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	343	1	8	31	53	5	4	877	76	10	1424	1	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	86	0	2	8	13	1	1	219	19	3	356	0	1
Total Analysis Volume [veh/h]	343	1	8	31	53	5	4	877	76	10	1424	1	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	1432			963			12			134			
Exiting Flow Rate [veh/h]	139			6			1429			887			
Demand Flow Rate [veh/h]	343	1	8	31	53	5	4	877	76	10	1424	1	2
Adjusted Demand Flow Rate [veh/h]	343	1	8	31	53	5	4	877	76	10	1424	1	2

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420.	1420.	1350.	1350.	1420.00	1420.00	1420.00	1420.00	1350.00	1350.00
B (coefficient)	0.00000	0.00085	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00085	0.00092	0.00092
HV Adjustment 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
Entry Flow Rate [veh/h]	0	9	0	20	20	20	319	319	319	479	479	479
Capacity of Entry and Bypass Lanes [veh/h]	100000	421	669	627	557	557	1405	1405	1405	1268	1194	1194
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	421	669	627	557	557	1405	1405	1405	1268	1194	1194
X, volume / capacity	0.00	0.02	0.05	0.03	0.03	0.03	0.23	0.23	0.23	0.38	0.40	0.40

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.07	0.15	0.10	0.11	0.11	0.88	0.88	0.88	1.79	1.97	1.97
95th-Percentile Queue Length [ft]	0.00	1.64	3.64	2.39	2.69	2.69	21.90	21.90	21.90	44.77	49.20	49.20
Approach Delay [s/veh]	0.23		6.37				4.45			6.83		
Approach LOS	A		A				A			A		
Intersection Delay [s/veh]	5.19											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	917	1437	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	917	1437	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	229	359	0
Total Analysis Volume [veh/h]	0	0	0	917	1437	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	11.49	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.49		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	1.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	917	0	0	1437
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	917	0	0	1437
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	229	0	0	359
Total Analysis Volume [veh/h]	0	0	917	0	0	1437
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.25	0.00	0.40
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.20	0.00	2.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.19	0.00	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.27	0.00	0.46
d, Delay for Lane Group [s/veh]	0.00	0.39	0.00	2.50
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	1.32
50th-Percentile Queue Length [ft/ln]	0.00	2.27	0.00	33.07
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	2.38
95th-Percentile Queue Length [ft/ln]	0.00	4.09	0.00	59.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.39	0.00	0.00	2.50
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.39		2.50	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					
Intersection V/C	0.651					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.105	3.083
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.316	2.745
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	91	0	0	0	0	0	0	917	0	0	1347	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	0	0	0	0	0	0	917	0	0	1347	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	0	0	0	0	0	0	229	0	0	337	0
Total Analysis Volume [veh/h]	91	0	0	0	0	0	0	917	0	0	1347	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.06	0.00	0.00	0.25	0.00	0.37
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	34.00	0.00	0.00	5.03	0.00	5.98
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.01	0.00	0.00	0.39	0.00	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.00	0.00	0.36	0.00	0.52
d, Delay for Lane Group [s/veh]	38.02	0.00	0.00	5.42	0.00	6.75
Lane Group LOS	D	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.06	0.00	0.00	2.24	0.00	3.95
50th-Percentile Queue Length [ft/ln]	51.49	0.00	0.00	56.12	0.00	98.84
95th-Percentile Queue Length [veh/ln]	3.71	0.00	0.00	4.04	0.00	7.12
95th-Percentile Queue Length [ft/ln]	92.68	0.00	0.00	101.01	0.00	177.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.02	0.00	0.00	0.00	0.00	0.00	0.00	5.42	0.00	0.00	6.75	0.00
Movement LOS	D			A			A	A		A	A	
d_A, Approach Delay [s/veh]	38.02			0.00			5.42			6.75		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	7.44											
Intersection LOS	A											
Intersection V/C	0.429											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.662	1.625	3.062	3.032
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.316	2.671
Bicycle LOS	A	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	29.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	917	1	1346
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	917	1	1346
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	229	0	337
Total Analysis Volume [veh/h]	917	1	1346
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	29.38	0.00
Movement LOS	A	D	A
95th-Percentile Queue Length [veh/ln]	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.51	0.00
d_A, Approach Delay [s/veh]	0.03		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.01		
Intersection LOS	D		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	163	0	917	0	0	1183
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	0	917	0	0	1183
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	229	0	0	296
Total Analysis Volume [veh/h]	163	0	917	0	0	1183
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	32	0	32	0	32	88
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	26	114	114	82
g / C, Green / Cycle	0.22	0.95	0.95	0.68
(v / s)_i Volume / Saturation Flow Rate	0.10	0.25	0.00	0.33
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	350	3437	1534	2472
d1, Uniform Delay [s]	40.95	0.20	0.00	8.94
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.41	0.19	0.00	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.27	0.00	0.48
d, Delay for Lane Group [s/veh]	45.35	0.39	0.00	9.61
Lane Group LOS	D	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	4.68	0.09	0.00	6.17
50th-Percentile Queue Length [ft/ln]	117.00	2.27	0.00	154.32
95th-Percentile Queue Length [veh/ln]	8.23	0.16	0.00	10.25
95th-Percentile Queue Length [ft/ln]	205.70	4.09	0.00	256.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.35	0.00	0.39	0.00	0.00	9.61
Movement LOS	D		A		A	A
d_A, Approach Delay [s/veh]	45.35		0.39		9.61	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	8.45					
Intersection LOS	A					
Intersection V/C	0.580					

Other Modes

g_Walk,mi, Effective Walk Time [s]	82.0	26.0	26.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.02	36.82	36.82
l_p,int, Pedestrian LOS Score for Intersection	1.710	3.052	2.984
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	1900	1367
d_b, Bicycle Delay [s]	36.82	0.15	6.02
l_b,int, Bicycle LOS Score for Intersection	1.560	2.316	2.536
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	4.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	79	0	917	0	2	1105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	0	917	0	2	1105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	229	0	1	276
Total Analysis Volume [veh/h]	79	0	917	0	2	1105
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	21	0	21	0	21	99
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	15	114	114	93
g / C, Green / Cycle	0.13	0.95	0.95	0.78
(v / s)_i Volume / Saturation Flow Rate	0.05	0.25	0.00	0.31
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	202	3437	1534	2804
d1, Uniform Delay [s]	48.30	0.20	0.15	4.37
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.62	0.19	0.00	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.27	0.00	0.39
d, Delay for Lane Group [s/veh]	53.92	0.39	0.15	4.79
Lane Group LOS	D	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	0.09	0.00	3.11
50th-Percentile Queue Length [ft/ln]	62.92	2.27	0.02	77.78
95th-Percentile Queue Length [veh/ln]	4.53	0.16	0.00	5.60
95th-Percentile Queue Length [ft/ln]	113.26	4.09	0.03	140.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.92	0.00	0.39	0.00	0.15	4.79
Movement LOS	D		A		A	A
d_A, Approach Delay [s/veh]	53.92		0.39		4.78	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	4.71					
Intersection LOS	A					
Intersection V/C	0.559					

Other Modes

g_Walk,mi, Effective Walk Time [s]	93.0	15.0	15.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.04	45.94	45.94
l_p,int, Pedestrian LOS Score for Intersection	1.650	2.995	2.968
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	250	1900	1550
d_b, Bicycle Delay [s]	45.94	0.15	3.04
l_b,int, Bicycle LOS Score for Intersection	1.560	2.316	2.473
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	33	0	917	0	104	1073
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	917	0	104	1073
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	229	0	26	268
Total Analysis Volume [veh/h]	33	0	917	0	104	1073
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	40	0	40	0	40	50
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	34	84	84	44
g / C, Green / Cycle	0.38	0.93	0.93	0.49
(v / s)_i Volume / Saturation Flow Rate	0.02	0.25	0.06	0.30
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	610	3376	1507	1769
d1, Uniform Delay [s]	17.79	0.27	0.21	16.71
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.20	0.09	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.27	0.07	0.61
d, Delay for Lane Group [s/veh]	17.95	0.47	0.30	18.27
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.47	0.09	0.04	7.24
50th-Percentile Queue Length [ft/ln]	11.77	2.33	0.93	180.88
95th-Percentile Queue Length [veh/ln]	0.85	0.17	0.07	11.65
95th-Percentile Queue Length [ft/ln]	21.18	4.19	1.67	291.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.95	0.00	0.47	0.00	0.30	18.27
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	17.95		0.47		16.68	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	9.71					
Intersection LOS	A					
Intersection V/C	0.550					

Other Modes

g_Walk,mi, Effective Walk Time [s]	44.0	34.0	34.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.76	17.42	17.42
l_p,int, Pedestrian LOS Score for Intersection	1.716	2.925	2.952
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	1867	978
d_b, Bicycle Delay [s]	17.42	0.20	11.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.316	2.531
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	917	1178	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	917	1178	0
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	229	295	0
Total Analysis Volume [veh/h]	917	1178	0
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	17.43
Movement LOS	A	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00	0.00	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	141	0	0	0	0	0	0	835	82	3	1036	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	0	0	0	0	0	0	835	82	3	1036	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	0	0	0	0	0	0	209	21	1	259	0
Total Analysis Volume [veh/h]	141	0	0	0	0	0	0	835	82	3	1036	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.09	0.00	0.00	0.44	0.05	0.00	0.29	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	1351	281	1148	2573	281
d1, Uniform Delay [s]	35.16	0.00	0.00	6.70	33.61	3.76	5.26	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.78	0.00	0.00	2.13	2.61	0.00	0.47	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.00	0.00	0.62	0.29	0.00	0.40	0.00
d, Delay for Lane Group [s/veh]	43.93	0.00	0.00	8.83	36.22	3.77	5.73	0.00
Lane Group LOS	D	A	A	A	D	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	3.50	0.00	0.00	5.91	1.69	0.01	2.66	0.00
50th-Percentile Queue Length [ft/ln]	87.45	0.00	0.00	147.69	42.28	0.29	66.44	0.00
95th-Percentile Queue Length [veh/ln]	6.30	0.00	0.00	9.89	3.04	0.02	4.78	0.00
95th-Percentile Queue Length [ft/ln]	157.41	0.00	0.00	247.35	76.11	0.52	119.59	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.93	0.00	0.00	0.00	0.00	0.00	0.00	8.83	36.22	3.77	5.73	0.00
Movement LOS	D			A			A	A	D	A	A	A
d_A, Approach Delay [s/veh]	43.93			0.00			11.28			5.73		
Approach LOS	D			A			B			A		
d_I, Intersection Delay [s/veh]	10.72											
Intersection LOS	B											
Intersection V/C	0.527											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.699	1.625	2.977	2.905
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.073	2.417
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	788	47	992
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	788	47	992
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	12	248
Total Analysis Volume [veh/h]	788	47	992
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.01
d_M, Delay for Movement [s/veh]	0.00	22.04	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.65	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.31	0.00
d_A, Approach Delay [s/veh]	1.24		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.57		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.921

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	30	0	788	0	1	962
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	0	788	0	1	962
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	197	0	0	241
Total Analysis Volume [veh/h]	30	0	788	0	1	962
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	31	0	31	0	31	59
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	25	84	84	53
g / C, Green / Cycle	0.28	0.93	0.93	0.59
(v / s)_i Volume / Saturation Flow Rate	0.02	0.41	0.00	0.51
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	449	1773	1507	1119
d1, Uniform Delay [s]	23.92	0.34	0.20	15.41
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.81	0.00	8.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.44	0.00	0.86
d, Delay for Lane Group [s/veh]	24.20	1.15	0.20	24.08
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.51	0.40	0.00	15.33
50th-Percentile Queue Length [ft/ln]	12.83	9.96	0.01	383.30
95th-Percentile Queue Length [veh/ln]	0.92	0.72	0.00	21.75
95th-Percentile Queue Length [ft/ln]	23.10	17.94	0.01	543.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.20	0.00	1.15	0.00	0.20	24.08
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	24.20		1.15		24.05	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	13.92					
Intersection LOS	B					
Intersection V/C	0.921					

Other Modes

g_Walk,mi, Effective Walk Time [s]	53.0	25.0	25.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	7.61	23.47	23.47
l_p,int, Pedestrian LOS Score for Intersection	1.664	3.145	2.873
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	1867	1178
d_b, Bicycle Delay [s]	23.47	0.20	7.61
l_b,int, Bicycle LOS Score for Intersection	1.560	2.860	3.149
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	788	963	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	788	963	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	197	241	0
Total Analysis Volume [veh/h]	0	0	0	788	963	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.13	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.13		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	788	0	963
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	788	0	963
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	0	241
Total Analysis Volume [veh/h]	788	0	963
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	18.34	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	49	0	788	0	5	914
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	0	788	0	5	914
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	197	0	1	229
Total Analysis Volume [veh/h]	49	0	788	0	5	914
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	32	0	32	0	32	58
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	26	84	84	52
g / C, Green / Cycle	0.29	0.93	0.93	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.41	0.00	0.48
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	467	1773	1507	1098
d1, Uniform Delay [s]	23.47	0.34	0.20	15.46
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.81	0.00	7.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.44	0.00	0.83
d, Delay for Lane Group [s/veh]	23.92	1.15	0.20	22.88
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.83	0.40	0.00	14.17
50th-Percentile Queue Length [ft/ln]	20.85	9.96	0.04	354.37
95th-Percentile Queue Length [veh/ln]	1.50	0.72	0.00	20.35
95th-Percentile Queue Length [ft/ln]	37.53	17.94	0.07	508.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.92	0.00	1.15	0.00	0.20	22.88
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	23.92		1.15		22.76	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	13.09					
Intersection LOS	B					
Intersection V/C	0.896					

Other Modes

g_Walk,mi, Effective Walk Time [s]	52.0	26.0	26.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.02	22.76	22.76
l_p,int, Pedestrian LOS Score for Intersection	1.673	3.120	2.847
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	1867	1156
d_b, Bicycle Delay [s]	22.76	0.20	8.02
l_b,int, Bicycle LOS Score for Intersection	1.560	2.860	3.076
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	784	5	914	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	784	5	914	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	1	229	0
Total Analysis Volume [veh/h]	784	5	914	0
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	17.59	0.00	15.13
Movement LOS	A	C	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.31	0.00	0.00
d_A, Approach Delay [s/veh]	0.11		0.00	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.05			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	784	914	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	784	914	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	196	229	0
Total Analysis Volume [veh/h]	0	0	0	784	914	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.08	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.08		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	4.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	784	0	0	914
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	784	0	0	914
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	196	0	0	229
Total Analysis Volume [veh/h]	0	0	784	0	0	914
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	15	0	15	0	15	75
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	9	84	84	69
g / C, Green / Cycle	0.10	0.93	0.93	0.77
(v / s)_i Volume / Saturation Flow Rate	0.00	0.41	0.00	0.48
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	162	1773	1507	1457
d1, Uniform Delay [s]	0.00	0.34	0.00	4.72
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.80	0.00	2.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.44	0.00	0.63
d, Delay for Lane Group [s/veh]	0.00	1.14	0.00	6.78
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	4.43
50th-Percentile Queue Length [ft/ln]	0.00	9.87	0.00	110.65
95th-Percentile Queue Length [veh/ln]	0.00	0.71	0.00	7.88
95th-Percentile Queue Length [ft/ln]	0.00	17.77	0.00	196.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.14	0.00	0.00	6.78
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.14		6.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.18					
Intersection LOS	A					
Intersection V/C	0.894					

Other Modes

g_Walk,mi, Effective Walk Time [s]	69.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	2.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.608	3.096	2.861
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	1867	1533
d_b, Bicycle Delay [s]	36.45	0.20	2.45
l_b,int, Bicycle LOS Score for Intersection	1.560	2.853	3.068
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	784	0	914
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	784	0	914
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	196	0	229
Total Analysis Volume [veh/h]	784	0	914
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	17.37	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	3	0	1	783	914	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	1	783	914	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	196	229	0
Total Analysis Volume [veh/h]	3	0	1	783	914	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.14	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.02	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.57	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.14		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	5.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	55	0	785	0	23	859
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	785	0	23	859
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	196	0	6	215
Total Analysis Volume [veh/h]	55	0	785	0	23	859
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	15	0	15	0	15	75
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	9	84	84	69
g / C, Green / Cycle	0.10	0.93	0.93	0.77
(v / s)_i Volume / Saturation Flow Rate	0.03	0.41	0.01	0.45
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	162	1773	1507	1457
d1, Uniform Delay [s]	37.74	0.34	0.20	4.47
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.65	0.80	0.02	1.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.44	0.02	0.59
d, Delay for Lane Group [s/veh]	43.38	1.14	0.22	6.23
Lane Group LOS	D	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.40	0.40	0.01	4.62
50th-Percentile Queue Length [ft/ln]	34.90	9.90	0.19	115.61
95th-Percentile Queue Length [veh/ln]	2.51	0.71	0.01	8.15
95th-Percentile Queue Length [ft/ln]	62.82	17.81	0.35	203.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.38	0.00	1.14	0.00	0.22	6.23
Movement LOS	D		A		A	A
d_A, Approach Delay [s/veh]	43.38		1.14		6.07	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.02					
Intersection LOS	A					
Intersection V/C	0.865					

Other Modes

g_Walk,mi, Effective Walk Time [s]	69.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	2.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.633	2.821	2.664
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	1867	1533
d_b, Bicycle Delay [s]	36.45	0.20	2.45
l_b,int, Bicycle LOS Score for Intersection	1.560	2.855	3.015
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	15	0	0	785	882	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	0	785	882	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	196	221	0
Total Analysis Volume [veh/h]	15	0	0	785	882	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.45	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.95	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.45		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	705	109	0	0	111	143	78	3	694	25	0	9	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	705	109	0	0	111	143	78	3	694	25	0	9	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	176	27	0	0	28	36	20	1	174	6	0	2	0	0
Total Analysis Volume [veh/h]	705	109	0	0	111	143	78	3	694	25	0	9	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	177			722			109				973			
Exiting Flow Rate [veh/h]	805			187			882				3			
Demand Flow Rate [veh/h]	705	109	0	0	111	143	78	3	694	25	0	9	0	0
Adjusted Demand Flow Rate [veh/h]	705	109	0	0	111	143	78	3	694	25	0	9	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	814	254	800	9
Capacity of Entry and Bypass Lanes [veh/h]	1153	661	1235	512
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1153	661	1235	512
X, volume / capacity	0.71	0.38	0.65	0.02

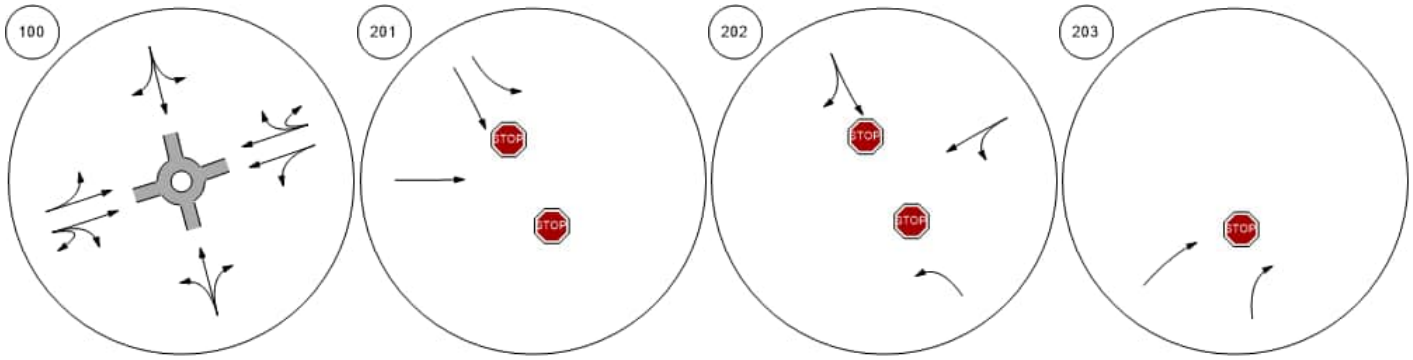
Movement, Approach, & Intersection Results

Lane LOS	B	B	B	A
95th-Percentile Queue Length [veh]	6.29	1.81	5.05	0.05
95th-Percentile Queue Length [ft]	157.20	45.22	126.26	1.34
Approach Delay [s/veh]	13.80	10.73	11.35	7.25
Approach LOS	B	B	B	A
Intersection Delay [s/veh]	12.31			
Intersection LOS	B			

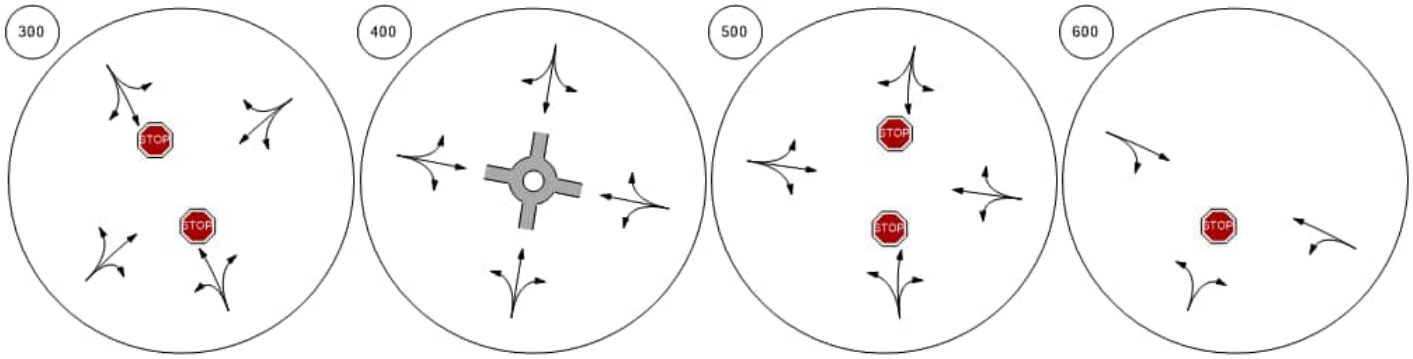
Lane Configuration and Traffic Control



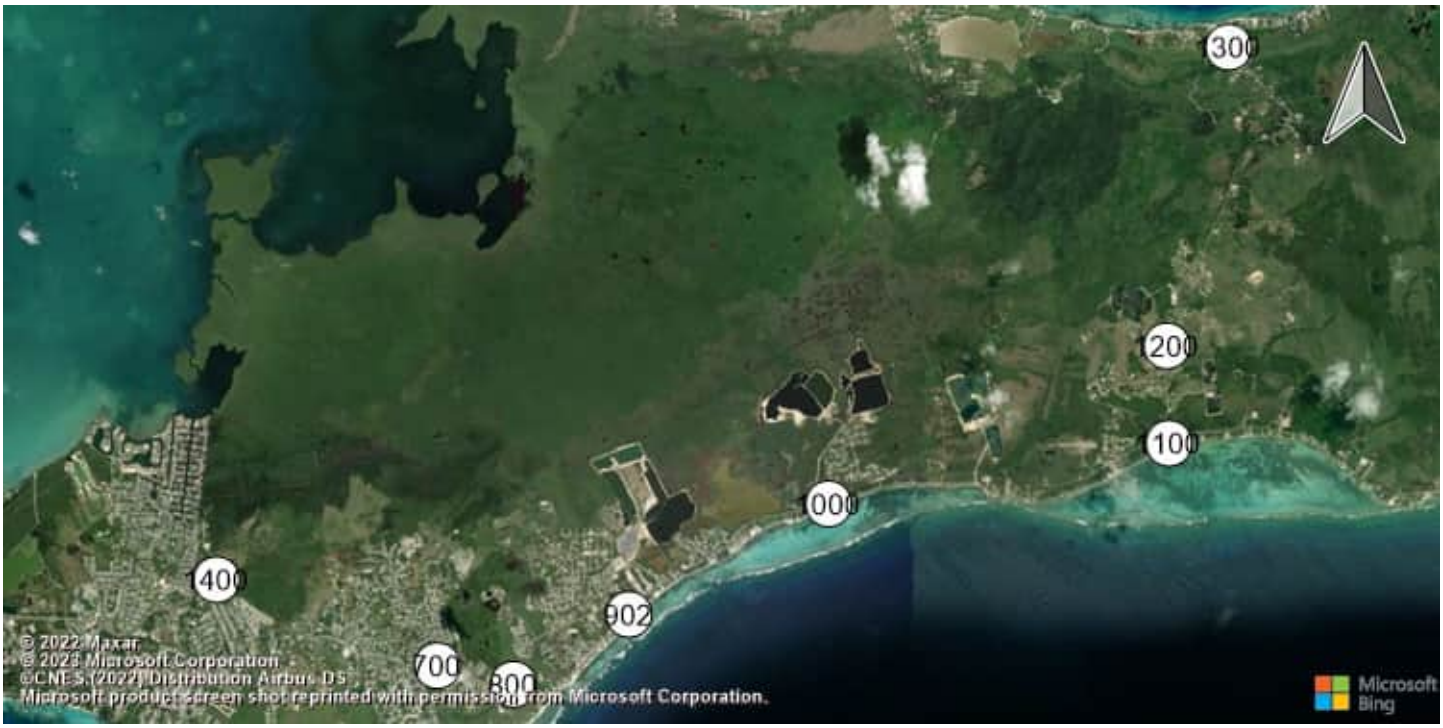
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



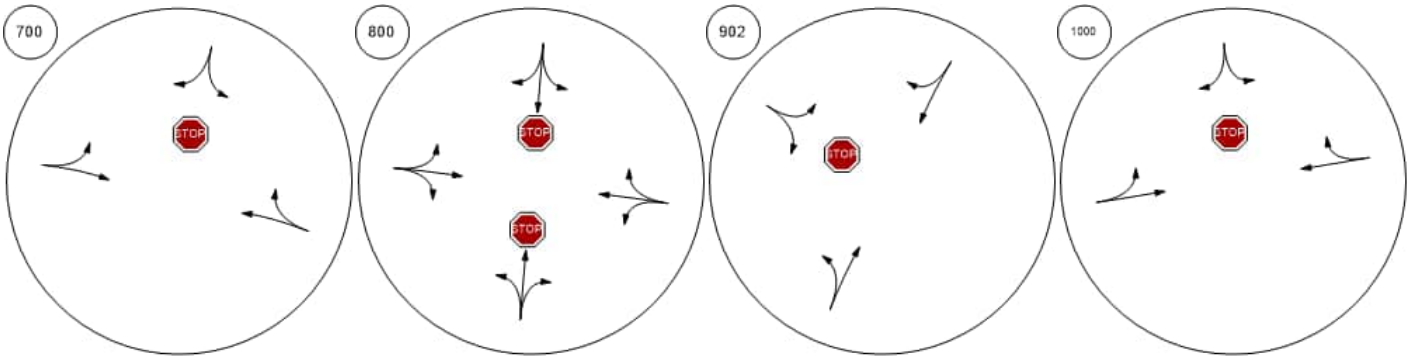
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



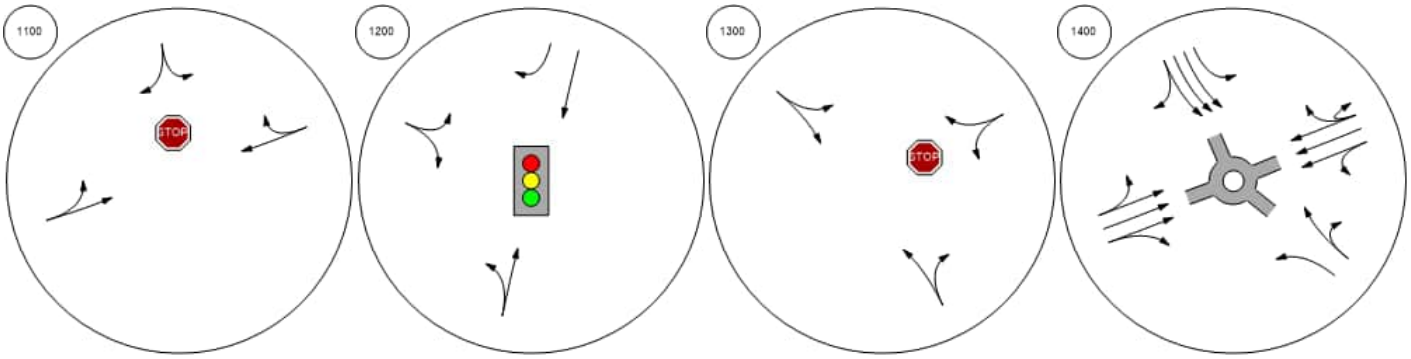
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



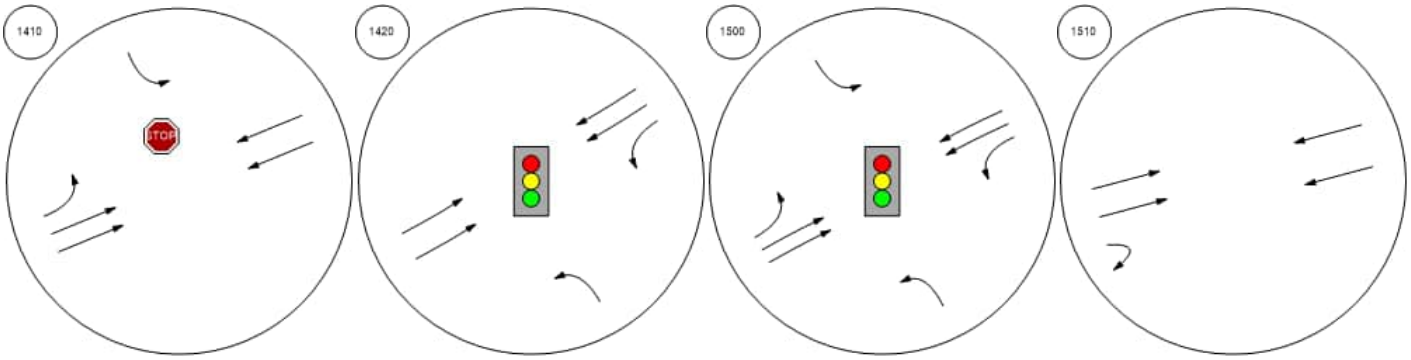
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



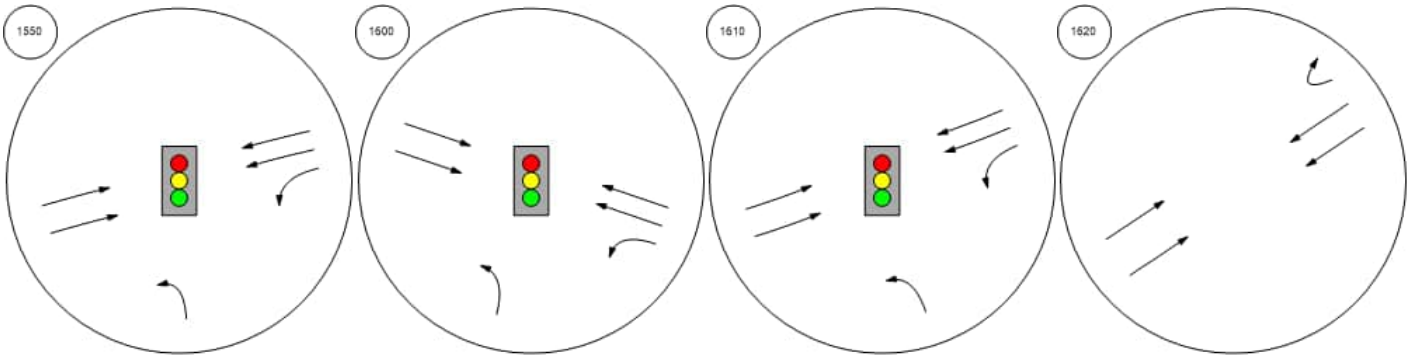
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



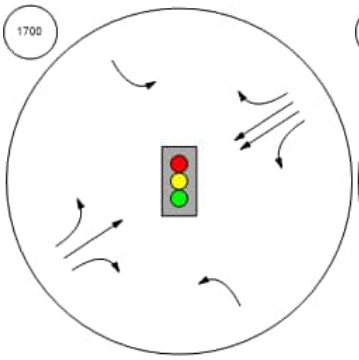
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



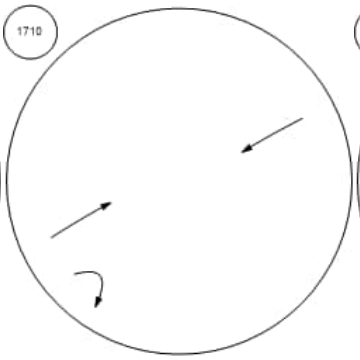
Lane Configuration and Traffic Control



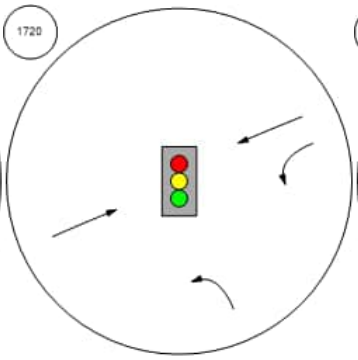
East-West Arterial at Lookout



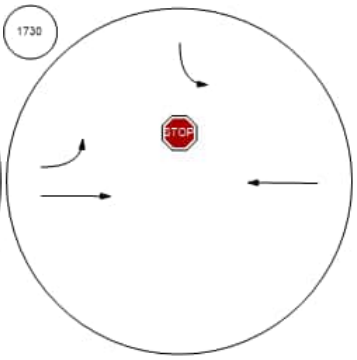
East-West Arterial at U-Turn



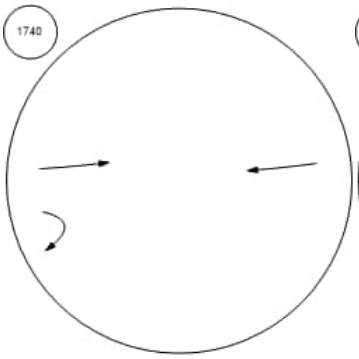
East-West Arterial at South A



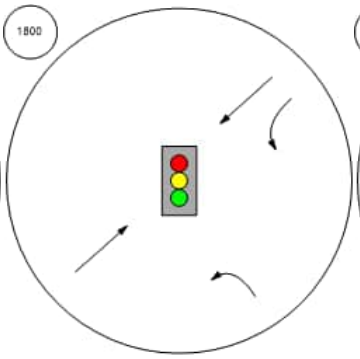
East-West Arterial at North A



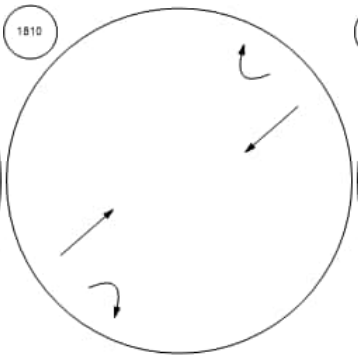
East-West Arterial at U-Turn



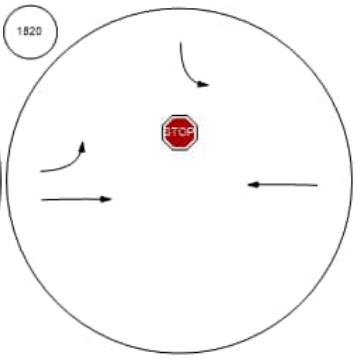
East-West Arterial at Long Fe



East-West Arterial at U-Turn



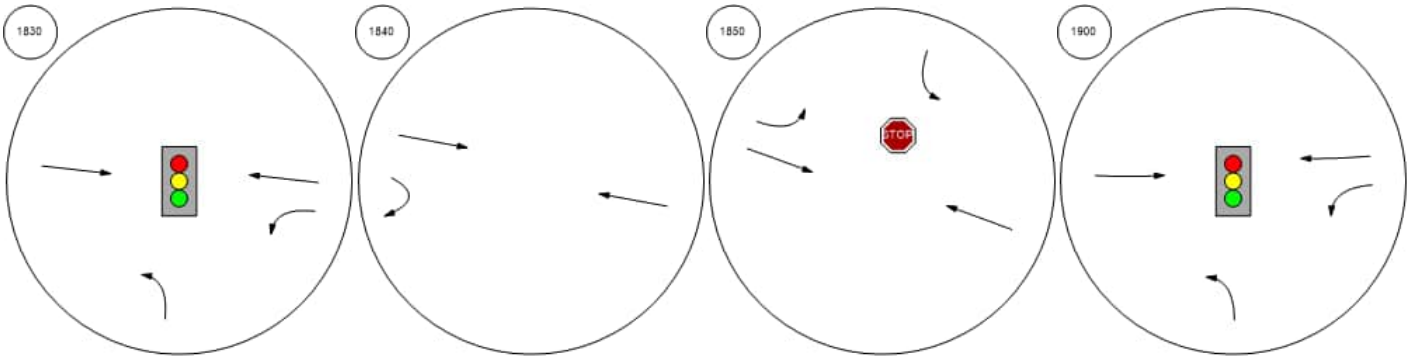
East-West Arterial at North A



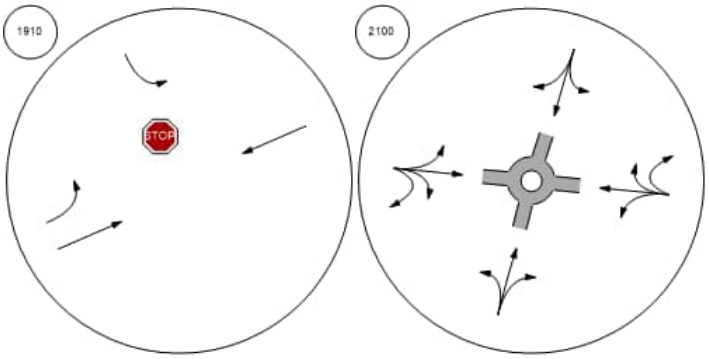
Lane Configuration and Traffic Control



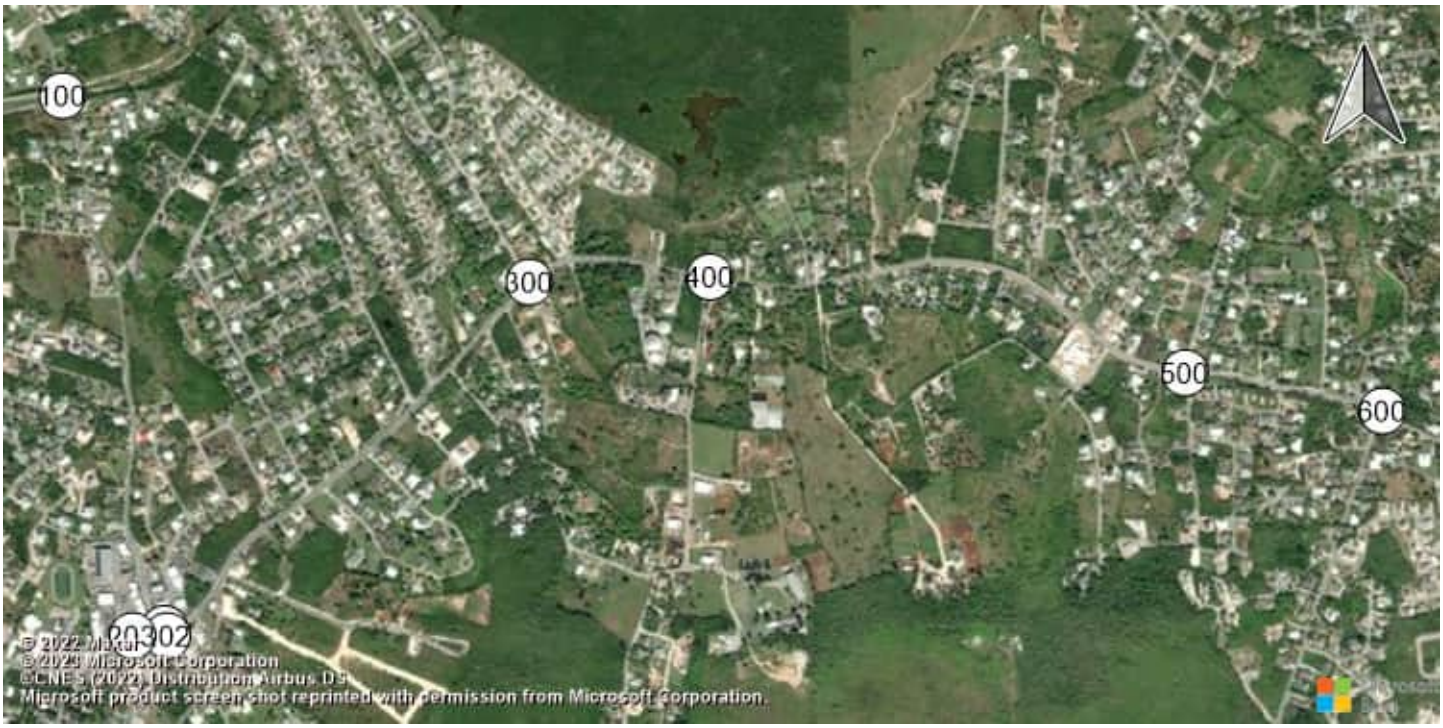
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



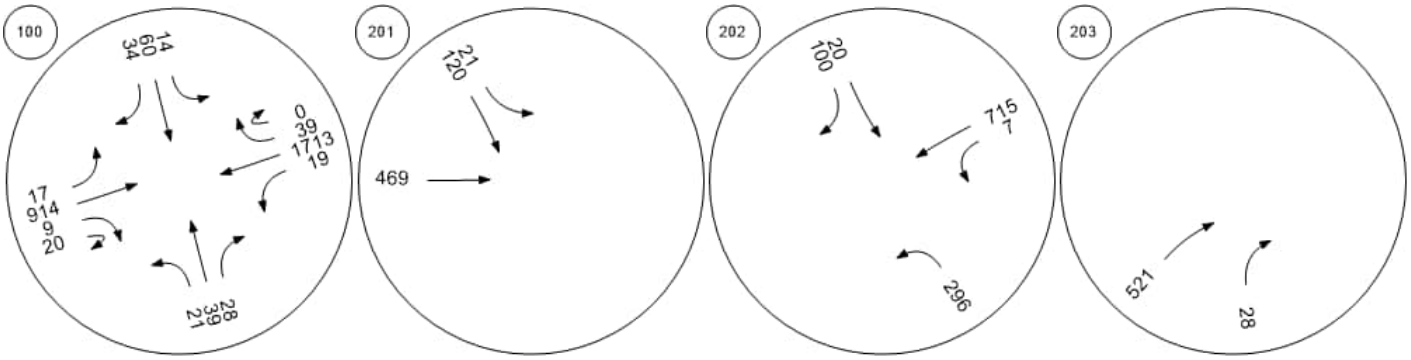
East-West Arterial at North A Frank Sound Road at East-W



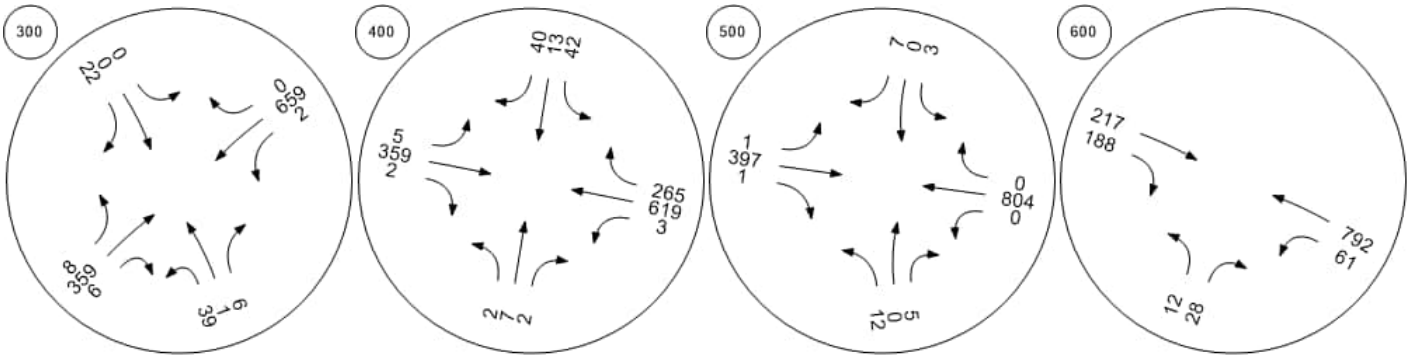
Traffic Volume - Base Volume



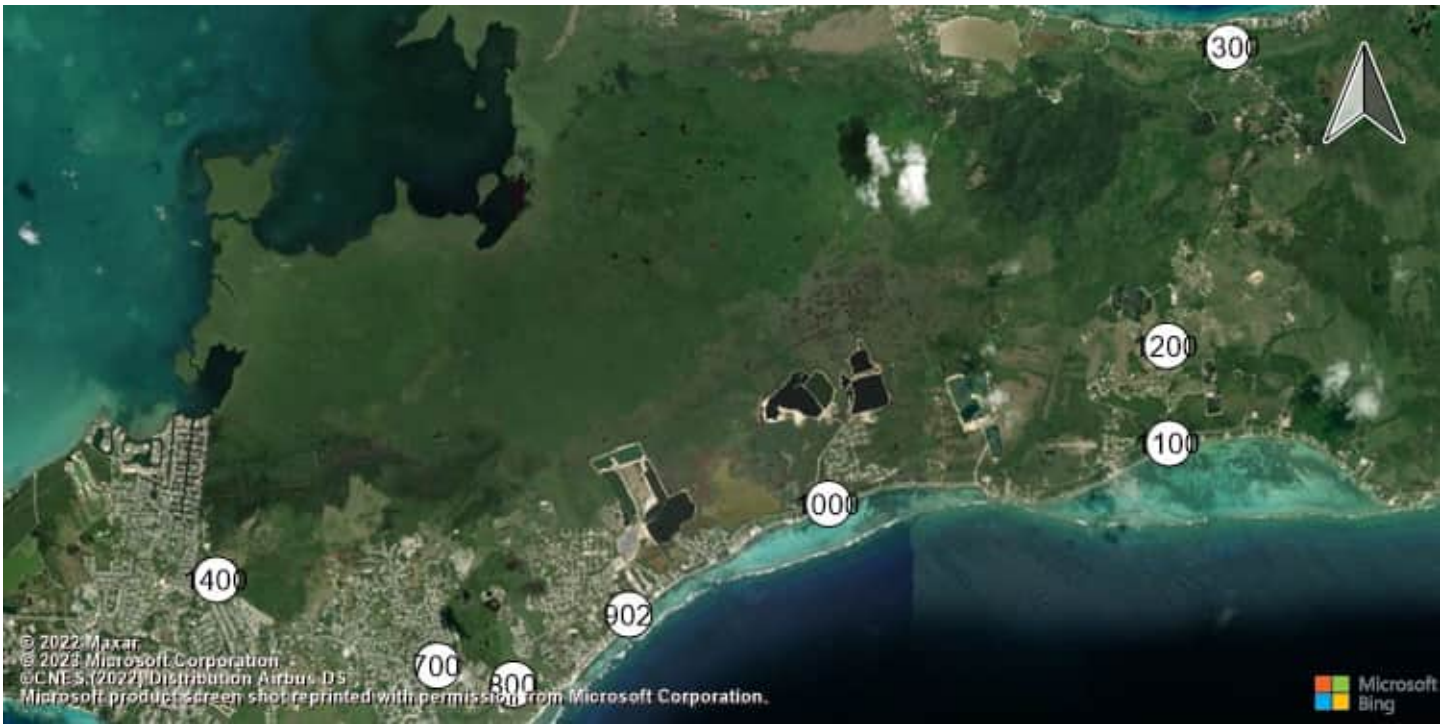
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



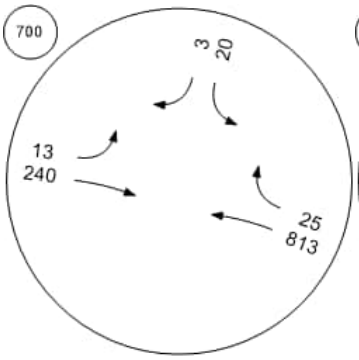
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



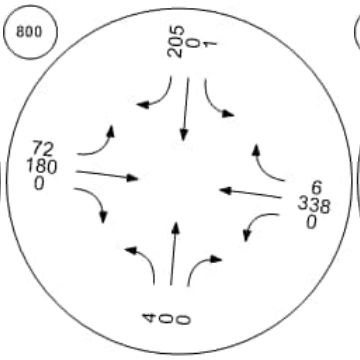
Traffic Volume - Base Volume



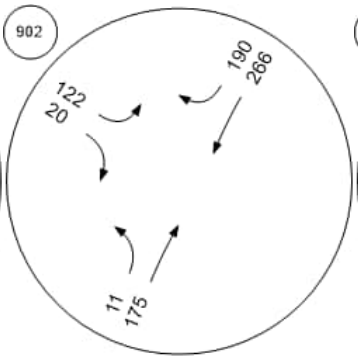
Shamrock Road at Northward



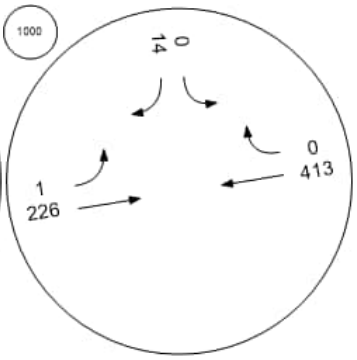
Shamrock Road at Condor R



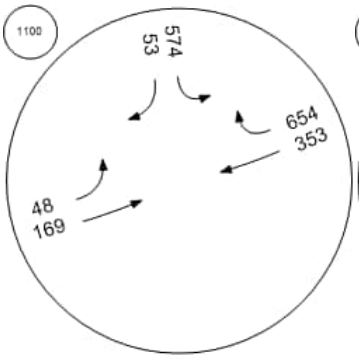
Bodden Town Road at Bodde



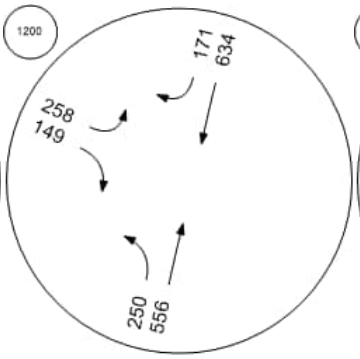
Bodden Town Road at Long



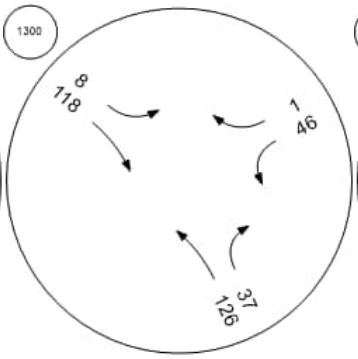
Bodden Town Road at Frank



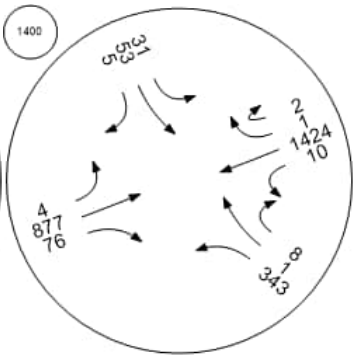
Frank Sound Road at Clifton



Frank Sound Road at North S



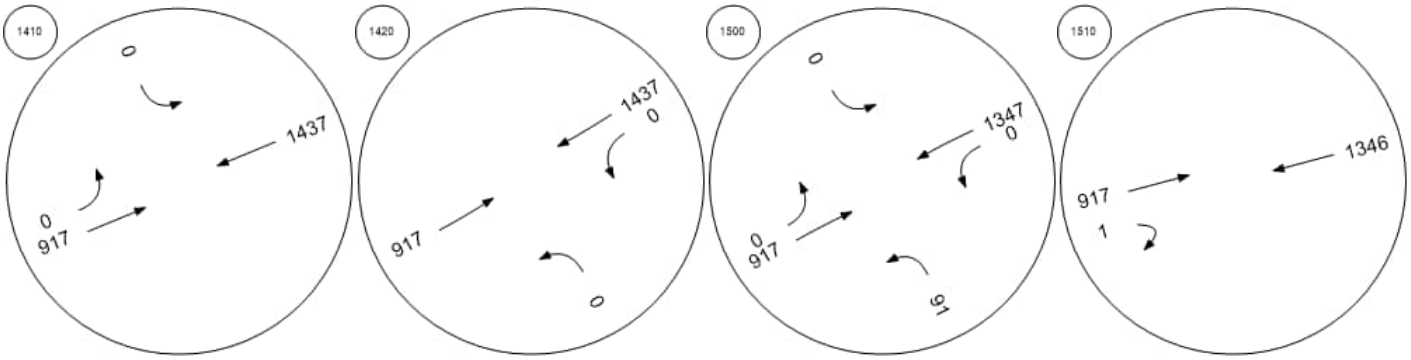
East-West Arterial at Agricola



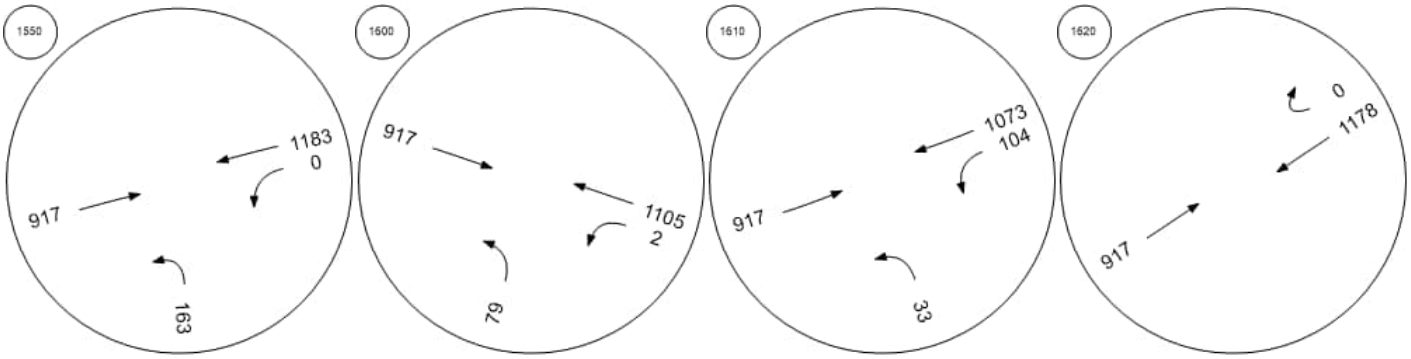
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



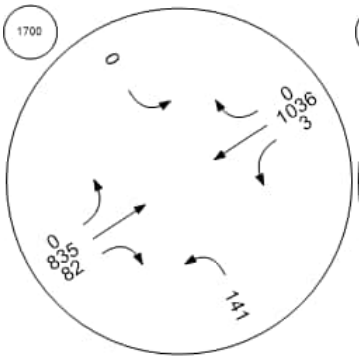
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



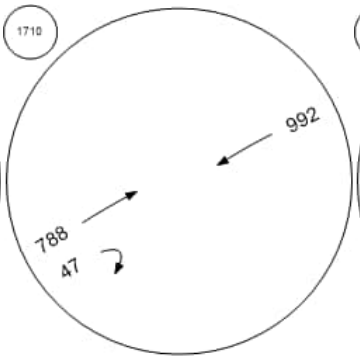
Traffic Volume - Base Volume



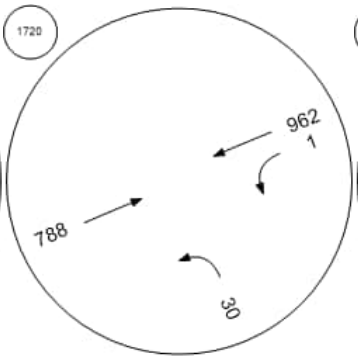
East-West Arterial at Lookout



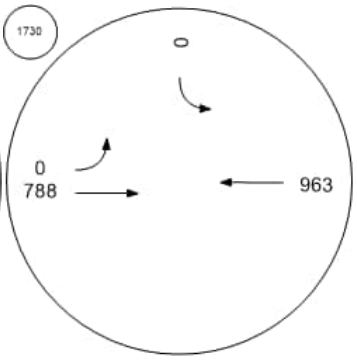
East-West Arterial at U-Turn



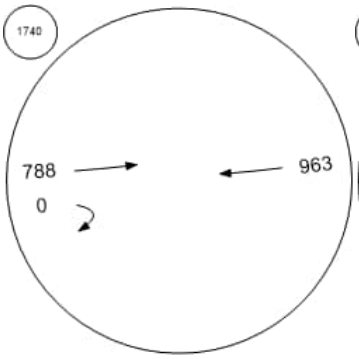
East-West Arterial at South A



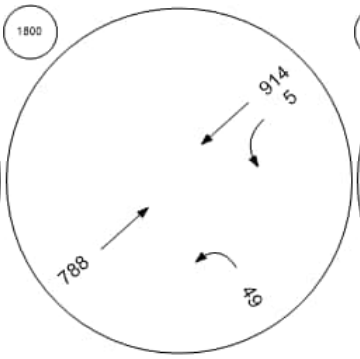
East-West Arterial at North A



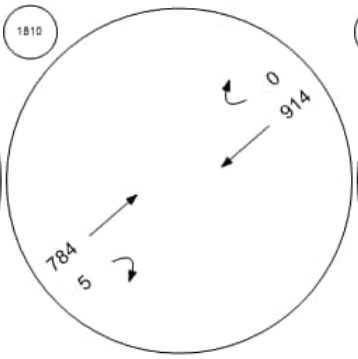
East-West Arterial at U-Turn



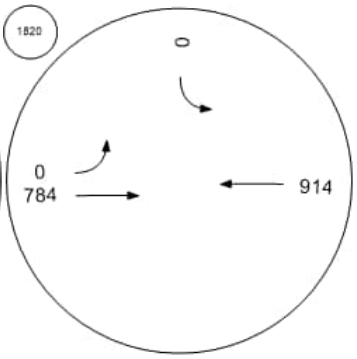
East-West Arterial at Long Fe



East-West Arterial at U-Turn



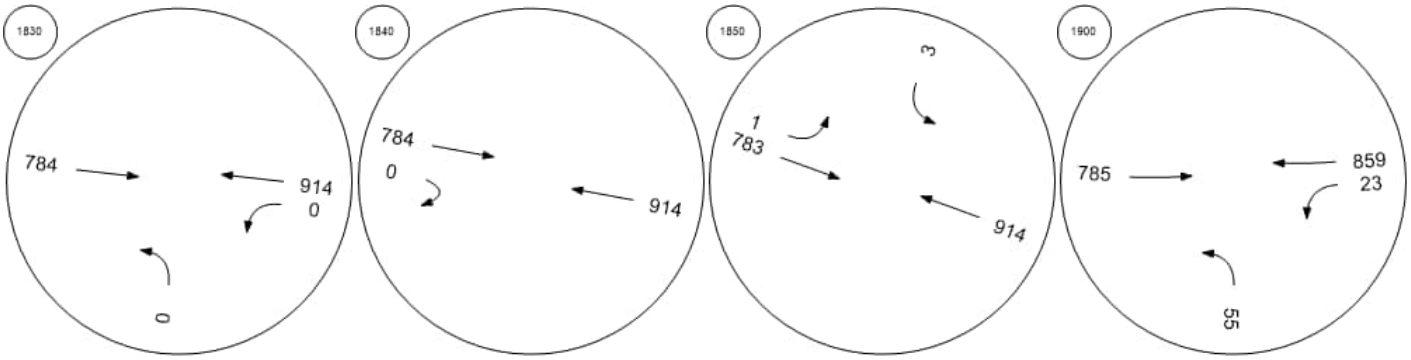
East-West Arterial at North A



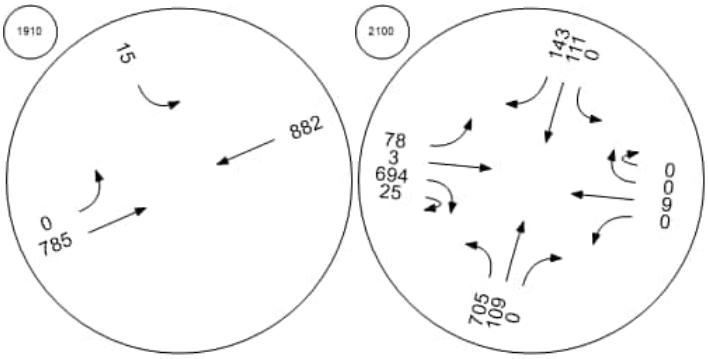
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				40.00				50.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	61	0	123	26	21	62	0	20	83	1683	67	4	56	729	0	49	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	0	123	26	21	62	0	20	83	1683	67	4	56	729	0	49	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	15	0	31	7	5	16	0	5	21	421	17	1	14	182	0	12	0
Total Analysis Volume [veh/h]	61	0	123	26	21	62	0	20	83	1683	67	4	56	729	0	49	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	2				2				2				2				
Circulating Flow Rate [veh/h]	802				1780				198				153				
Exiting Flow Rate [veh/h]	185				255				814				1730				
Demand Flow Rate [veh/h]	61	0	123	26	21	62	0	20	83	1683	67	4	56	729	0	49	0
Adjusted Demand Flow Rate [veh/h]	61	0	123	26	21	62	0	20	83	1683	67	4	56	729	0	49	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00	1350.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085	0.00092
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	210	103	974	864	443	392
Capacity of Entry and Bypass Lanes [veh/h]	719	313	1201	1126	1247	1173
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	719	313	1201	1126	1247	1173
X, volume / capacity	0.29	0.33	0.81	0.77	0.35	0.33

Movement, Approach, & Intersection Results

Lane LOS	A	C	C	C	A	A
95th-Percentile Queue Length [veh]	1.22	1.40	9.63	7.96	1.62	1.48
95th-Percentile Queue Length [ft]	30.41	34.96	240.64	198.96	40.54	37.09
Approach Delay [s/veh]	8.53	18.71	17.62		6.25	
Approach LOS	A	C	C		A	
Intersection Delay [s/veh]	13.84					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	35.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	12	234	0	0	662	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	12	234	0	0	662	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	63	0	0	178	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	13	252	0	0	712	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.70	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.51	35.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	E			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.09	5.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.30	127.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			34.19			0.00			0.00		
Approach LOS	A			D			A			A		
d_I, Intersection Delay [s/veh]	9.27											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	130.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.977

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	242	0	0	0	43	191	0	0	0	11	539	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	0	0	0	43	191	0	0	0	11	539	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	0	0	0	12	51	0	0	0	3	145	0
Total Analysis Volume [veh/h]	260	0	0	0	46	205	0	0	0	12	580	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.51	0.00	0.00	0.00	0.11	0.98	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.96	0.00	0.00	0.00	122.17	130.78	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	C				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	2.82	0.00	0.00	0.00	11.02	11.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	70.52	0.00	0.00	0.00	275.49	275.49	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.96			129.20			0.00			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	33.87											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.107

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	32	826	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	32	826	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	222	0	0	0
Total Analysis Volume [veh/h]	0	34	888	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	17.73	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.36	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.73		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	34.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	1	3	0	1	51	10	480	29	5	563	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1	3	0	1	51	10	480	29	5	563	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	13	3	120	7	1	141	0
Total Analysis Volume [veh/h]	12	1	3	0	1	53	10	480	30	5	563	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.30	0.00	0.00	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.28	23.37	25.29	19.93	31.64	34.27	0.00	0.00	8.66	0.00	0.00	8.32
Movement LOS	B	C	D	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	1.23	1.23	1.23	0.09	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.46	3.46	3.46	30.69	30.69	30.69	2.28	2.28	2.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.41			34.23			0.50			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	7.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	0	242	19	32	5	475	3	9	535	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	242	19	32	5	475	3	9	535	48
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	61	5	8	1	119	1	2	134	12
Total Analysis Volume [veh/h]	1	0	0	242	19	32	5	475	3	10	535	48
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	615			478			48			54			
Exiting Flow Rate [veh/h]	32			53			568			717			
Demand Flow Rate [veh/h]	1	0	0	242	19	32	5	475	3	9	535	48	
Adjusted Demand Flow Rate [veh/h]	1	0	0	242	19	32	5	475	3	10	535	48	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1	293	483	593
Capacity of Entry and Bypass Lanes [veh/h]	737	848	1315	1307
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	737	848	1315	1307
X, volume / capacity	0.00	0.35	0.37	0.45

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	1.55	1.72	2.43
95th-Percentile Queue Length [ft]	0.10	38.76	42.88	60.72
Approach Delay [s/veh]	4.90	8.20	6.16	7.30
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	1	0	0	1	11	582	22	52	518	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	1	0	0	1	11	582	22	52	518	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	3	146	6	13	130	7
Total Analysis Volume [veh/h]	3	0	1	0	0	1	11	582	22	52	518	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.02	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	11.77	26.92	29.54	12.19	27.58	29.77	0.00	0.00	8.63	0.00	0.00	8.73
Movement LOS	B	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.02	0.02	0.02	0.07	0.07	0.07	0.08	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.93	0.93	0.93	0.52	0.52	0.52	1.66	1.66	1.66	2.10	2.10	2.10
d_A, Approach Delay [s/veh]	16.21			29.77			0.31			0.39		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	0.43											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	52.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	22	56	492	90	29	575
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	56	492	90	29	575
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	135	25	8	158
Total Analysis Volume [veh/h]	24	62	541	99	32	632
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.46	0.01	0.11	0.00	0.01
d_M, Delay for Movement [s/veh]	32.92	51.98	0.00	9.31	0.00	0.00
Movement LOS	D	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.51	2.51	0.35	0.35	0.00	0.00
95th-Percentile Queue Length [ft/ln]	62.76	62.76	8.86	8.86	0.00	0.00
d_A, Approach Delay [s/veh]	46.66		1.44		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	3.55					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	24.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	53	26	14	445	614	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	26	14	445	614	18
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	7	4	115	158	5
Total Analysis Volume [veh/h]	55	27	14	459	633	19
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.12	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	13.55	23.98	0.00	0.00	0.00	8.33
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	20.08	20.08	0.00	0.00	1.32	1.32
d_A, Approach Delay [s/veh]	16.99		0.00		0.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.29					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.263

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	89	101	275	2	0	368	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	89	101	275	2	0	368	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	22	25	69	1	0	92	3
Total Analysis Volume [veh/h]	1	0	0	4	0	89	101	275	2	0	368	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.29	16.03	15.70	13.76	19.07	19.38	0.00	0.00	8.00	0.00	0.00	8.05
Movement LOS	B	C	C	B	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.06	1.06	1.06	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.11	0.11	0.11	26.59	26.59	26.59	0.13	0.13	0.13	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	10.29			19.14			0.04			0.27		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	2.24											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	26.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	239	44	29	233	303	172
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	44	29	233	303	172
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	12	8	62	81	46
Total Analysis Volume [veh/h]	254	47	31	248	322	183
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.20	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	16.19	26.55	0.00	0.00	0.00	8.24
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.00	3.00	0.00	0.00	0.49	0.49
95th-Percentile Queue Length [ft/ln]	75.08	75.08	0.00	0.00	12.30	12.30
d_A, Approach Delay [s/veh]	17.81		0.00		2.98	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.33					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	17.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	391	438	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	391	438	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	107	120	0
Total Analysis Volume [veh/h]	0	13	26	430	481	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.35	17.47	0.00	0.00	0.00	8.23
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.37	3.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.47		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	721.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.374

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	653	67	74	300	361	443
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	653	67	74	300	361	443
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	176	18	20	81	97	119
Total Analysis Volume [veh/h]	702	72	80	323	388	476
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.02	1.37	0.00	0.00	0.00	0.38
d_M, Delay for Movement [s/veh]	657.56	721.03	0.00	0.00	0.00	9.65
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	61.14	61.14	0.00	0.00	1.82	1.82
95th-Percentile Queue Length [ft/ln]	1528.44	1528.44	0.00	0.00	45.38	45.38
d_A, Approach Delay [s/veh]	663.46		0.00		5.32	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	253.85					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	26.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	144	516	602	267	206	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	516	602	267	206	211
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	129	151	67	52	53
Total Analysis Volume [veh/h]	144	516	602	267	206	211
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	2	6	0	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	-	Lead
Minimum Green [s]	0	10	10	0	0	5
Maximum Green [s]	0	30	30	0	0	30
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0
All red [s]	0.0	3.0	3.0	0.0	0.0	3.0
Split [s]	0	58	58	0	0	32
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	0.0	0.0	4.0
Minimum Recall		No	No			No
Maximum Recall		No	No			No
Pedestrian Recall		No	No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	52	52	52	26
g / C, Green / Cycle	0.58	0.58	0.58	0.29
(v / s)_i Volume / Saturation Flow Rate	0.36	0.32	0.34	0.24
s, saturation flow rate [veh/h]	1830	1900	787	1708
c, Capacity [veh/h]	1057	1098	330	493
d1, Uniform Delay [s]	12.55	11.74	31.65	30.11
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.78	1.97	19.05	16.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.55	0.81	0.85
d, Delay for Lane Group [s/veh]	15.33	13.71	50.70	46.27
Lane Group LOS	B	B	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.80	6.56	7.11	10.68
50th-Percentile Queue Length [ft/ln]	195.00	164.02	177.73	267.03
95th-Percentile Queue Length [veh/ln]	12.38	10.76	11.48	16.04
95th-Percentile Queue Length [ft/ln]	309.50	269.03	287.05	401.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.33	15.33	13.71	50.70	46.27	46.27
Movement LOS	B	B	B	D	D	D
d_A, Approach Delay [s/veh]	15.33		25.08		46.27	
Approach LOS	B		C		D	
d_I, Intersection Delay [s/veh]	26.31					
Intersection LOS	C					
Intersection V/C	0.605					

Other Modes

g_Walk,mi, Effective Walk Time [s]	26.0	26.0	52.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.76	22.76	8.02
l_p,int, Pedestrian LOS Score for Intersection	2.894	2.785	2.305
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1156	1156	578
d_b, Bicycle Delay [s]	8.02	8.02	22.76
l_b,int, Bicycle LOS Score for Intersection	2.649	2.993	2.248
Bicycle LOS	B	C	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	183	39	32	162	74	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	39	32	162	74	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	11	9	46	21	6
Total Analysis Volume [veh/h]	206	44	36	182	83	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.10	0.05
d_M, Delay for Movement [s/veh]	0.00	7.73	0.00	0.00	10.07	12.76
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.50	0.50
95th-Percentile Queue Length [ft/ln]	2.50	2.50	0.00	0.00	12.58	12.58
d_A, Approach Delay [s/veh]	1.36		0.00		10.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	48	3	7	50	30	2	9	1438	283	36	784	27	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	3	7	50	30	2	9	1438	283	36	784	27	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	12	1	2	13	8	1	2	360	71	9	196	7	0
Total Analysis Volume [veh/h]	48	3	7	50	30	2	9	1438	283	36	784	27	0
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	813			1728			37			315			
Exiting Flow Rate [veh/h]	349			39			786			1445			
Demand Flow Rate [veh/h]	48	3	7	50	30	2	9	1438	283	36	784	27	0
Adjusted Demand Flow Rate [veh/h]	48	3	7	50	30	2	9	1438	283	36	784	27	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420.	1420.	1350.	1350.	1420.00	1420.00	1420.00	1420.00	1350.00	1350.00
B (coefficient)	0.00000	0.00085	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00085	0.00092	0.00092
HV Adjustment 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
Entry Flow Rate [veh/h]	0	10	0	15	15	2	577	577	577	283	283	283
Capacity of Entry and Bypass Lanes [veh/h]	100000	712	416	327	276	276	1373	1373	1373	1087	1011	1011
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	712	416	327	276	276	1373	1373	1373	1087	1011	1011
X, volume / capacity	0.00	0.01	0.12	0.05	0.05	0.01	0.42	0.42	0.42	0.26	0.28	0.28

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.04	0.41	0.14	0.17	0.02	2.13	2.13	2.13	1.04	1.15	1.15
95th-Percentile Queue Length [ft]	0.00	1.07	10.16	3.59	4.30	0.55	53.18	53.18	53.18	26.06	28.72	28.72
Approach Delay [s/veh]	0.90		11.45				6.61			6.14		
Approach LOS	A		B				A			A		
Intersection Delay [s/veh]	6.49											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1495	848	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1495	848	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	374	212	0
Total Analysis Volume [veh/h]	0	0	0	1495	848	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	15.01	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.01		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	1.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1495	0	1	848
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1495	0	1	848
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	374	0	0	212
Total Analysis Volume [veh/h]	0	0	1495	0	1	848
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.41	0.00	0.23
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.26	0.15	1.57
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.40	0.00	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.44	0.00	0.27
d, Delay for Lane Group [s/veh]	0.00	0.66	0.15	1.79
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.61
50th-Percentile Queue Length [ft/ln]	0.00	4.80	0.01	15.22
95th-Percentile Queue Length [veh/ln]	0.00	0.35	0.00	1.10
95th-Percentile Queue Length [ft/ln]	0.00	8.65	0.01	27.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.66	0.00	0.15	1.79
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.66		1.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	A					
Intersection V/C	0.413					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.101	3.080
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.793	2.260
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	2	0	0	0	0	0	0	1495	0	75	846	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	0	0	0	0	1495	0	75	846	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	0	0	374	0	19	212	0
Total Analysis Volume [veh/h]	2	0	0	0	0	0	0	1495	0	75	846	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00	0.41	0.05	0.23
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	32.13	0.00	0.00	6.40	0.21	4.90
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.00	0.00	0.97	0.06	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.00	0.00	0.58	0.05	0.33
d, Delay for Lane Group [s/veh]	32.19	0.00	0.00	7.37	0.27	5.24
Lane Group LOS	C	A	A	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	4.71	0.03	2.02
50th-Percentile Queue Length [ft/ln]	1.02	0.00	0.00	117.85	0.65	50.40
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	8.27	0.05	3.63
95th-Percentile Queue Length [ft/ln]	1.84	0.00	0.00	206.87	1.18	90.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.19	0.00	0.00	0.00	0.00	0.00	0.00	7.37	0.00	0.27	5.24	0.00
Movement LOS	C			A			A	A		A	A	
d_A, Approach Delay [s/veh]	32.19			0.00			7.37			4.84		
Approach LOS	C			A			A			A		
d_I, Intersection Delay [s/veh]	6.42											
Intersection LOS	A											
Intersection V/C	0.422											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.657	1.625	3.058	3.081
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.793	2.319
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.227

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1421	73	848
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1421	73	848
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	355	18	212
Total Analysis Volume [veh/h]	1421	73	848
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.23	0.01
d_M, Delay for Movement [s/veh]	0.00	19.42	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.86	0.00
95th-Percentile Queue Length [ft/ln]	0.00	21.39	0.00
d_A, Approach Delay [s/veh]	0.95		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.61		
Intersection LOS	C		

Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	6.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	16	0	1421	0	1	833
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	1421	0	1	833
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	355	0	0	208
Total Analysis Volume [veh/h]	16	0	1421	0	1	833
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	41	0	41	0	41	49
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	35	84	84	43
g / C, Green / Cycle	0.39	0.93	0.93	0.48
(v / s)_i Volume / Saturation Flow Rate	0.01	0.39	0.00	0.23
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	628	3376	1507	1728
d1, Uniform Delay [s]	16.97	0.33	0.20	15.94
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.39	0.00	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.42	0.00	0.48
d, Delay for Lane Group [s/veh]	17.05	0.72	0.20	16.91
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.18	0.00	5.24
50th-Percentile Queue Length [ft/ln]	5.43	4.54	0.01	131.09
95th-Percentile Queue Length [veh/ln]	0.39	0.33	0.00	9.00
95th-Percentile Queue Length [ft/ln]	9.77	8.16	0.01	224.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.05	0.00	0.72	0.00	0.20	16.91
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	17.05		0.72		16.89	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	6.77					
Intersection LOS	A					
Intersection V/C	0.393					

Other Modes

g_Walk,mi, Effective Walk Time [s]	43.0	35.0	35.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.27	16.81	16.81
l_p,int, Pedestrian LOS Score for Intersection	1.680	3.024	3.003
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	1867	956
d_b, Bicycle Delay [s]	16.81	0.20	12.27
l_b,int, Bicycle LOS Score for Intersection	1.560	2.732	2.248
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	24	0	1421	0	5	809
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	1421	0	5	809
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	355	0	1	202
Total Analysis Volume [veh/h]	24	0	1421	0	5	809
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	41	0	41	0	41	49
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	35	84	84	43
g / C, Green / Cycle	0.39	0.93	0.93	0.48
(v / s)_i Volume / Saturation Flow Rate	0.01	0.39	0.00	0.22
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	628	3376	1507	1728
d1, Uniform Delay [s]	17.06	0.33	0.20	15.81
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.39	0.00	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.42	0.00	0.47
d, Delay for Lane Group [s/veh]	17.17	0.72	0.20	16.72
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.33	0.18	0.00	5.05
50th-Percentile Queue Length [ft/ln]	8.18	4.54	0.04	126.13
95th-Percentile Queue Length [veh/ln]	0.59	0.33	0.00	8.73
95th-Percentile Queue Length [ft/ln]	14.73	8.16	0.07	218.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.17	0.00	0.72	0.00	0.20	16.72
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	17.17		0.72		16.62	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	6.62					
Intersection LOS	A					
Intersection V/C	0.393					

Other Modes

g_Walk,mi, Effective Walk Time [s]	43.0	35.0	35.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.27	16.81	16.81
l_p,int, Pedestrian LOS Score for Intersection	1.684	3.017	2.997
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	1867	956
d_b, Bicycle Delay [s]	16.81	0.20	12.27
l_b,int, Bicycle LOS Score for Intersection	1.560	2.732	2.231
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	3.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	79	0	1421	0	167	736
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	0	1421	0	167	736
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	355	0	42	184
Total Analysis Volume [veh/h]	79	0	1421	0	167	736
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	15	0	15	0	15	75
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	9	84	84	69
g / C, Green / Cycle	0.10	0.93	0.93	0.77
(v / s)_i Volume / Saturation Flow Rate	0.05	0.39	0.10	0.20
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	162	3376	1507	2773
d1, Uniform Delay [s]	38.32	0.33	0.22	3.08
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.22	0.39	0.15	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.42	0.11	0.27
d, Delay for Lane Group [s/veh]	48.54	0.72	0.37	3.31
Lane Group LOS	D	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	0.18	0.06	1.03
50th-Percentile Queue Length [ft/ln]	53.13	4.54	1.56	25.82
95th-Percentile Queue Length [veh/ln]	3.83	0.33	0.11	1.86
95th-Percentile Queue Length [ft/ln]	95.64	8.16	2.80	46.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.54	0.00	0.72	0.00	0.37	3.31
Movement LOS	D		A		A	A
d_A, Approach Delay [s/veh]	48.54		0.72		2.77	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.06					
Intersection LOS	A					
Intersection V/C	0.393					

Other Modes

g_Walk,mi, Effective Walk Time [s]	69.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	2.45	36.45	36.45
l_p,int, Pedestrian LOS Score for Intersection	1.688	3.041	3.057
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	1867	1533
d_b, Bicycle Delay [s]	36.45	0.20	2.45
l_b,int, Bicycle LOS Score for Intersection	1.560	2.732	2.305
Bicycle LOS	A	B	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	1421	902	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1421	902	0
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	355	226	0
Total Analysis Volume [veh/h]	1421	902	0
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	32.24
Movement LOS	A	A	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00	0.00	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	2	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	40	0	0	0	0	0	0	1120	302	58	863	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	0	0	0	0	0	1120	302	58	863	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	0	0	0	0	0	280	76	15	216	0
Total Analysis Volume [veh/h]	40	0	0	0	0	0	0	1120	302	58	863	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.00	0.59	0.17	0.04	0.24	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	1900	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	1351	281	1148	2573	281
d1, Uniform Delay [s]	32.90	0.00	0.00	9.15	38.00	3.90	4.93	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.35	0.00	0.00	5.99	74.34	0.08	0.35	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.00	0.00	0.83	1.07	0.05	0.34	0.00
d, Delay for Lane Group [s/veh]	34.26	0.00	0.00	15.14	112.34	3.98	5.28	0.00
Lane Group LOS	C	A	A	B	F	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.86	0.00	0.00	11.60	11.59	0.23	2.07	0.00
50th-Percentile Queue Length [ft/ln]	21.51	0.00	0.00	290.11	289.63	5.82	51.74	0.00
95th-Percentile Queue Length [veh/ln]	1.55	0.00	0.00	17.19	17.74	0.42	3.73	0.00
95th-Percentile Queue Length [ft/ln]	38.72	0.00	0.00	429.78	443.54	10.48	93.13	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.26	0.00	0.00	0.00	0.00	0.00	0.00	15.14	112.34	3.98	5.28	0.00
Movement LOS	C			A			A	B	F	A	A	A
d_A, Approach Delay [s/veh]	34.26			0.00			35.78			5.20		
Approach LOS	C			A			D			A		
d_I, Intersection Delay [s/veh]	23.94											
Intersection LOS	C											
Intersection V/C	0.756											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.755	1.625	3.052	2.960
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.906	2.319
Bicycle LOS	A	A	D	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	22.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.438

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	958	162	758
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	958	162	758
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	240	41	190
Total Analysis Volume [veh/h]	958	162	758
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.44	0.01
d_M, Delay for Movement [s/veh]	0.00	22.10	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	2.16	0.00
95th-Percentile Queue Length [ft/ln]	0.00	53.97	0.00
d_A, Approach Delay [s/veh]	3.20		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	1.91		
Intersection LOS	C		

Intersection Level Of Service Report

Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	32	0	958	0	1	726
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	0	958	0	1	726
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	240	0	0	182
Total Analysis Volume [veh/h]	32	0	958	0	1	726
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.50	0.00	0.38
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	538	1773	1507	1013
d1, Uniform Delay [s]	20.40	0.40	0.20	15.86
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	1.19	0.00	4.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.54	0.00	0.72
d, Delay for Lane Group [s/veh]	20.62	1.59	0.20	20.20
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.50	0.58	0.00	10.47
50th-Percentile Queue Length [ft/ln]	12.41	14.60	0.01	261.83
95th-Percentile Queue Length [veh/ln]	0.89	1.05	0.00	15.78
95th-Percentile Queue Length [ft/ln]	22.33	26.29	0.01	394.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.62	0.00	1.59	0.00	0.20	20.20
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	20.62		1.59		20.17	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	9.81					
Intersection LOS	A					
Intersection V/C	0.504					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.674	3.087	2.830
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.140	2.759
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	958	728	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	958	728	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	240	182	0
Total Analysis Volume [veh/h]	0	0	0	958	728	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	16.43	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.43		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	958	0	728
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	958	0	728
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	240	0	182
Total Analysis Volume [veh/h]	958	0	728
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.30	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	11	0	958	0	39	717
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	0	958	0	39	717
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	240	0	10	179
Total Analysis Volume [veh/h]	11	0	958	0	39	717
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.50	0.02	0.38
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	538	1773	1507	1013
d1, Uniform Delay [s]	20.14	0.40	0.20	15.74
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	1.19	0.03	4.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.54	0.03	0.71
d, Delay for Lane Group [s/veh]	20.21	1.59	0.24	19.91
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.17	0.58	0.01	10.24
50th-Percentile Queue Length [ft/ln]	4.20	14.60	0.33	256.00
95th-Percentile Queue Length [veh/ln]	0.30	1.05	0.02	15.49
95th-Percentile Queue Length [ft/ln]	7.56	26.29	0.60	387.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.21	0.00	1.59	0.00	0.24	19.91
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	20.21		1.59		18.89	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	9.29					
Intersection LOS	A					
Intersection V/C	0.504					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.680	3.062	2.846
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.140	2.807
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	919	39	717	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	919	39	717	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	230	10	179	1
Total Analysis Volume [veh/h]	919	39	717	4
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.10	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	15.14	0.00	17.64
Movement LOS	A	C	A	C
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	8.18	0.00	1.05
d_A, Approach Delay [s/veh]	0.62		0.10	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.39			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	923	721	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	923	721	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	231	180	0
Total Analysis Volume [veh/h]	0	0	0	923	721	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	15.92	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.92		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	2.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	923	0	0	721
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	923	0	0	721
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	231	0	0	180
Total Analysis Volume [veh/h]	0	0	923	0	0	721
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.49	0.00	0.38
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	67	1805	1534	1631
d1, Uniform Delay [s]	0.00	0.29	0.00	1.94
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	1.04	0.00	0.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.51	0.00	0.44
d, Delay for Lane Group [s/veh]	0.00	1.33	0.00	2.81
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.52	0.00	1.47
50th-Percentile Queue Length [ft/ln]	0.00	13.02	0.00	36.87
95th-Percentile Queue Length [veh/ln]	0.00	0.94	0.00	2.65
95th-Percentile Queue Length [ft/ln]	0.00	23.44	0.00	66.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.33	0.00	0.00	2.81
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.33		2.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.98					
Intersection LOS	A					
Intersection V/C	0.486					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.069	2.849
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	3.083	2.749
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	923	0	721
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	923	0	721
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	231	0	180
Total Analysis Volume [veh/h]	923	0	721
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.20	0.00
Movement LOS	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	12	911	721	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	911	721	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	228	180	0
Total Analysis Volume [veh/h]	0	0	12	911	721	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	15.74	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.74		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	40	0	911	0	68	681
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	911	0	68	681
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	228	0	17	170
Total Analysis Volume [veh/h]	40	0	911	0	68	681
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	37	0	37	0	37	53
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	31	84	84	47
g / C, Green / Cycle	0.34	0.93	0.93	0.52
(v / s)_i Volume / Saturation Flow Rate	0.02	0.48	0.04	0.36
s, saturation flow rate [veh/h]	1615	1900	1615	1900
c, Capacity [veh/h]	556	1773	1507	992
d1, Uniform Delay [s]	19.83	0.38	0.21	16.01
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	1.07	0.06	3.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.51	0.05	0.69
d, Delay for Lane Group [s/veh]	20.08	1.45	0.27	19.87
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.61	0.53	0.02	10.20
50th-Percentile Queue Length [ft/ln]	15.28	13.14	0.59	255.01
95th-Percentile Queue Length [veh/ln]	1.10	0.95	0.04	15.44
95th-Percentile Queue Length [ft/ln]	27.50	23.65	1.06	385.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.08	0.00	1.45	0.00	0.27	19.87
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	20.08		1.45		18.09	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	9.22					
Intersection LOS	A					
Intersection V/C	0.479					

Other Modes

g_Walk,mi, Effective Walk Time [s]	47.0	31.0	31.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.27	19.34	19.34
l_p,int, Pedestrian LOS Score for Intersection	1.701	2.752	2.636
Crosswalk LOS	A	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	1867	1044
d_b, Bicycle Delay [s]	19.34	0.20	10.27
l_b,int, Bicycle LOS Score for Intersection	1.560	3.063	2.795
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4	0	0	911	749	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	911	749	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	228	187	0
Total Analysis Volume [veh/h]	4	0	0	911	749	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	15.87	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.91	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.87		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	571	150	0	0	172	120	160	0	697	58	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	571	150	0	0	172	120	160	0	697	58	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	143	38	0	0	43	30	40	0	174	15	0	0	0	0
Total Analysis Volume [veh/h]	571	150	0	0	172	120	160	0	697	58	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1				1			
Circulating Flow Rate [veh/h]	178			755			150				1047			
Exiting Flow Rate [veh/h]	869			310			749				0			
Demand Flow Rate [veh/h]	571	150	0	0	172	120	160	0	697	58	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	571	150	0	0	172	120	160	0	697	58	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	721	292	915	0
Capacity of Entry and Bypass Lanes [veh/h]	1151	639	1185	475
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1151	639	1185	475
X, volume / capacity	0.63	0.46	0.77	0.00

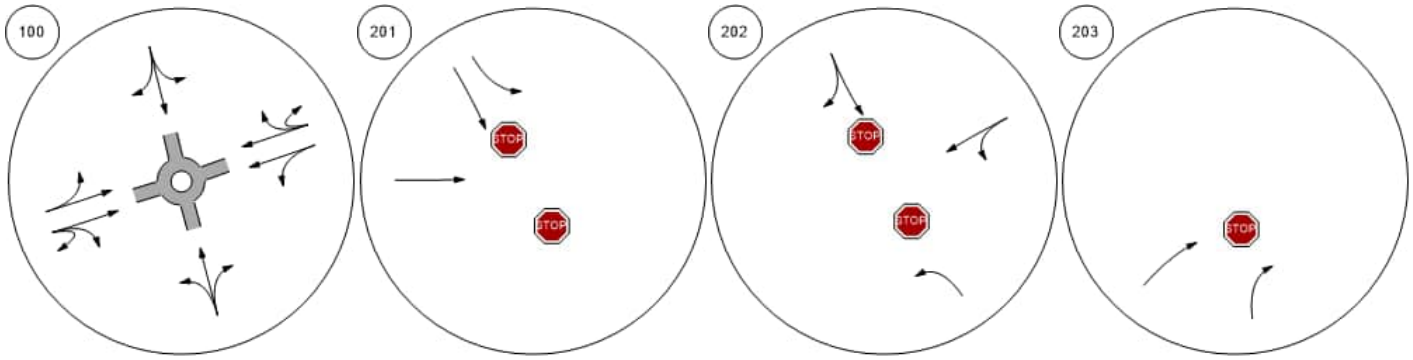
Movement, Approach, & Intersection Results

Lane LOS	B	B	C	A
95th-Percentile Queue Length [veh]	4.63	2.39	8.20	0.00
95th-Percentile Queue Length [ft]	115.81	59.83	204.97	0.00
Approach Delay [s/veh]	11.35	12.57	16.36	7.59
Approach LOS	B	B	C	A
Intersection Delay [s/veh]	13.91			
Intersection LOS	B			

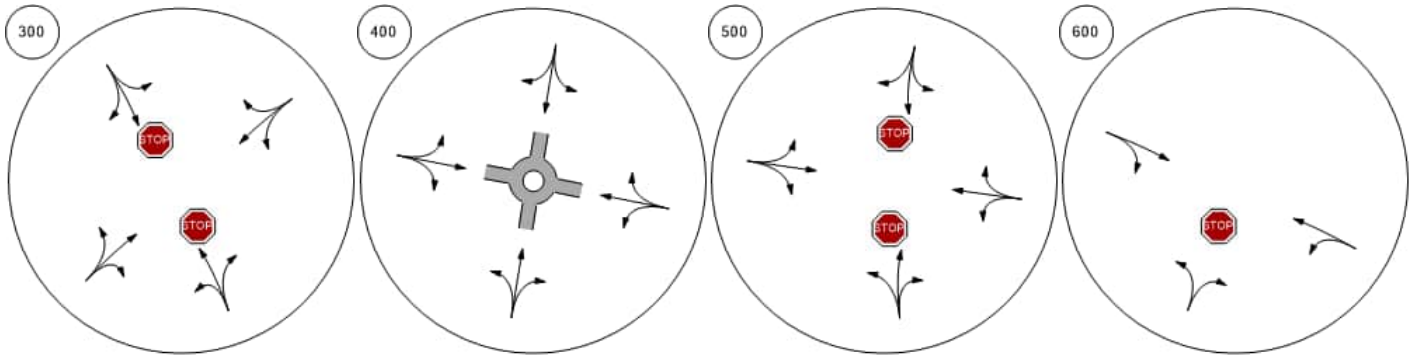
Lane Configuration and Traffic Control



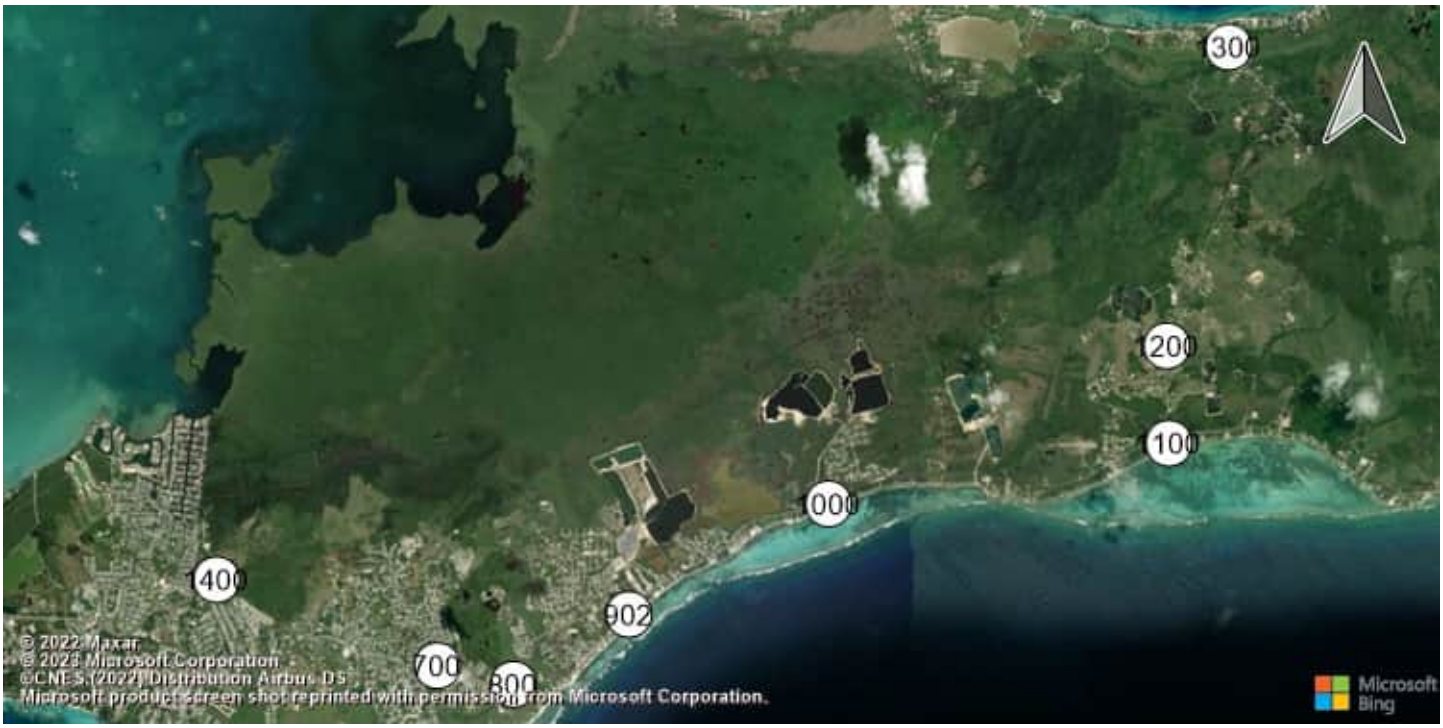
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



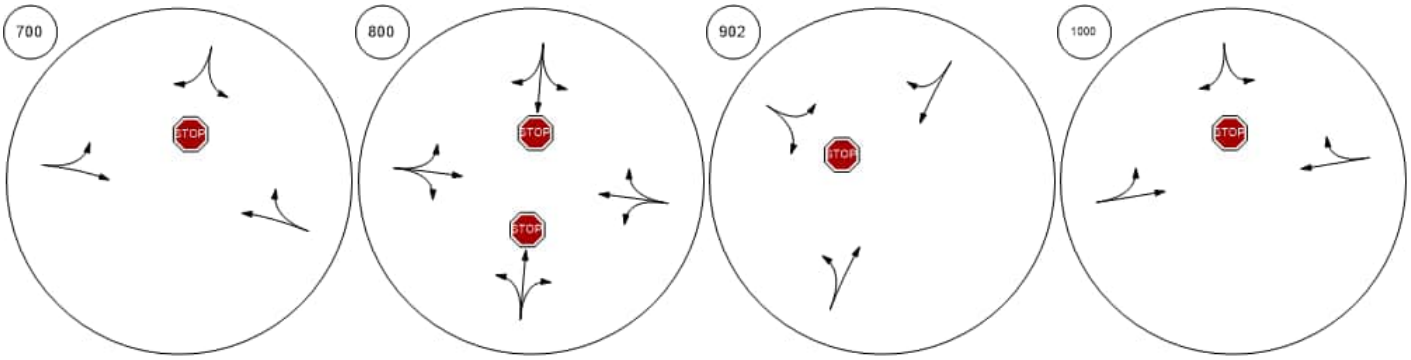
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



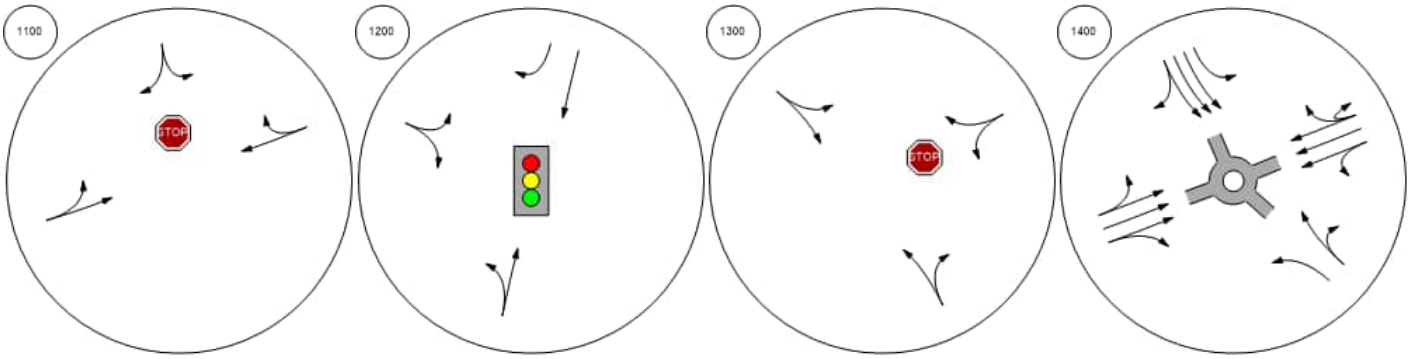
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



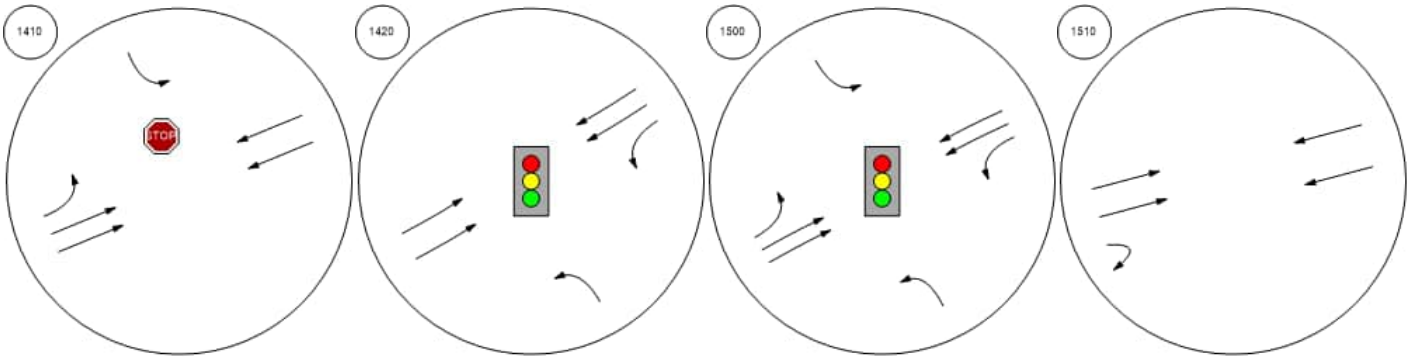
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



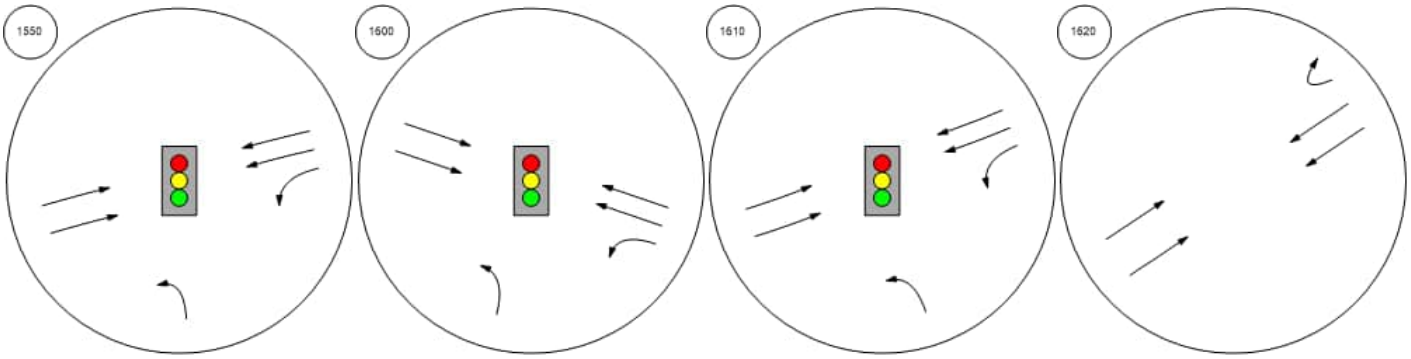
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



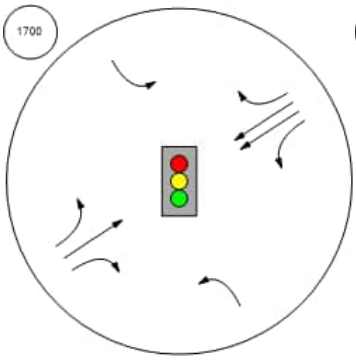
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



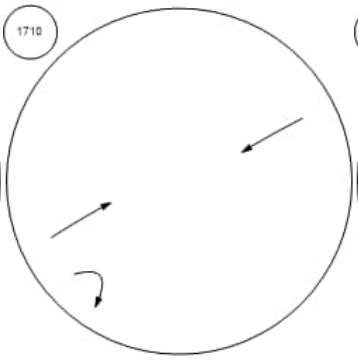
Lane Configuration and Traffic Control



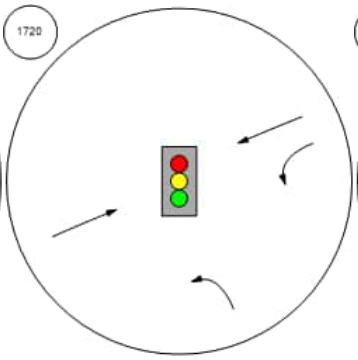
East-West Arterial at Lookout



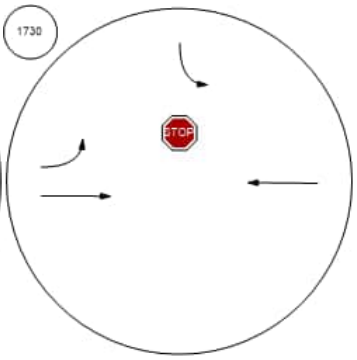
East-West Arterial at U-Turn



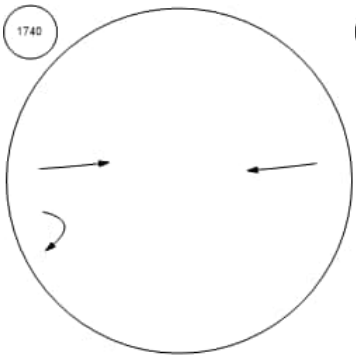
East-West Arterial at South A



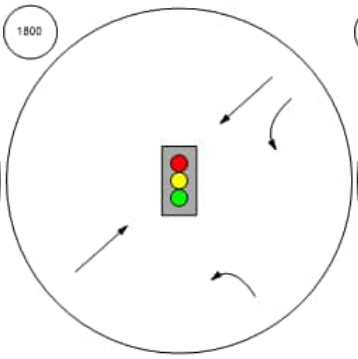
East-West Arterial at North A



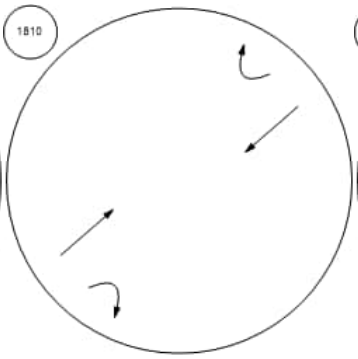
East-West Arterial at U-Turn



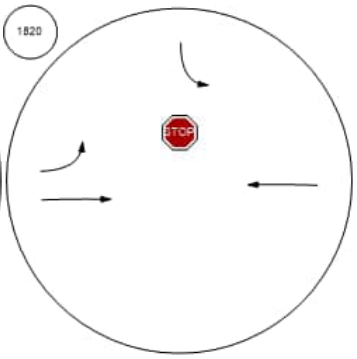
East-West Arterial at Long Fe



East-West Arterial at U-Turn



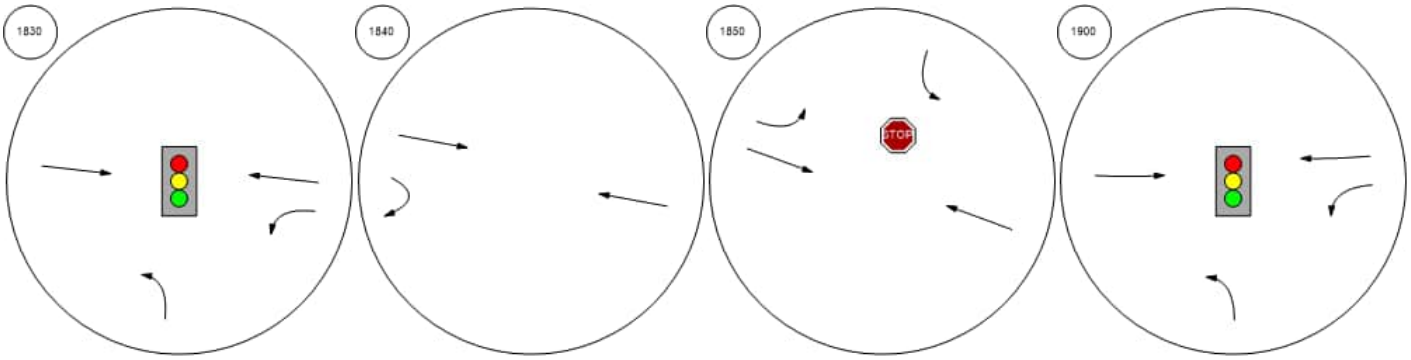
East-West Arterial at North A



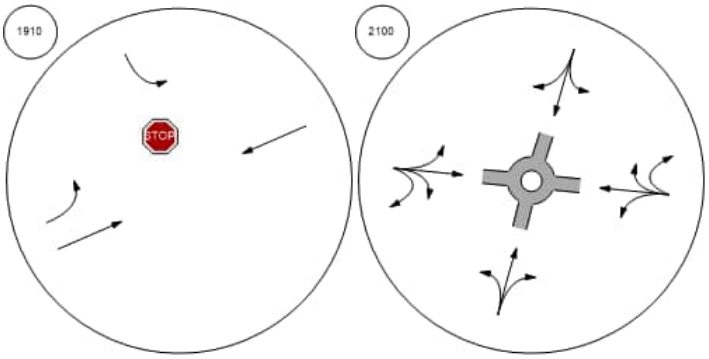
Lane Configuration and Traffic Control



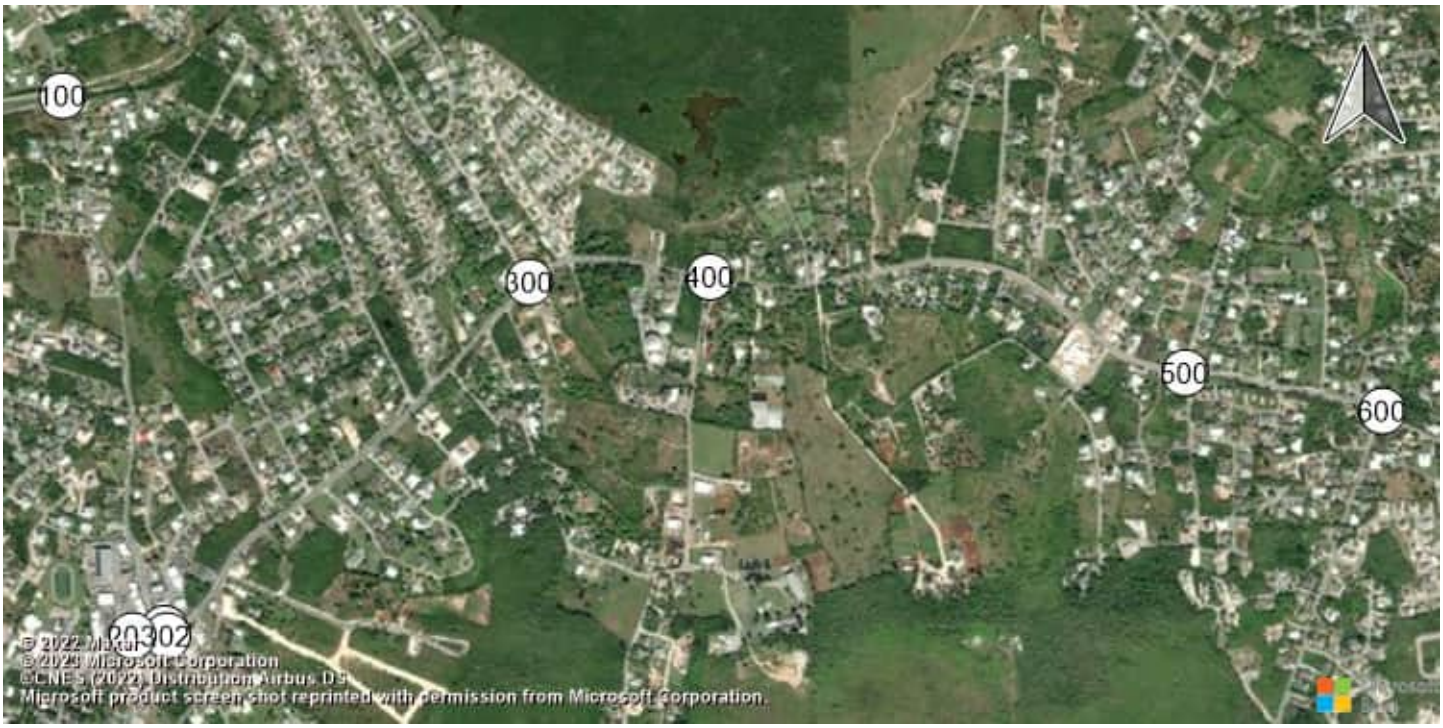
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



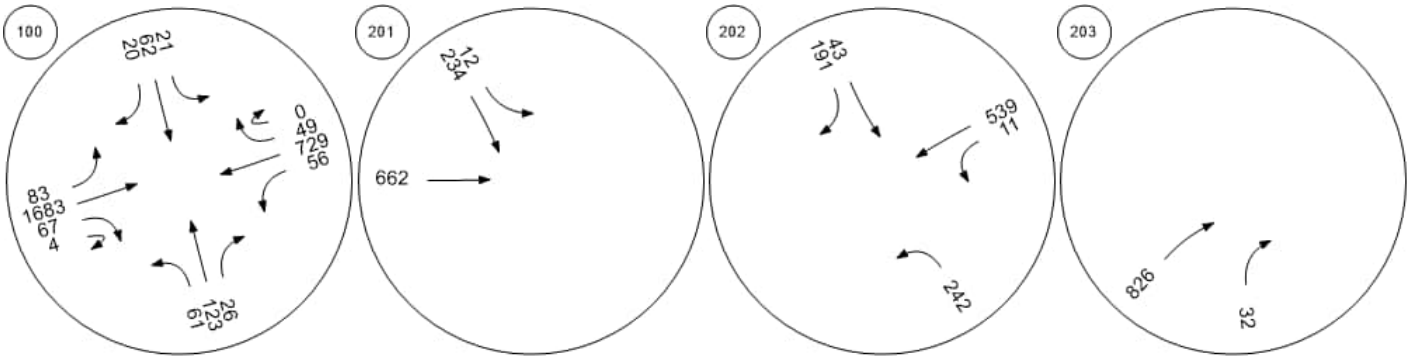
East-West Arterial at North A Frank Sound Road at East-W



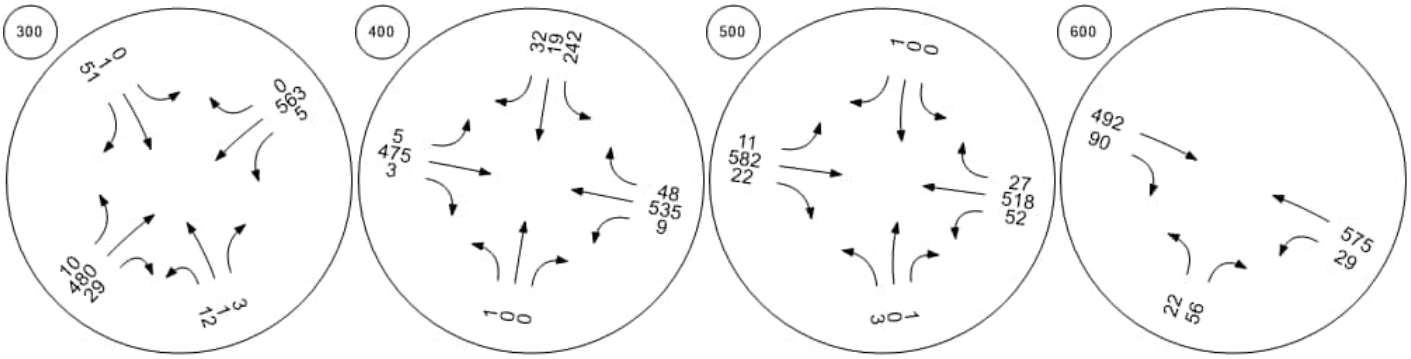
Traffic Volume - Base Volume



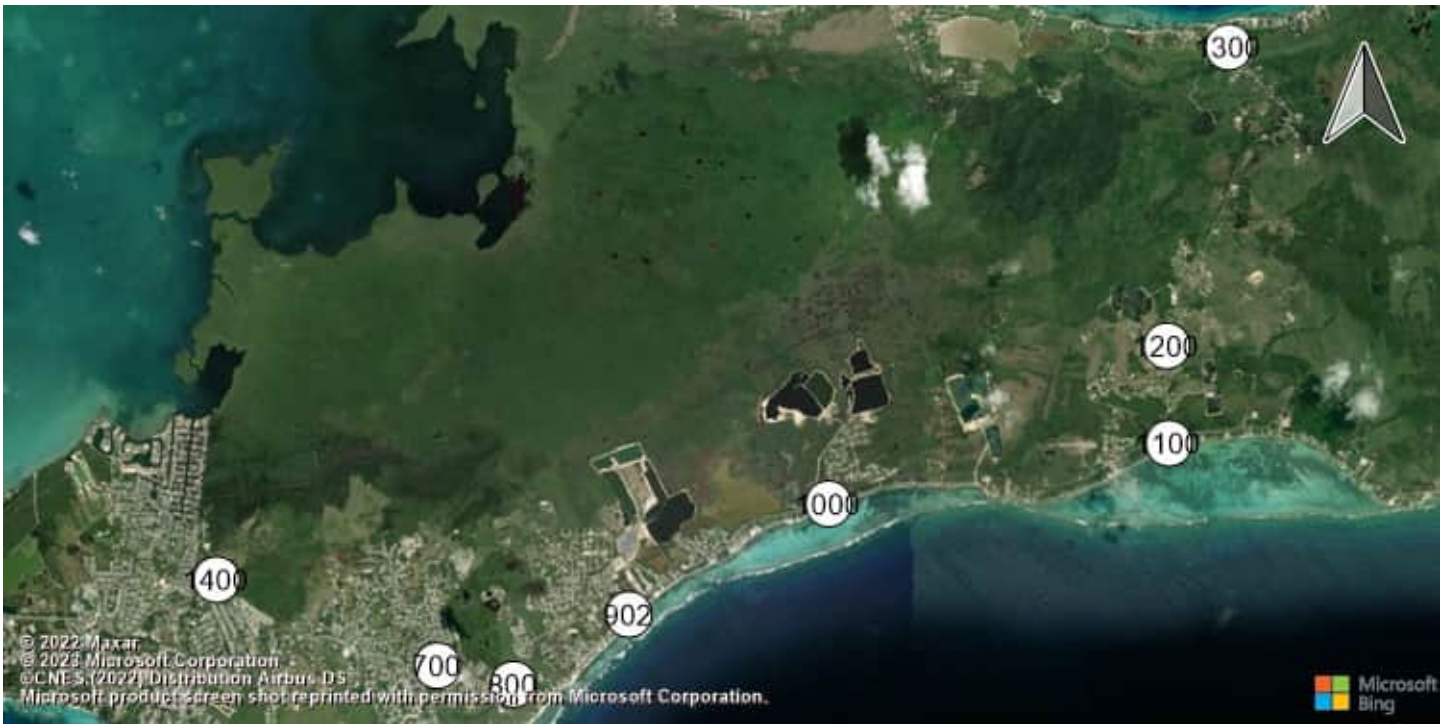
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



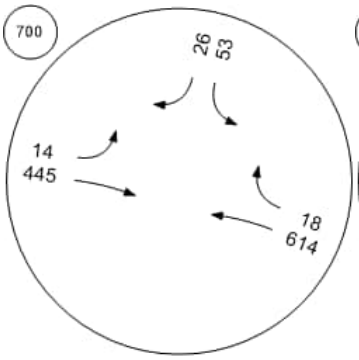
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



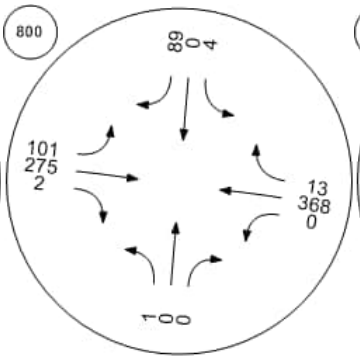
Traffic Volume - Base Volume



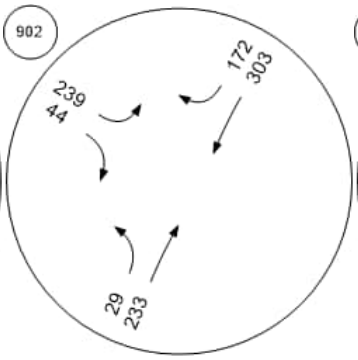
Shamrock Road at Northward



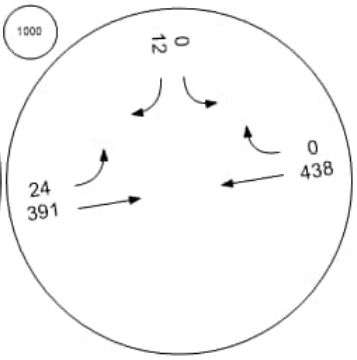
Shamrock Road at Condor R



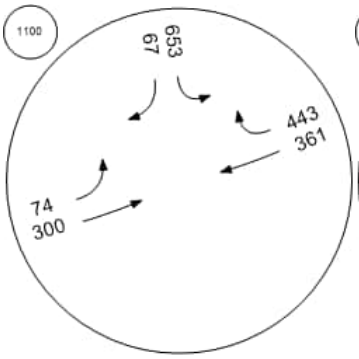
Bodden Town Road at Bodde



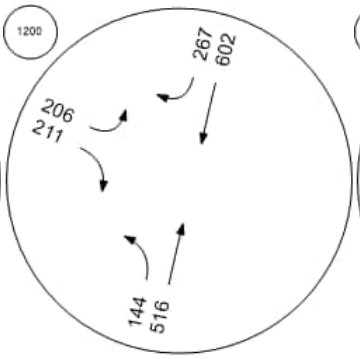
Bodden Town Road at Long



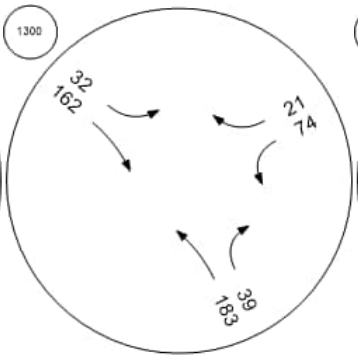
Bodden Town Road at Frank



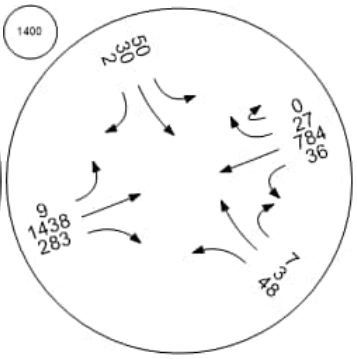
Frank Sound Road at Clifton



Frank Sound Road at North S



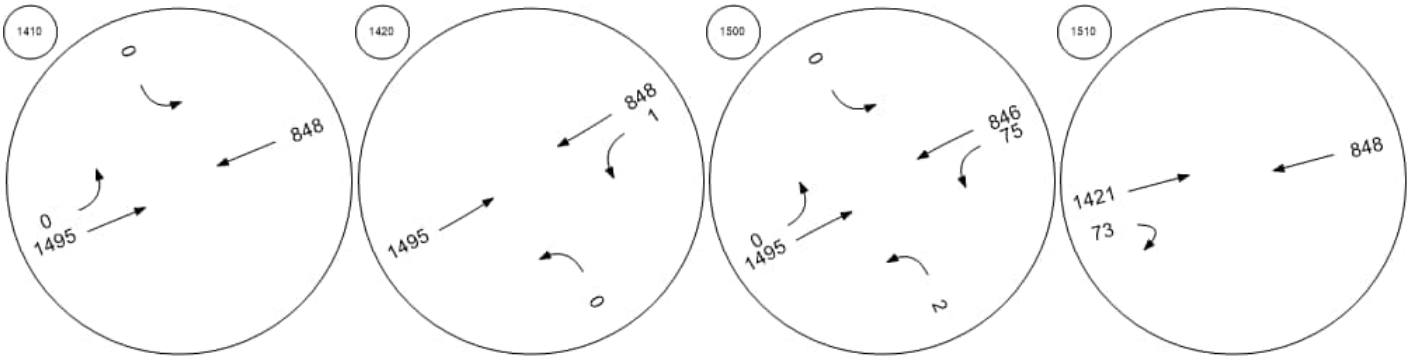
East-West Arterial at Agricola



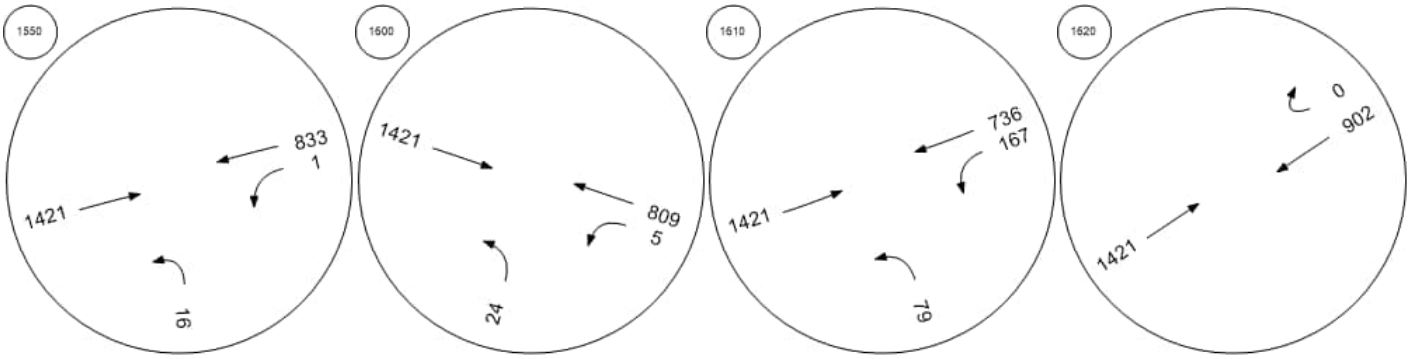
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



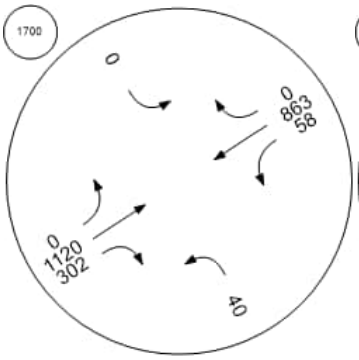
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



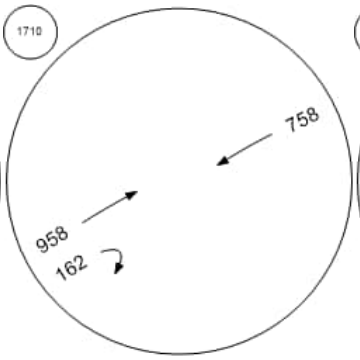
Traffic Volume - Base Volume



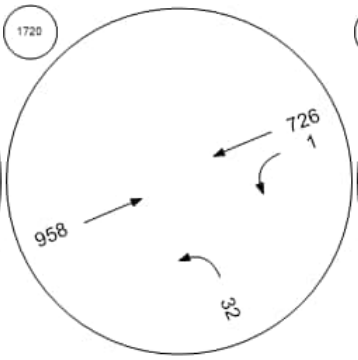
East-West Arterial at Lookout



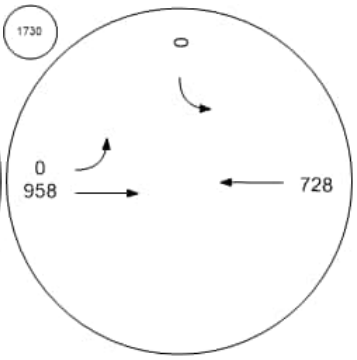
East-West Arterial at U-Turn



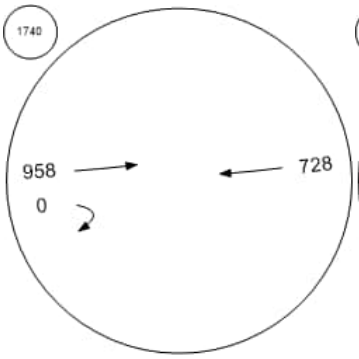
East-West Arterial at South A



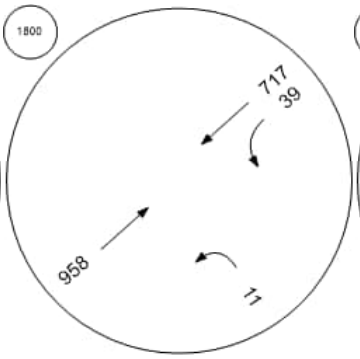
East-West Arterial at North A



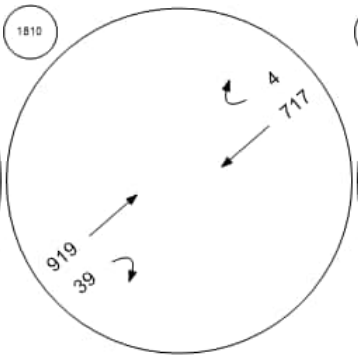
East-West Arterial at U-Turn



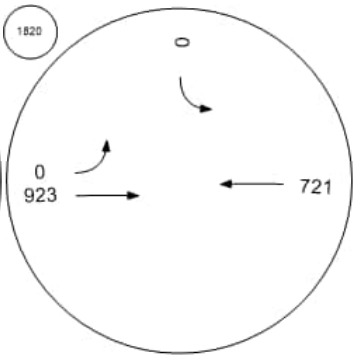
East-West Arterial at Long Fe



East-West Arterial at U-Turn



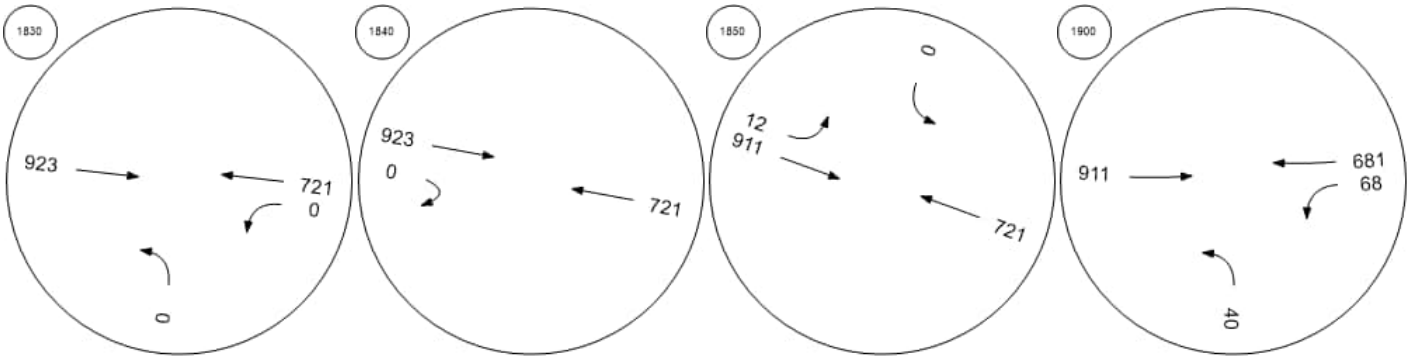
East-West Arterial at North A



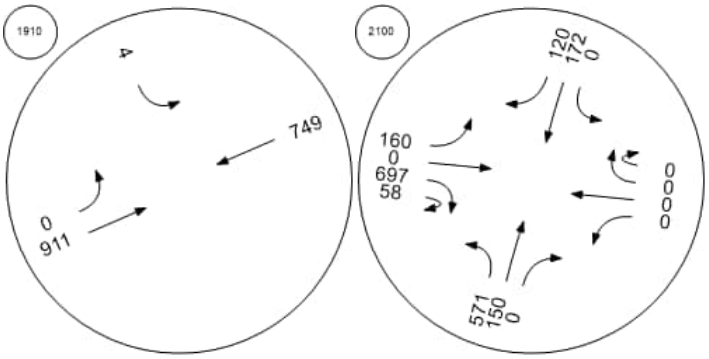
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Appendix G.1.5

2074 (Low Growth)

VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	236.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	862	0	43	0	0	8	0	82	0	73	18	0	855	285	21	1	139	0	0	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	862	0	43	0	0	8	0	82	0	73	18	0	855	285	21	1	139	0	0	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	216	0	11	0	0	2	0	21	0	18	5	0	214	71	5	0	348	0	0	0
Total Analysis Volume [veh/h]	862	0	43	0	0	8	0	82	0	73	18	0	855	285	21	1	139	0	0	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1485					1161					43					461				
Exiting Flow Rate [veh/h]	368					61					2347					863				
Demand Flow Rate [veh/h]	862	0	43	0	0	8	0	82	0	73	18	0	855	285	21	1	139	0	0	0
Adjusted Demand Flow Rate [veh/h]	862	0	43	0	0	8	0	82	0	73	18	0	855	285	21	1	139	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	905	163	873	306	1392
Capacity of Entry and Bypass Lanes [veh/h]	402	530	1370	1298	960
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	402	530	1370	1298	960
X, volume / capacity	2.25	0.31	0.64	0.24	1.45

Movement, Approach, & Intersection Results

Lane LOS	F	B	B	A	F
95th-Percentile Queue Length [veh]	67.89	1.30	4.89	0.92	62.41
95th-Percentile Queue Length [ft]	1697.21	32.45	122.34	22.97	1560.22
Approach Delay [s/veh]	592.99	11.34	8.89		222.93
Approach LOS	F	B	A		F
Intersection Delay [s/veh]	236.14				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	280.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.496

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	64	341	0	0	929	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	64	341	0	0	929	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	17	92	0	0	250	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	69	367	0	0	999	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.23	1.50	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.68	280.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				C	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.88	21.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	21.92	539.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			239.42			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	72.74											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.153

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1171	0	0	0	339	2	0	0	0	8	744	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1171	0	0	0	339	2	0	0	0	8	744	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	315	0	0	0	91	1	0	0	0	2	200	0
Total Analysis Volume [veh/h]	1259	0	0	0	365	2	0	0	0	9	800	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.26	0.00	0.00	0.00	1.15	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	1045.9	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	113.31	0.00	0.00	0.00	48.70	48.70	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2832.8	0.00	0.00	0.00	1217.5	1217.5	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1045.98			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2048.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	893.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.896

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	681	979	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	681	979	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	183	263	0	0	0
Total Analysis Volume [veh/h]	0	732	1053	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.90	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	893.59	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	64.18	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1604.50	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	893.59		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	366.45					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	36.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	38	1	6	6	0	14	13	578	6	2	677	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1	6	6	0	14	13	578	6	2	677	2
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	2	0	4	3	145	2	1	169	1
Total Analysis Volume [veh/h]	39	1	6	6	0	14	13	578	6	2	677	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.01	0.04	0.01	0.00	0.11	0.00	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.53	28.58	32.23	15.06	29.86	36.63	0.00	0.00	8.93	0.00	0.00	8.63
Movement LOS	B	D	D	C	D	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.46	0.46	0.41	0.41	0.41	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	11.50	11.50	11.50	10.26	10.26	10.26	0.49	0.49	0.49	0.15	0.15	0.15
d_A, Approach Delay [s/veh]	17.14			30.16			0.09			0.03		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.09											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	222.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	3	868	7	3	0	590	0	4	674	1350
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	3	868	7	3	0	590	0	4	674	1350
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	217	2	1	0	148	0	1	169	338
Total Analysis Volume [veh/h]	4	7	3	868	7	3	0	590	0	4	674	1350
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	2027			593			1360			10		
Exiting Flow Rate [veh/h]	11			1357			681			1461		
Demand Flow Rate [veh/h]	4	7	3	868	7	3	0	590	0	4	674	1350
Adjusted Demand Flow Rate [veh/h]	4	7	3	868	7	3	0	590	0	4	674	1350

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	14	878	590	2028
Capacity of Entry and Bypass Lanes [veh/h]	175	754	345	1366
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	175	754	345	1366
X, volume / capacity	0.08	1.16	1.71	1.48

Movement, Approach, & Intersection Results

Lane LOS	C	F	F	F
95th-Percentile Queue Length [veh]	0.26	27.51	36.69	91.10
95th-Percentile Queue Length [ft]	6.46	687.70	917.34	2277.47
Approach Delay [s/veh]	22.81	109.19	359.12	233.51
Approach LOS	C	F	F	F
Intersection Delay [s/veh]	222.69			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	370.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	13	0	4	2	0	8	1	1099	2	0	1484	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	4	2	0	8	1	1099	2	0	1484	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	275	1	0	371	0
Total Analysis Volume [veh/h]	13	0	4	2	0	8	1	1099	2	0	1484	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.24	0.01	0.00	0.52	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	57.74	176.54	248.74	150.24	278.36	370.63	0.00	0.00	12.87	0.00	0.00	10.61
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	1.14	1.14	1.14	1.46	1.46	1.46	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.40	28.40	28.40	36.42	36.42	36.42	0.33	0.33	0.33	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	102.68			326.55			0.02			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	1.93											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	1,638.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.875

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	179	59	1097	9	59	1306
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	59	1097	9	59	1306
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	16	301	2	16	359
Total Analysis Volume [veh/h]	197	65	1205	10	65	1435
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.24	2.88	0.01	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	1502.12	1638.66	0.00	13.13	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	28.27	28.27	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	706.82	706.82	1.69	1.69	0.00	0.00
d_A, Approach Delay [s/veh]	1535.99		0.11		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	135.22					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	8,162.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	16.975

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	34	117	66	1098	1211	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	117	66	1098	1211	125
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	30	17	283	312	32
Total Analysis Volume [veh/h]	35	121	68	1132	1248	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	16.97	0.00	0.01	0.01	0.22
d_M, Delay for Movement [s/veh]	7672.60	8162.53	0.00	0.00	0.00	12.82
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	21.13	21.13	0.00	0.00	0.83	0.83
95th-Percentile Queue Length [ft/ln]	528.24	528.24	0.00	0.00	20.75	20.75
d_A, Approach Delay [s/veh]	8052.61		0.00		1.20	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	460.25					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	583.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.775

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	12	0	75	85	1017	0	0	954	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	12	0	75	85	1017	0	0	954	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	3	0	19	21	254	0	0	239	1
Total Analysis Volume [veh/h]	4	0	0	12	0	75	85	1017	0	0	954	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.04	0.00	1.77	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.52	71.58	93.68	511.34	560.72	583.45	0.00	0.00	9.94	0.00	0.00	10.66
Movement LOS	C	F	F	F	F	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	8.66	8.66	8.66	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.96	0.96	0.96	216.54	216.54	216.54	0.00	0.00	0.00	0.59	0.59	0.59
d_A, Approach Delay [s/veh]	16.52			573.50			0.00			0.06		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	23.24											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.627

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	352	10	9	1117	1564	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	10	9	1117	1564	362
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	3	2	297	416	96
Total Analysis Volume [veh/h]	374	11	10	1188	1664	385
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.63	0.00	0.00	0.01	0.02	0.65
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	21.85
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	50.96	50.96	0.00	0.00	4.76	4.76
95th-Percentile Queue Length [ft/ln]	1273.96	1273.96	0.00	0.00	118.93	118.93
d_A, Approach Delay [s/veh]	10000.00		0.00		4.10	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1062.34					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	1,019.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.543

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	1408	1596	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	1408	1596	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	387	438	0
Total Analysis Volume [veh/h]	0	15	1	1547	1754	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.54	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	674.40	1019.50	0.00	0.00	0.00	13.29
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	2.72	2.72	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	68.12	68.12	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1019.50		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	4.61					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	393	738	653	1162	349
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	393	738	653	1162	349
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	106	198	176	312	94
Total Analysis Volume [veh/h]	0	423	794	702	1249	375
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.01	0.41
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	11.77
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	55.72	55.72	0.00	0.00	2.06	2.06
95th-Percentile Queue Length [ft/ln]	1393.04	1393.04	0.00	0.00	51.50	51.50
d_A, Approach Delay [s/veh]	10000.00		0.00		2.72	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1195.15					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	550.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.449

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	435	596	45	127	253	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	435	596	45	127	253	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	149	11	32	63	68
Total Analysis Volume [veh/h]	435	596	45	127	253	273
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.19	0.66	1.45
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.49	541.17	550.84
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.68	0.68	39.61	39.61
95th-Percentile Queue Length [ft/ln]	0.00	0.00	17.00	17.00	990.16	990.16
d_A, Approach Delay [s/veh]	0.00		8.48		546.19	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	167.01					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	142	68	25	120	35	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	68	25	120	35	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	19	7	34	10	1
Total Analysis Volume [veh/h]	160	76	28	135	39	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	0.00	7.66	0.00	0.00	9.19	12.00
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	4.21	4.21	0.00	0.00	3.69	3.69
d_A, Approach Delay [s/veh]	2.47		0.00		9.33	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.19					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	35.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	1392	0	40	48	0	0	0	863	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1392	0	40	48	0	0	0	863	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	348	0	10	12	0	0	0	216	0
Total Analysis Volume [veh/h]	1392	0	40	48	0	0	0	863	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			863			40		
Exiting Flow Rate [veh/h]	911			40			1392		
Demand Flow Rate [veh/h]	1392	0	40	48	0	0	0	863	0
Adjusted Demand Flow Rate [veh/h]	1392	0	40	48	0	0	0	863	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1432	48	863
Capacity of Entry and Bypass Lanes [veh/h]	1380	573	1325
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	573	1325
X, volume / capacity	1.04	0.08	0.65

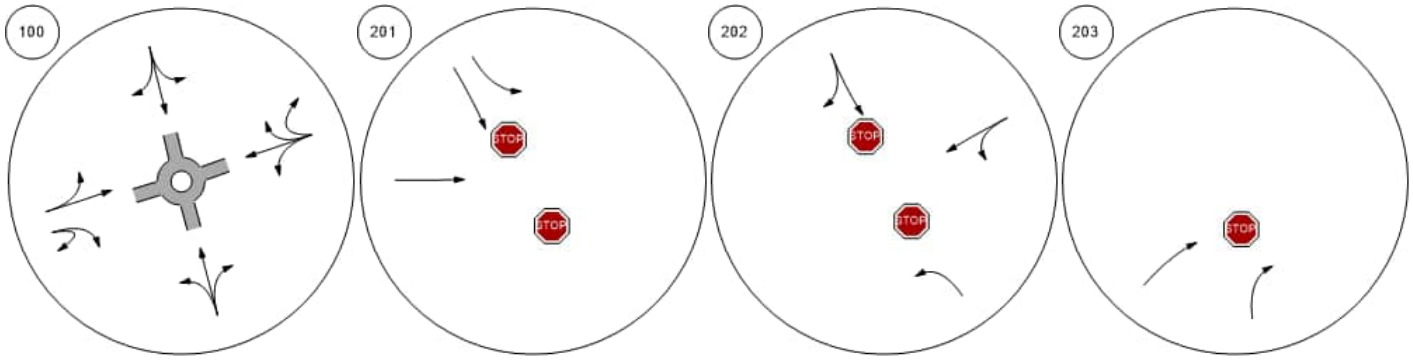
Movement, Approach, & Intersection Results

Lane LOS	F	A	B
95th-Percentile Queue Length [veh]	26.65	0.27	5.15
95th-Percentile Queue Length [ft]	666.25	6.84	128.68
Approach Delay [s/veh]	52.00	7.29	10.90
Approach LOS	F	A	B
Intersection Delay [s/veh]	35.95		
Intersection LOS	E		

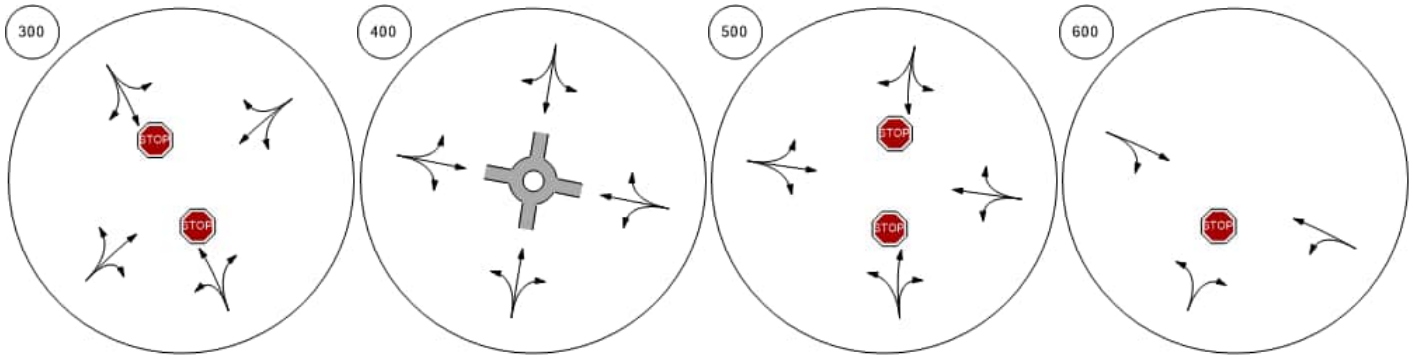
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



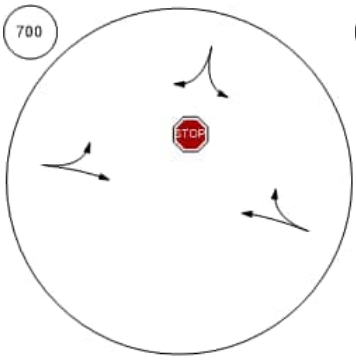
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



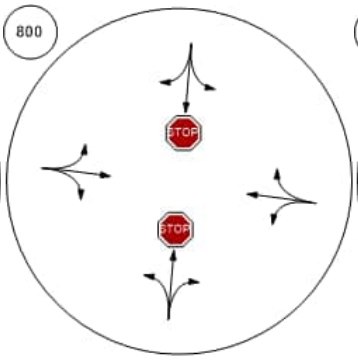
Lane Configuration and Traffic Control



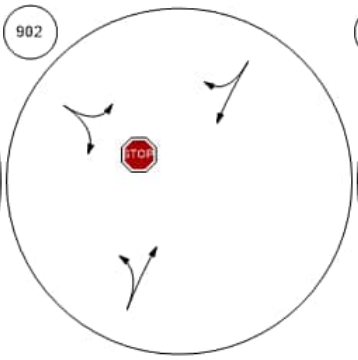
Shamrock Road at Northward



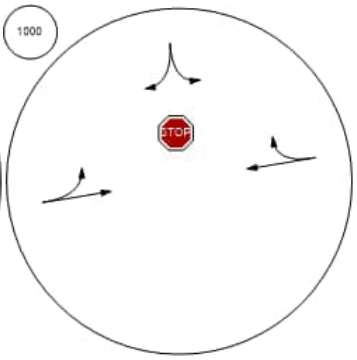
Shamrock Road at Condor R



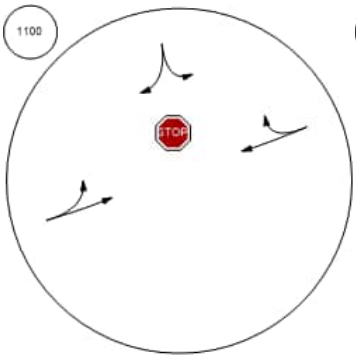
Bodden Town Road at Bodde



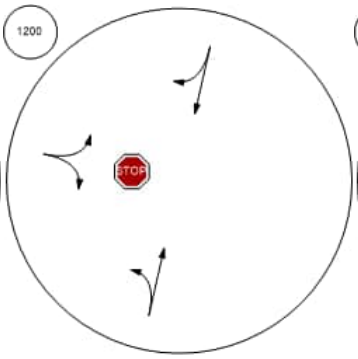
Bodden Town Road at Long



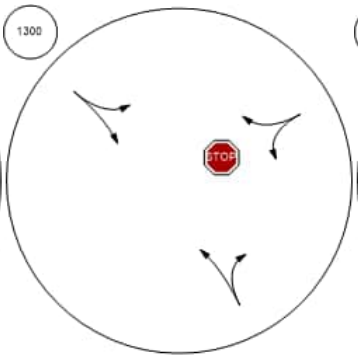
Bodden Town Road at Frank



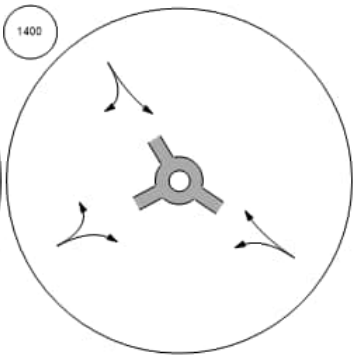
Frank Sound Road at Clifton



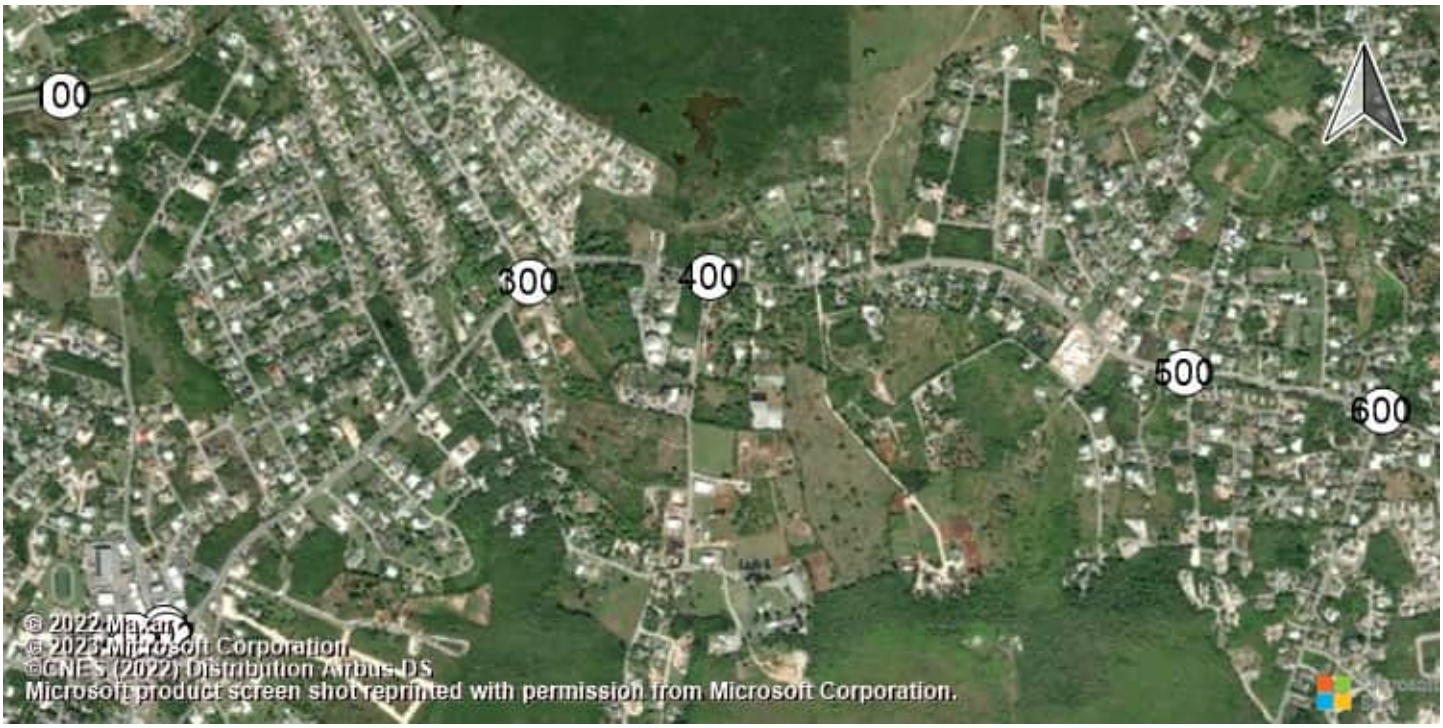
Frank Sound Road at North S



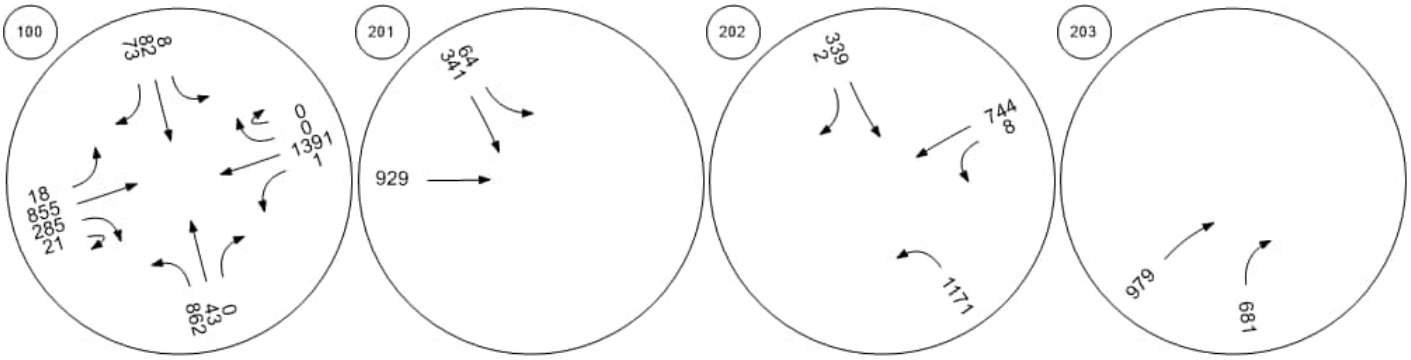
East-West Arterial at Agricola



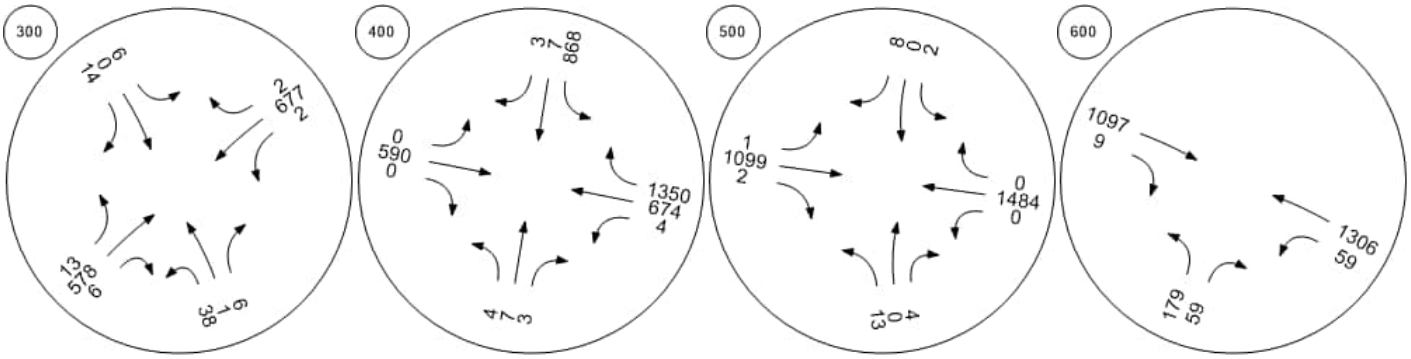
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



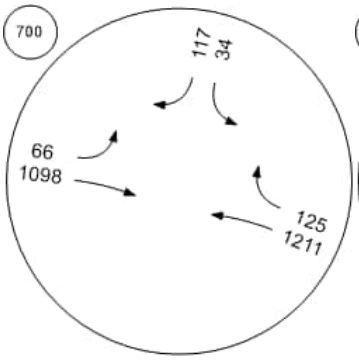
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



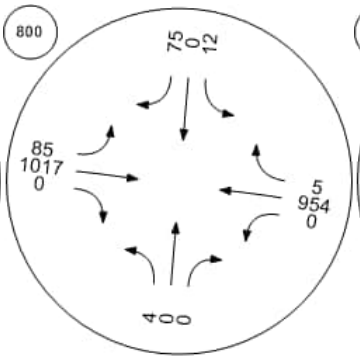
Traffic Volume - Base Volume



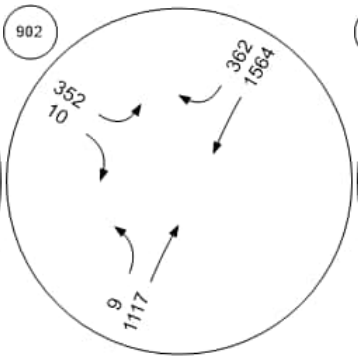
Shamrock Road at Northward



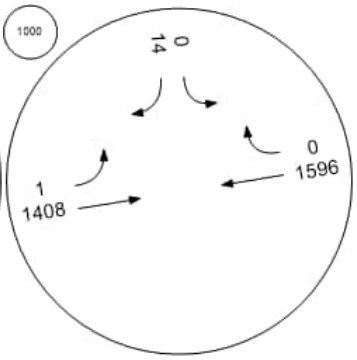
Shamrock Road at Condor R



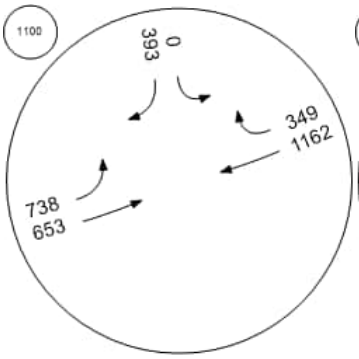
Bodden Town Road at Bodde



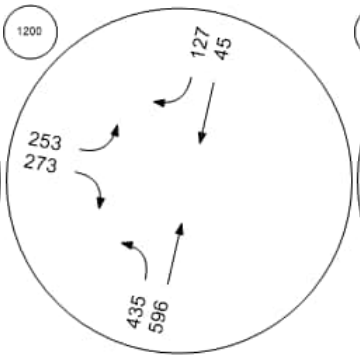
Bodden Town Road at Long



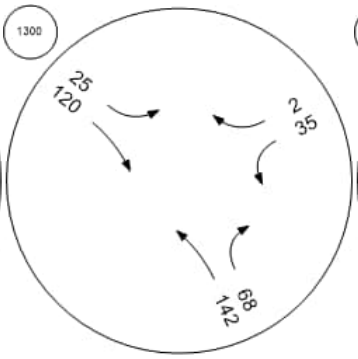
Bodden Town Road at Frank



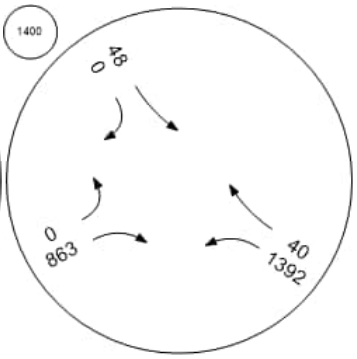
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	119.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	203	0	134	0	0	0	0	40	0	61	88	0	113	983	4	0	981	0	7	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	0	134	0	0	0	0	40	0	61	88	0	113	983	4	0	981	0	7	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	51	0	34	0	0	0	0	10	0	15	22	0	285	246	1	0	245	0	2	0
Total Analysis Volume [veh/h]	203	0	134	0	0	0	0	40	0	61	88	0	113	983	4	0	981	0	7	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1053					2126					141					1088				
Exiting Flow Rate [veh/h]	1023					229					1249					1139				
Demand Flow Rate [veh/h]	203	0	134	0	0	0	0	40	0	61	88	0	113	983	4	0	981	0	7	0
Adjusted Demand Flow Rate [veh/h]	203	0	134	0	0	0	0	40	0	61	88	0	113	983	4	0	981	0	7	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	337	101	1227	987	988
Capacity of Entry and Bypass Lanes [veh/h]	581	234	1260	1186	564
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	581	234	1260	1186	564
X, volume / capacity	0.58	0.43	0.97	0.83	1.75

Movement, Approach, & Intersection Results

Lane LOS	C	D	E	C	F
95th-Percentile Queue Length [veh]	3.71	2.04	19.51	10.48	59.34
95th-Percentile Queue Length [ft]	92.64	51.05	487.72	261.96	1483.62
Approach Delay [s/veh]	17.35	28.92	29.88		365.09
Approach LOS	C	D	D		F
Intersection Delay [s/veh]	119.68				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	1,270.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.717

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	278	682	0	0	1079	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	278	682	0	0	1079	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	75	183	0	0	290	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	299	733	0	0	1160	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1.24	3.72	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	181.71	1270.5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				F	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	14.87	70.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	371.83	1771.4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			955.11			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	449.67												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.798

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	761	0	0	0	682	0	0	0	0	75	499	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	761	0	0	0	682	0	0	0	0	75	499	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	0	0	0	183	0	0	0	0	20	134	0
Total Analysis Volume [veh/h]	818	0	0	0	733	0	0	0	0	81	537	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.57	0.00	0.00	0.00	1.80	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	288.01	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	44.23	0.00	0.00	0.00	94.53	94.53	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1105.6	0.00	0.00	0.00	2363.3	2363.3	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	288.01			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3488.06											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	41.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	73	1232	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	1232	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	331	0	0	0
Total Analysis Volume [veh/h]	0	78	1325	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.45	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	41.67	0.00	0.00	0.00	0.00
Movement LOS		E	A			
95th-Percentile Queue Length [veh/ln]	0.00	2.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	52.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	41.67		0.00		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]	2.32					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	42.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	11	1	3	23	1	14	12	668	28	5	629	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	3	23	1	14	12	668	28	5	629	16
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	6	0	4	3	167	7	1	157	4
Total Analysis Volume [veh/h]	11	1	3	23	1	14	12	668	29	5	629	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.03	0.05	0.01	0.13	0.00	0.01	0.03	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	13.32	33.39	40.25	16.86	36.38	42.08	0.00	0.00	8.87	0.00	0.00	8.97
Movement LOS	B	D	E	C	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.19	0.67	0.67	0.67	0.09	0.09	0.09	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	4.67	4.67	4.67	16.65	16.65	16.65	2.34	2.34	2.34	1.32	1.32	1.32
d_A, Approach Delay [s/veh]	20.04			26.67			0.36			0.22		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	214.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	1	2	1153	15	0	1	692	1	11	649	1001
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	2	1153	15	0	1	692	1	11	649	1001
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	288	4	0	0	173	0	3	162	250
Total Analysis Volume [veh/h]	1	1	2	1153	15	0	1	692	1	12	649	1001
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	1650			695			1004			16			
Exiting Flow Rate [veh/h]	28			1003			650			1847			
Demand Flow Rate [veh/h]	1	1	2	1153	15	0	1	692	1	11	649	1001	
Adjusted Demand Flow Rate [veh/h]	1	1	2	1153	15	0	1	692	1	12	649	1001	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	4	1168	694	1662
Capacity of Entry and Bypass Lanes [veh/h]	257	680	496	1358
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	257	680	496	1358
X, volume / capacity	0.02	1.72	1.40	1.22

Movement, Approach, & Intersection Results

Lane LOS	B	F	F	F
95th-Percentile Queue Length [veh]	0.05	67.58	32.75	50.41
95th-Percentile Queue Length [ft]	1.19	1689.48	818.69	1260.17
Approach Delay [s/veh]	14.34	346.34	214.99	121.37
Approach LOS	B	F	F	F
Intersection Delay [s/veh]	214.15			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	330.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	0	0	0	0	2	11	1262	21	53	1207	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	0	0	2	11	1262	21	53	1207	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	3	316	5	13	302	7
Total Analysis Volume [veh/h]	4	0	0	0	0	2	11	1262	21	53	1207	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.16	0.00	0.01	0.04	0.00	0.01	0.05
d_M, Delay for Movement [s/veh]	21.85	204.94	278.80	68.17	256.83	330.40	0.00	0.00	11.69	0.00	0.00	11.86
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.42	0.42	0.42	0.12	0.12	0.12	0.16	0.16	0.16
95th-Percentile Queue Length [ft/ln]	1.40	1.40	1.40	10.53	10.53	10.53	2.92	2.92	2.92	3.99	3.99	3.99
d_A, Approach Delay [s/veh]	21.85			330.40			0.19			0.26		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.51											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	1,201.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.735

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	30	51	1262	1	52	1258
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	51	1262	1	52	1258
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	14	347	0	14	346
Total Analysis Volume [veh/h]	33	56	1387	1	57	1382
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	2.74	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	1046.44	1201.25	0.00	12.55	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	10.50	10.50	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	262.57	262.57	0.16	0.16	0.00	0.00
d_A, Approach Delay [s/veh]	1143.85		0.01		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	34.92					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	5,405.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.656

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	92	169	76	1147	1177	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	169	76	1147	1177	81
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	44	20	296	303	21
Total Analysis Volume [veh/h]	95	174	78	1182	1213	84
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.43	11.66	0.00	0.01	0.01	0.15
d_M, Delay for Movement [s/veh]	5180.16	5405.06	0.00	0.00	0.00	12.58
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	33.82	33.82	0.00	0.00	0.53	0.53
95th-Percentile Queue Length [ft/ln]	845.62	845.62	0.00	0.00	13.15	13.15
d_A, Approach Delay [s/veh]	5325.63		0.00		0.81	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	507.31					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	149.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.282

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	104	0	11	113	1186	2	0	756	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	104	0	11	113	1186	2	0	756	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	26	0	3	28	297	1	0	189	6
Total Analysis Volume [veh/h]	1	0	0	104	0	11	113	1186	2	0	756	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.48	0.00	0.28	0.00	0.01	0.00	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	13.77	80.28	198.99	74.05	126.67	149.59	0.00	0.00	9.18	0.00	0.00	11.96
Movement LOS	B	F	F	F	F	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	4.72	4.72	4.72	0.01	0.01	0.01	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.18	0.18	0.18	118.12	118.12	118.12	0.17	0.17	0.17	3.33	3.33	3.33
d_A, Approach Delay [s/veh]	13.77			81.28			0.01			0.35		
Approach LOS	B			F			A			A		
d_I, Intersection Delay [s/veh]	4.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.691

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	363	6	16	1440	1130	423
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	363	6	16	1440	1130	423
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	2	4	383	301	113
Total Analysis Volume [veh/h]	386	6	17	1532	1202	450
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.69	0.00	0.00	0.02	0.01	1.04
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	84.59
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	51.84	51.84	0.00	0.00	14.05	14.05
95th-Percentile Queue Length [ft/ln]	1295.90	1295.90	0.00	0.00	351.24	351.24
d_A, Approach Delay [s/veh]	10000.00		0.00		23.04	
Approach LOS	F		A		C	
d_I, Intersection Delay [s/veh]	1101.60					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	911.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.317

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	1530	1453	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1530	1453	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	420	399	0
Total Analysis Volume [veh/h]	0	13	26	1681	1597	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.32	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	577.40	911.01	0.00	0.00	0.00	14.54
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	2.41	2.41	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	60.30	60.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	911.01		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	3.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	272	575	893	1156	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	272	575	893	1156	218
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	73	155	240	311	59
Total Analysis Volume [veh/h]	0	292	618	960	1243	234
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.01	0.32
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	12.32
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	39.29	39.29	0.00	0.00	1.40	1.40
95th-Percentile Queue Length [ft/ln]	982.18	982.18	0.00	0.00	34.96	34.96
d_A, Approach Delay [s/veh]	10000.00		0.00		1.95	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	873.28					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	274.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	314	431	66	201	392	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	431	66	201	392	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	108	17	50	98	35
Total Analysis Volume [veh/h]	314	431	66	201	392	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.23	0.76	0.73
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.36	262.34	274.11
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.89	0.89	28.94	28.94
95th-Percentile Queue Length [ft/ln]	0.00	0.00	22.23	22.23	723.40	723.40
d_A, Approach Delay [s/veh]	0.00		7.80		265.44	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	92.81					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	196	51	33	178	49	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	51	33	178	49	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	14	9	50	14	6
Total Analysis Volume [veh/h]	220	57	37	200	55	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.07	0.05
d_M, Delay for Movement [s/veh]	0.00	7.80	0.00	0.00	10.08	13.33
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.40	0.40
95th-Percentile Queue Length [ft/ln]	3.32	3.32	0.00	0.00	10.11	10.11
d_A, Approach Delay [s/veh]	1.61		0.00		11.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	989	0	59	94	0	0	0	1139	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	989	0	59	94	0	0	0	1139	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	247	0	15	24	0	0	0	285	0
Total Analysis Volume [veh/h]	989	0	59	94	0	0	0	1139	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			1139			59		
Exiting Flow Rate [veh/h]	1233			59			989		
Demand Flow Rate [veh/h]	989	0	59	94	0	0	0	1139	0
Adjusted Demand Flow Rate [veh/h]	989	0	59	94	0	0	0	1139	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1048	94	1139
Capacity of Entry and Bypass Lanes [veh/h]	1380	432	1300
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	432	1300
X, volume / capacity	0.76	0.22	0.88

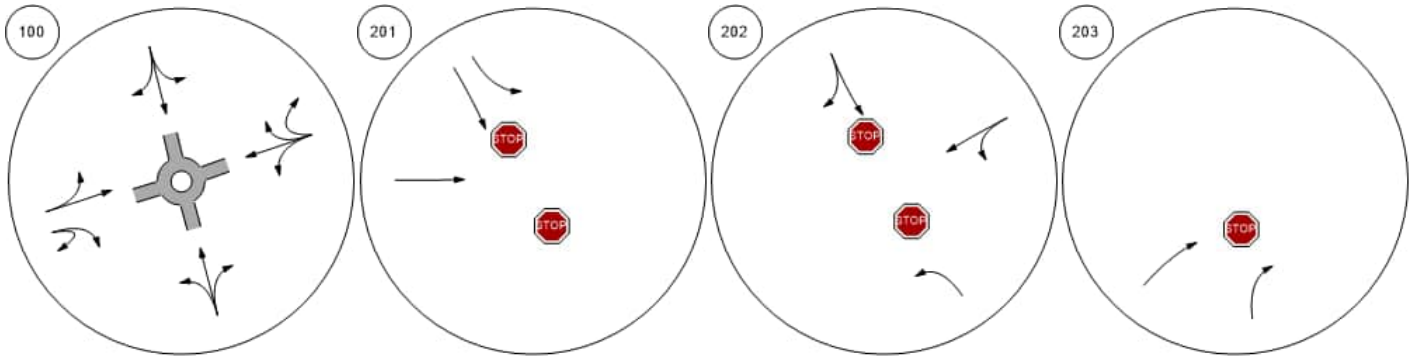
Movement, Approach, & Intersection Results

Lane LOS	B	B	C
95th-Percentile Queue Length [veh]	7.95	0.82	12.95
95th-Percentile Queue Length [ft]	198.69	20.47	323.63
Approach Delay [s/veh]	14.09	11.73	22.56
Approach LOS	B	B	C
Intersection Delay [s/veh]	18.22		
Intersection LOS	C		

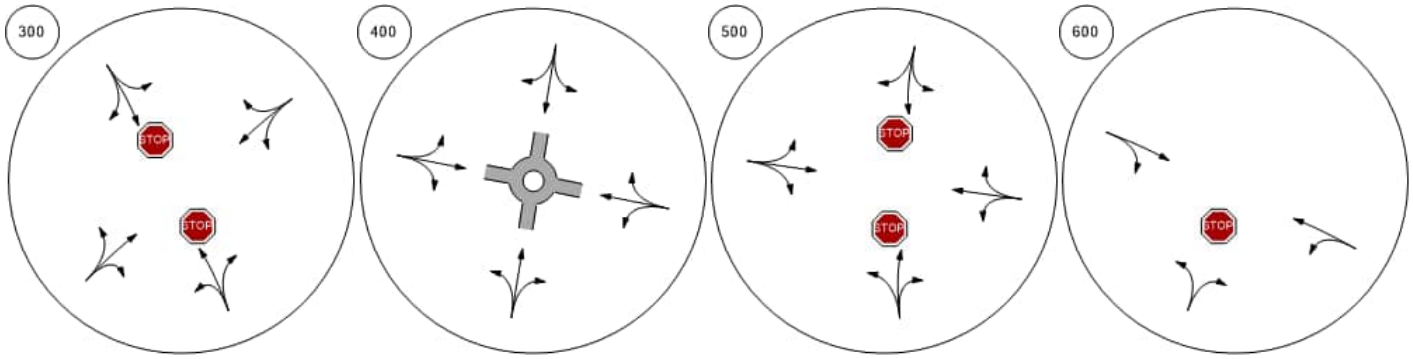
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



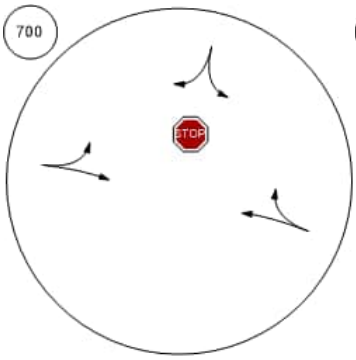
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



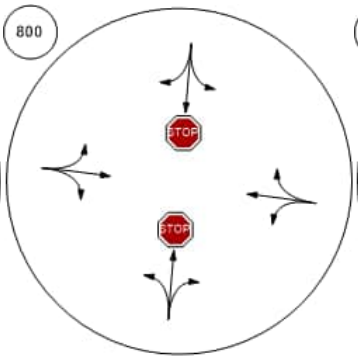
Lane Configuration and Traffic Control



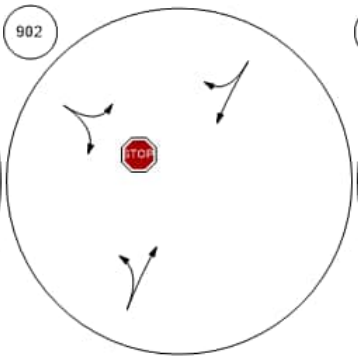
Shamrock Road at Northward



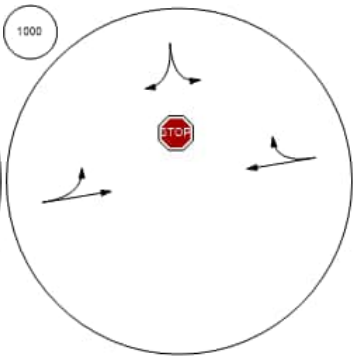
Shamrock Road at Condor R



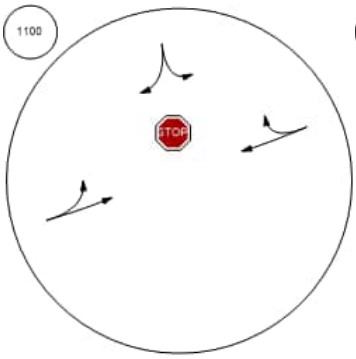
Bodden Town Road at Bodde



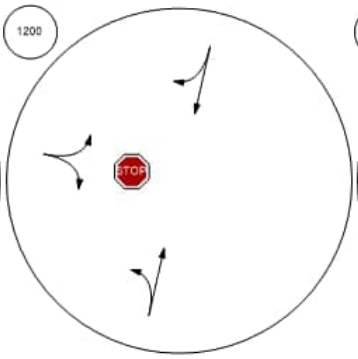
Bodden Town Road at Long



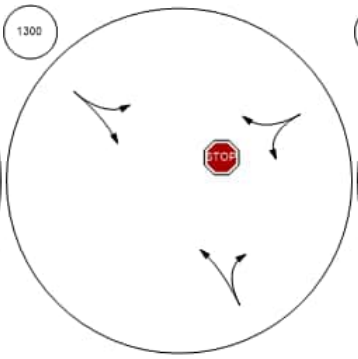
Bodden Town Road at Frank



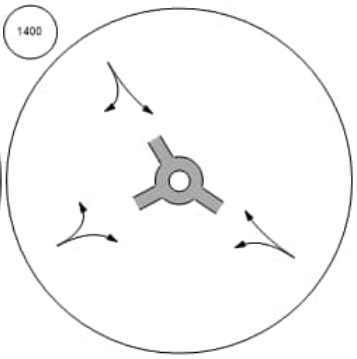
Frank Sound Road at Clifton



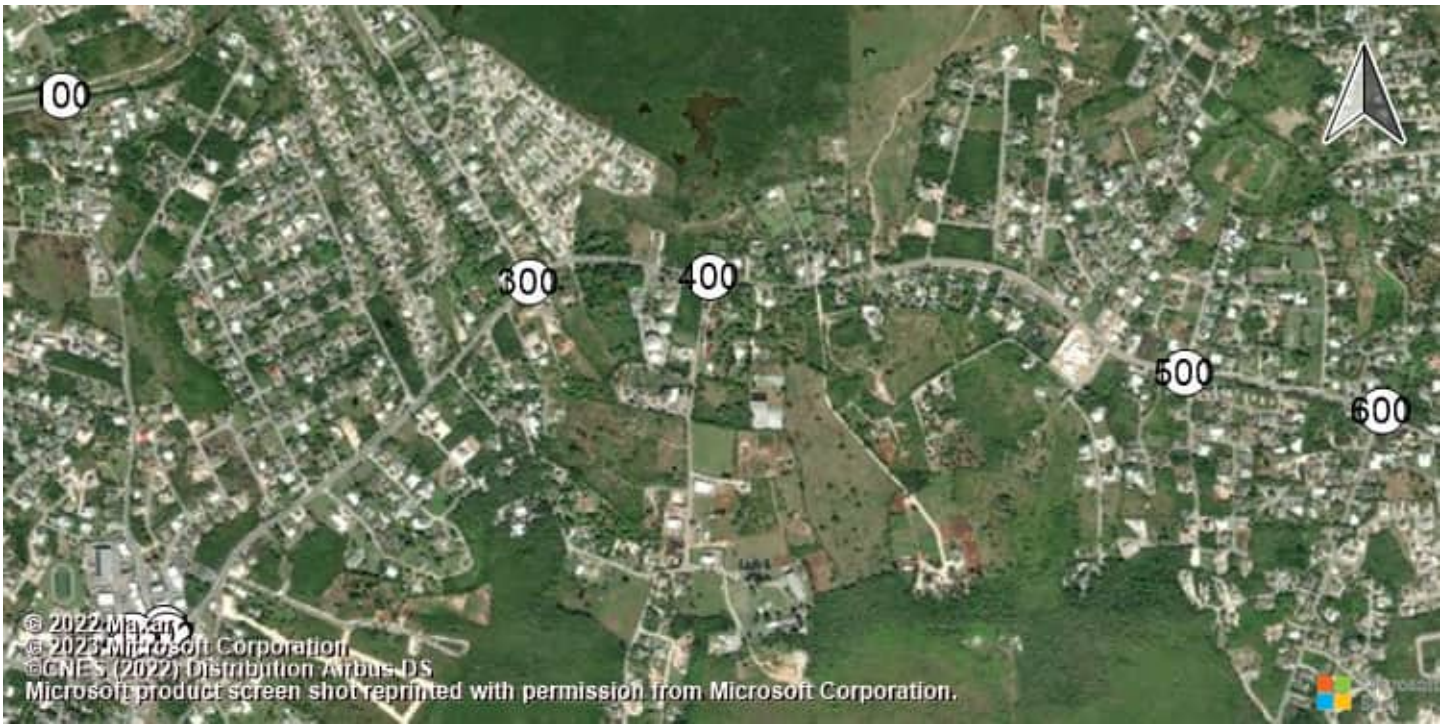
Frank Sound Road at North S



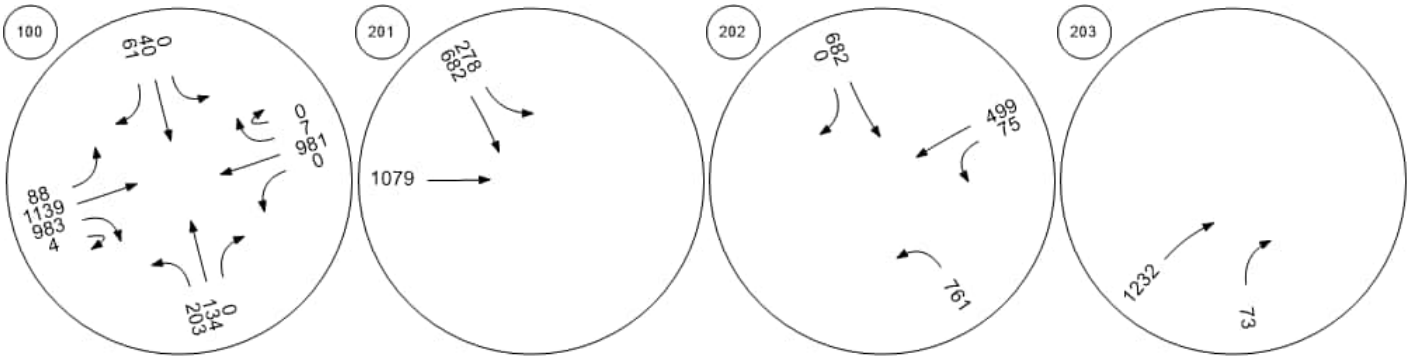
East-West Arterial at Agricola



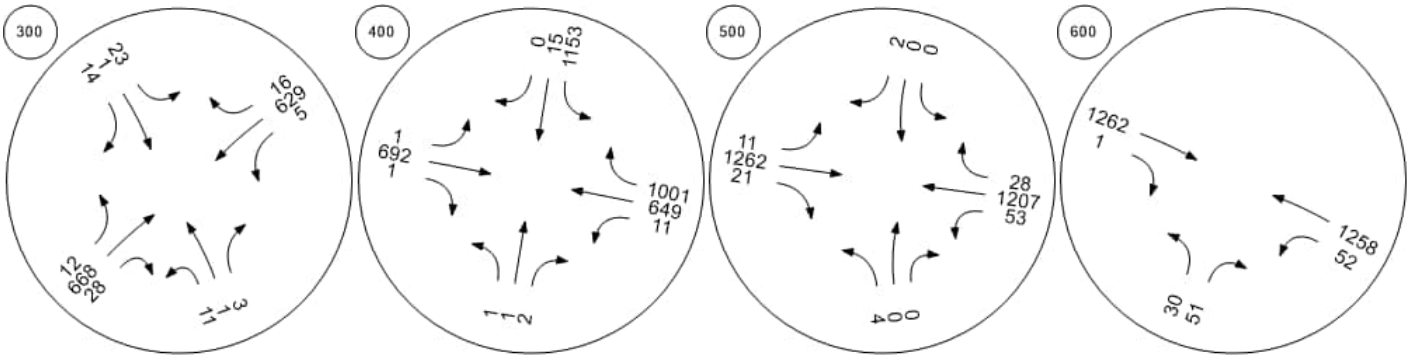
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



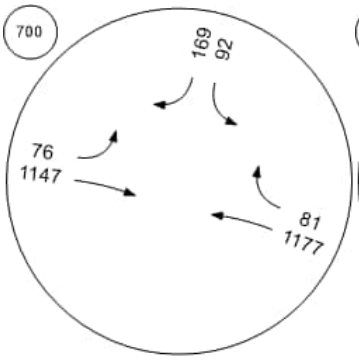
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



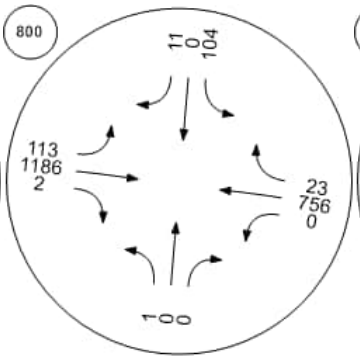
Traffic Volume - Base Volume



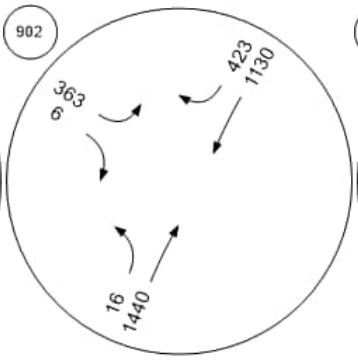
Shamrock Road at Northward



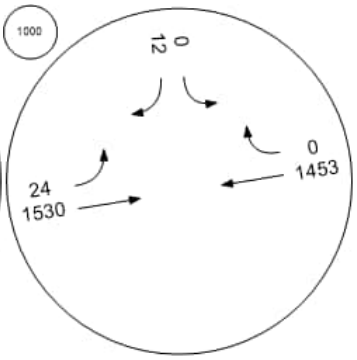
Shamrock Road at Condor R



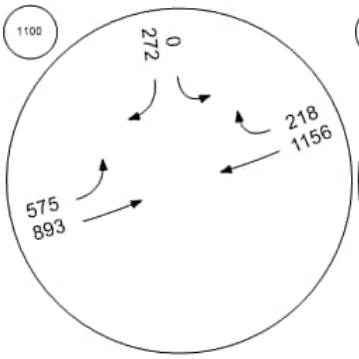
Bodden Town Road at Bodde



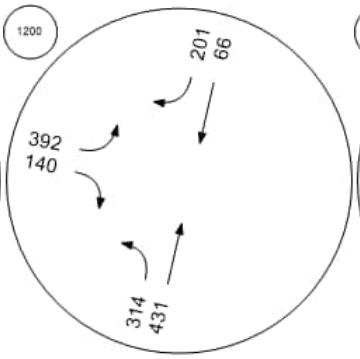
Bodden Town Road at Long



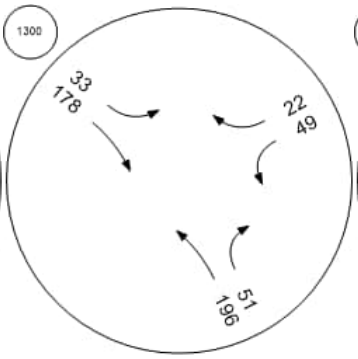
Bodden Town Road at Frank



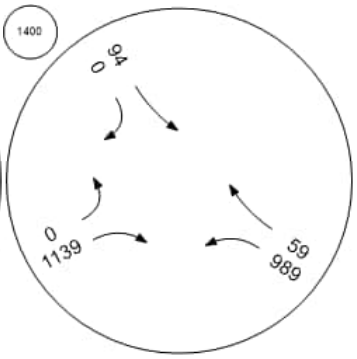
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	4.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	16	0	36	167	19	58	0	41	16	0	9	20	165	7	0	47	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	36	167	19	58	0	41	16	0	9	20	165	7	0	47	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	4	0	9	42	5	15	0	10	4	0	2	5	41	2	0	12	0
Total Analysis Volume [veh/h]	16	0	36	167	19	58	0	41	16	0	9	20	165	7	0	47	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1					
Circulating Flow Rate [veh/h]	115				196				250				128					
Exiting Flow Rate [veh/h]	232				99				84				186					
Demand Flow Rate [veh/h]	16	0	36	167	19	58	0	41	16	0	9	20	165	7	0	47	0	
Adjusted Demand Flow Rate [veh/h]	16	0	36	167	19	58	0	41	16	0	9	20	165	7	0	47	0	

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	219	118	45	219
Capacity of Entry and Bypass Lanes [veh/h]	1228	1130	1070	1212
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1228	1130	1070	1212
X, volume / capacity	0.18	0.10	0.04	0.18

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.65	0.35	0.13	0.66
95th-Percentile Queue Length [ft]	16.21	8.72	3.29	16.47
Approach Delay [s/veh]	4.46	4.08	3.72	4.53
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	4.36			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.381

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	4	110	0	0	768	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4	110	0	0	768	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	30	0	0	206	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	4	118	0	0	826	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.38	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	14.70	23.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	C			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	1.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.81	43.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			23.33			0.00			0.00		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	3.00											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	319	0	0	0	7	104	0	0	0	0	1079	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	0	0	0	7	104	0	0	0	0	1079	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	0	0	0	2	28	0	0	0	0	290	0
Total Analysis Volume [veh/h]	343	0	0	0	8	112	0	0	0	0	1160	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.43	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	253.45	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	19.45	0.00	0.00	0.00	17.56	17.56	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	486.21	0.00	0.00	0.00	439.06	439.06	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	253.45			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	792.94											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	11	826	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	826	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	222	0	0	0
Total Analysis Volume [veh/h]	0	12	888	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	16.81	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.81		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	80.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	35	1	10	0	0	7	3	686	5	3	1070	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1	10	0	0	7	3	686	5	3	1070	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	0	0	2	1	172	1	1	268	0
Total Analysis Volume [veh/h]	36	1	10	0	0	7	3	686	5	3	1070	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.15	0.00	0.00	0.13	0.00	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	27.75	57.75	69.67	22.56	57.86	80.81	0.00	0.00	10.52	0.00	0.00	8.94
Movement LOS	D	F	F	C	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.18	1.18	1.18	0.41	0.41	0.41	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.41	29.41	29.41	10.36	10.36	10.36	0.57	0.57	0.57	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	37.31			80.81			0.08			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	6	3	141	17	50	15	680	1	4	1019	147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	6	3	141	17	50	15	680	1	4	1019	147
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	35	4	13	4	170	0	1	255	37
Total Analysis Volume [veh/h]	3	6	3	141	17	50	15	680	1	4	1019	147
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1216			684			156			68		
Exiting Flow Rate [veh/h]	22			168			1072			824		
Demand Flow Rate [veh/h]	3	6	3	141	17	50	15	680	1	4	1019	147
Adjusted Demand Flow Rate [veh/h]	3	6	3	141	17	50	15	680	1	4	1019	147

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	12	208	696	1170
Capacity of Entry and Bypass Lanes [veh/h]	400	687	1177	1288
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	400	687	1177	1288
X, volume / capacity	0.03	0.30	0.59	0.91

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	D
95th-Percentile Queue Length [veh]	0.09	1.28	4.07	14.85
95th-Percentile Queue Length [ft]	2.32	31.90	101.65	371.29
Approach Delay [s/veh]	9.45	9.02	10.34	26.36
Approach LOS	A	A	B	D
Intersection Delay [s/veh]	19.19			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	34.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	13	0	5	3	0	7	1	444	1	0	881	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	5	3	0	7	1	444	1	0	881	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	1	0	2	0	111	0	0	220	0
Total Analysis Volume [veh/h]	13	0	5	3	0	7	1	444	1	0	881	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	16.54	29.25	33.40	12.20	29.39	34.69	0.00	0.00	9.65	0.00	0.00	8.20
Movement LOS	C	D	D	B	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.24	0.19	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.03	6.03	6.03	4.74	4.74	4.74	0.10	0.10	0.10	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.22			27.95			0.02			0.00		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	0.50											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	321.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.114

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	103	71	227	224	61	778
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	71	227	224	61	778
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	20	62	62	17	214
Total Analysis Volume [veh/h]	113	78	249	246	67	855
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	1.11	0.00	0.33	0.00	0.01
d_M, Delay for Movement [s/veh]	280.48	321.47	0.00	12.14	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	12.87	12.87	1.43	1.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	321.84	321.84	35.86	35.86	0.00	0.00
d_A, Approach Delay [s/veh]	297.22		6.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	37.16					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	24.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	32	7	16	290	796	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	7	16	290	796	38
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	2	4	75	205	10
Total Analysis Volume [veh/h]	33	7	16	299	821	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	10.52	24.29	0.00	0.00	0.00	7.96
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	6.58	6.58	0.00	0.00	2.40	2.40
d_A, Approach Delay [s/veh]	12.93		0.00		0.36	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	21.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	4	0	0	1	0	205	93	214	0	0	318	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1	0	205	93	214	0	0	318	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	51	23	54	0	0	80	1
Total Analysis Volume [veh/h]	4	0	0	1	0	205	93	214	0	0	318	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.98	14.10	13.58	17.63	21.57	21.64	0.00	0.00	7.87	0.00	0.00	7.86
Movement LOS	A	B	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	2.64	2.64	2.64	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.41	0.41	0.41	66.00	66.00	66.00	0.00	0.00	0.00	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	9.98			21.62			0.00			0.12		
Approach LOS	A			C			A			A		
d_I, Intersection Delay [s/veh]	5.40											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	93	19	10	210	245	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	19	10	210	245	184
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	5	3	56	65	49
Total Analysis Volume [veh/h]	99	20	11	223	261	196
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.08	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	10.87	20.03	0.00	0.00	0.00	8.13
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.73	0.73	0.00	0.00	0.51	0.51
95th-Percentile Queue Length [ft/ln]	18.16	18.16	0.00	0.00	12.75	12.75
d_A, Approach Delay [s/veh]	12.41		0.00		3.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.79					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	270	316	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	270	316	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	74	87	0
Total Analysis Volume [veh/h]	0	15	1	297	347	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.11	13.47	0.00	0.00	0.00	7.82
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.64	2.64	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.47		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Signalized	Delay (sec / veh):	353.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.202

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	826	43	153	116	268	1144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	826	43	153	116	268	1144
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	12	41	31	72	308
Total Analysis Volume [veh/h]	888	46	165	125	288	1230
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	47	0	18	73	55
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	41	12	67
g / C, Green / Cycle	0.34	0.10	0.56
(v / s)_i Volume / Saturation Flow Rate	0.58	0.17	1.03
s, saturation flow rate [veh/h]	1624	1727	1480
c, Capacity [veh/h]	555	173	894
d1, Uniform Delay [s]	39.50	54.00	27.47
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	315.46	329.70	318.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.68	1.68	1.70
d, Delay for Lane Group [s/veh]	354.96	383.70	346.30
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	64.29	20.84	98.33
50th-Percentile Queue Length [ft/ln]	1607.21	521.03	2458.32
95th-Percentile Queue Length [veh/ln]	100.15	33.22	155.83
95th-Percentile Queue Length [ft/ln]	2503.71	830.56	3895.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	354.96	354.96	383.70	383.70	346.30	346.30
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	354.96		383.70		346.30	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	353.20					
Intersection LOS	F					
Intersection V/C	1.202					

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	41.0	41.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	26.00	26.00
l_p,int, Pedestrian LOS Score for Intersection	4.211	2.210	3.759
Crosswalk LOS	D	B	D
s_b, Saturation Flow Rate of the bicycle lane	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	26.00	48.60	11.70
l_b,int, Bicycle LOS Score for Intersection	3.101	2.038	4.064
Bicycle LOS	C	B	D

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	142.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.151

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	372	1080	893	180	367	154
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	372	1080	893	180	367	154
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	270	223	45	92	39
Total Analysis Volume [veh/h]	372	1080	893	180	367	154
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	76	87	11	0	33
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	70	81	81	27
g / C, Green / Cycle	0.58	0.68	0.68	0.23
(v / s)_i Volume / Saturation Flow Rate	0.80	0.47	0.34	0.31
s, saturation flow rate [veh/h]	1818	1900	532	1668
c, Capacity [veh/h]	1060	1283	232	375
d1, Uniform Delay [s]	25.00	11.96	39.02	46.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	172.26	3.15	22.01	190.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.37	0.70	0.78	1.39
d, Delay for Lane Group [s/veh]	197.26	15.10	61.03	236.93
Lane Group LOS	F	B	E	F
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	79.89	15.27	3.10	31.18
50th-Percentile Queue Length [ft/ln]	1997.36	381.86	77.45	779.61
95th-Percentile Queue Length [veh/ln]	118.15	21.68	5.58	47.30
95th-Percentile Queue Length [ft/ln]	2953.74	542.10	139.41	1182.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	197.26	197.26	15.10	61.03	236.93	236.93
Movement LOS	F	F	B	E	F	F
d_A, Approach Delay [s/veh]	197.26		22.81		236.93	
Approach LOS	F		C		F	
d_I, Intersection Delay [s/veh]	142.59					
Intersection LOS	F					
Intersection V/C	1.151					

Other Modes

g_Walk,mi, Effective Walk Time [s]	27.0	27.0	70.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.04	36.04	10.42
l_p,int, Pedestrian LOS Score for Intersection	2.528	2.542	2.168
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1167	1350	450
d_b, Bicycle Delay [s]	10.42	6.34	36.04
l_b,int, Bicycle LOS Score for Intersection	3.955	3.330	2.419
Bicycle LOS	D	C	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	147	52	7	138	55	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	147	52	7	138	55	0
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	15	2	39	15	0
Total Analysis Volume [veh/h]	165	58	8	155	62	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	7.63	0.00	0.00	9.34	11.82
Movement LOS	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft/ln]	3.17	3.17	0.00	0.00	5.59	5.59
d_A, Approach Delay [s/veh]	1.98		0.00		9.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	226	2	17	32	64	8	3	1403	168	10	2121	2	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	2	17	32	64	8	3	1403	168	10	2121	2	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	57	1	4	8	16	2	1	351	42	3	530	1	3
Total Analysis Volume [veh/h]	226	2	17	32	64	8	3	1403	168	10	2121	2	13
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	2144			1601			34			240			
Exiting Flow Rate [veh/h]	242			7			2129			1433			
Demand Flow Rate [veh/h]	226	2	17	32	64	8	3	1403	168	10	2121	2	13
Adjusted Demand Flow Rate [veh/h]	226	2	17	32	64	8	3	1403	168	10	2121	2	13

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420.	1420.	1350.	1350.	1420.00	1420.00	1420.00	1420.00	1350.00	1350.00
B (coefficient)	0.00000	0.00085	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00085	0.00092	0.00092
HV Adjustment 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
Entry Flow Rate [veh/h]	0	19	0	24	24	24	525	525	525	716	716	716
Capacity of Entry and Bypass Lanes [veh/h]	100000	230	421	365	310	310	1377	1377	1377	1158	1083	1083
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	230	421	365	310	310	1377	1377	1377	1158	1083	1083
X, volume / capacity	0.00	0.08	0.08	0.07	0.08	0.08	0.38	0.38	0.38	0.62	0.66	0.66

Movement, Approach, & Intersection Results

Lane LOS	A	C	A	B	B	B	A	A	A	B	B	B
95th-Percentile Queue Length [veh]	0.00	0.27	0.25	0.21	0.25	0.25	1.82	1.82	1.82	4.48	5.24	5.24
95th-Percentile Queue Length [ft]	0.00	6.70	6.15	5.27	6.26	6.26	45.41	45.41	45.41	112.12	131.12	131.12
Approach Delay [s/veh]	1.36		11.54				6.12			12.26		
Approach LOS	A		B				A			B		
Intersection Delay [s/veh]	9.21											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1465	2147	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1465	2147	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	366	537	0
Total Analysis Volume [veh/h]	0	0	0	1465	2147	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	14.79	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.79		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	2.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1465	0	1	2147
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1465	0	1	2147
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	366	0	0	537
Total Analysis Volume [veh/h]	0	0	1465	0	1	2147
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.40	0.00	0.59
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.25	0.15	2.96
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.39	0.00	1.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.43	0.00	0.69
d, Delay for Lane Group [s/veh]	0.00	0.64	0.15	4.25
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	3.01
50th-Percentile Queue Length [ft/ln]	0.00	4.64	0.01	75.24
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00	5.42
95th-Percentile Queue Length [ft/ln]	0.00	8.35	0.01	135.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.64	0.00	0.15	4.25
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.64		4.25	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.78					
Intersection LOS	A					
Intersection V/C	0.998					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.617	3.492
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.768	3.332
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	183	0	0	0	0	0	0	1465	0	40	1964	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	0	0	0	0	0	0	1465	0	40	1964	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	0	0	0	0	0	0	366	0	10	491	0
Total Analysis Volume [veh/h]	183	0	0	0	0	0	0	1465	0	40	1964	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.11	0.00	0.00	0.40	0.02	0.54
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	36.19	0.00	0.00	6.31	0.21	8.22
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.89	0.00	0.00	0.92	0.03	2.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.00	0.00	0.57	0.03	0.76
d, Delay for Lane Group [s/veh]	53.08	0.00	0.00	7.23	0.24	10.43
Lane Group LOS	D	A	A	A	A	B
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.99	0.00	0.00	4.55	0.01	8.16
50th-Percentile Queue Length [ft/ln]	124.67	0.00	0.00	113.77	0.34	203.95
95th-Percentile Queue Length [veh/ln]	8.65	0.00	0.00	8.05	0.02	12.84
95th-Percentile Queue Length [ft/ln]	216.23	0.00	0.00	201.23	0.61	321.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.08	0.00	0.00	0.00	0.00	0.00	0.00	7.23	0.00	0.24	10.43	0.00
Movement LOS	D			A			A	A		A	B	
d_A, Approach Delay [s/veh]	53.08			0.00			7.23			10.22		
Approach LOS	D			A			A			B		
d_I, Intersection Delay [s/veh]	11.17											
Intersection LOS	B											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.716	1.625	3.470	3.424
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.768	3.213
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	4.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.959

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1465	0	2004
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1465	0	2004
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	366	0	501
Total Analysis Volume [veh/h]	1465	0	2004
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0
v_di, Inbound Pedestrian Volume crossing m	0		0
v_co, Outbound Pedestrian Volume crossing	0		0
v_ci, Inbound Pedestrian Volume crossing mi	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	0.40	0.00	0.55
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	0.41	0.00	5.43
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	0.41	0.00	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.00	0.71
d, Delay for Lane Group [s/veh]	0.82	0.00	6.97
Lane Group LOS	A	A	A
Critical Lane Group	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.19	0.00	5.81
50th-Percentile Queue Length [ft/ln]	4.81	0.00	145.34
95th-Percentile Queue Length [veh/ln]	0.35	0.00	9.77
95th-Percentile Queue Length [ft/ln]	8.66	0.00	244.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.82	0.00	6.97
Movement LOS	A	A	A
d_A, Approach Delay [s/veh]	0.82		6.97
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	4.37		
Intersection LOS	A		
Intersection V/C	0.959		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
l_p,int, Pedestrian LOS Score for Intersection	3.441	3.555
Crosswalk LOS	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
l_b,int, Bicycle LOS Score for Intersection	2.768	3.213
Bicycle LOS	C	C

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	164	0	1465	0	52	1840
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	0	1465	0	52	1840
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	366	0	13	460
Total Analysis Volume [veh/h]	164	0	1465	0	52	1840
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	34	0	34	0	34	56
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	28	84	84	50
g / C, Green / Cycle	0.31	0.93	0.93	0.56
(v / s)_i Volume / Saturation Flow Rate	0.10	0.40	0.03	0.51
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	502	3376	1507	2010
d1, Uniform Delay [s]	23.77	0.34	0.21	18.09
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.73	0.41	0.04	8.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.43	0.03	0.92
d, Delay for Lane Group [s/veh]	25.50	0.74	0.25	26.11
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.90	0.19	0.02	15.94
50th-Percentile Queue Length [ft/ln]	72.48	4.78	0.45	398.49
95th-Percentile Queue Length [veh/ln]	5.22	0.34	0.03	22.49
95th-Percentile Queue Length [ft/ln]	130.47	8.61	0.80	562.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.50	0.00	0.74	0.00	0.25	26.11
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	25.50		0.74		25.40	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	15.14					
Intersection LOS	B					
Intersection V/C	0.914					

Other Modes

g_Walk,mi, Effective Walk Time [s]	50.0	28.0	28.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.89	21.36	21.36
l_p,int, Pedestrian LOS Score for Intersection	1.748	3.520	3.371
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	1867	1111
d_b, Bicycle Delay [s]	21.36	0.20	8.89
l_b,int, Bicycle LOS Score for Intersection	1.560	2.768	3.121
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.907

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	76	0	1465	0	2	1815
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	0	1465	0	2	1815
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	0	366	0	1	454
Total Analysis Volume [veh/h]	76	0	1465	0	2	1815
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	33	0	33	0	33	57
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	27	84	84	51
g / C, Green / Cycle	0.30	0.93	0.93	0.57
(v / s)_i Volume / Saturation Flow Rate	0.05	0.40	0.00	0.50
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	485	3376	1507	2050
d1, Uniform Delay [s]	23.14	0.34	0.20	16.96
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.41	0.00	6.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.43	0.00	0.89
d, Delay for Lane Group [s/veh]	23.83	0.74	0.20	23.03
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.28	0.19	0.00	14.55
50th-Percentile Queue Length [ft/ln]	31.91	4.78	0.02	363.76
95th-Percentile Queue Length [veh/ln]	2.30	0.34	0.00	20.81
95th-Percentile Queue Length [ft/ln]	57.44	8.61	0.03	520.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.83	0.00	0.74	0.00	0.20	23.03
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	23.83		0.74		23.00	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	13.31					
Intersection LOS	B					
Intersection V/C	0.907					

Other Modes

g_Walk,mi, Effective Walk Time [s]	51.0	27.0	27.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.45	22.05	22.05
l_p,int, Pedestrian LOS Score for Intersection	1.689	3.476	3.348
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	1867	1133
d_b, Bicycle Delay [s]	22.05	0.20	8.45
l_b,int, Bicycle LOS Score for Intersection	1.560	2.768	3.059
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	35	0	1465	0	112	1783
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	0	1465	0	112	1783
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	366	0	28	446
Total Analysis Volume [veh/h]	35	0	1465	0	112	1783
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	33	0	33	0	33	57
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	27	84	84	51
g / C, Green / Cycle	0.30	0.93	0.93	0.57
(v / s)_i Volume / Saturation Flow Rate	0.02	0.40	0.07	0.49
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	485	3376	1507	2050
d1, Uniform Delay [s]	22.54	0.34	0.21	16.66
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.41	0.10	5.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.43	0.07	0.87
d, Delay for Lane Group [s/veh]	22.83	0.74	0.31	22.03
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.58	0.19	0.04	13.91
50th-Percentile Queue Length [ft/ln]	14.45	4.78	1.00	347.66
95th-Percentile Queue Length [veh/ln]	1.04	0.34	0.07	20.02
95th-Percentile Queue Length [ft/ln]	26.01	8.61	1.81	500.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	22.83	0.00	0.74	0.00	0.31	22.03
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	22.83		0.74		20.75	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	12.14					
Intersection LOS	B					
Intersection V/C	0.898					

Other Modes

g_Walk,mi, Effective Walk Time [s]	51.0	27.0	27.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.45	22.05	22.05
l_p,int, Pedestrian LOS Score for Intersection	1.706	3.446	3.373
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	1867	1133
d_b, Bicycle Delay [s]	22.05	0.20	8.45
l_b,int, Bicycle LOS Score for Intersection	1.560	2.768	3.123
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	34.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	1465	1895	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1465	1895	3
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	366	474	1
Total Analysis Volume [veh/h]	1465	1895	3
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	34.92
Movement LOS	A	A	D
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.86
d_A, Approach Delay [s/veh]	0.00	0.06	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.03		
Intersection LOS	D		

Intersection Level Of Service Report

Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Lookout Rd			Lookout Rd			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			Lookout Rd			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	136	0	0	0	0	0	0	1437	30	11	1761	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	0	0	0	0	0	0	1437	30	11	1761	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	0	0	0	0	0	0	359	8	3	440	0
Total Analysis Volume [veh/h]	136	0	0	0	0	0	0	1437	30	11	1761	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.00	0.40	0.02	0.01	0.49	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	35.04	0.00	0.00	6.23	32.63	3.78	7.32	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.14	0.00	0.00	0.88	0.76	0.02	1.50	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.00	0.00	0.56	0.11	0.01	0.68	0.00
d, Delay for Lane Group [s/veh]	43.18	0.00	0.00	7.11	33.39	3.80	8.82	0.00
Lane Group LOS	D	A	A	A	C	A	A	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.34	0.00	0.00	4.40	0.59	0.04	6.42	0.00
50th-Percentile Queue Length [ft/ln]	83.54	0.00	0.00	110.07	14.70	1.07	160.51	0.00
95th-Percentile Queue Length [veh/ln]	6.01	0.00	0.00	7.84	1.06	0.08	10.58	0.00
95th-Percentile Queue Length [ft/ln]	150.37	0.00	0.00	196.10	26.45	1.93	264.40	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.18	0.00	0.00	0.00	0.00	0.00	0.00	7.11	33.39	3.80	8.82	0.00
Movement LOS	D			A			A	A	C	A	A	A
d_A, Approach Delay [s/veh]	43.18			0.00			7.65			8.79		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	9.68											
Intersection LOS	A											
Intersection V/C	0.571											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.683	1.625	3.360	3.318
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.770	3.022
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	104.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1385	52	1720
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1385	52	1720
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	346	13	430
Total Analysis Volume [veh/h]	1385	52	1720
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.63	0.02
d_M, Delay for Movement [s/veh]	0.00	104.63	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	2.91	0.00
95th-Percentile Queue Length [ft/ln]	0.00	72.70	0.00
d_A, Approach Delay [s/veh]	3.79		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	1.72		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	7.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	165	0	1385	0	18	1555
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	0	1385	0	18	1555
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	346	0	5	389
Total Analysis Volume [veh/h]	165	0	1385	0	18	1555
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	27	0	27	0	27	93
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	21	114	114	87
g / C, Green / Cycle	0.18	0.95	0.95	0.73
(v / s)_i Volume / Saturation Flow Rate	0.10	0.38	0.01	0.43
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	283	3437	1534	2623
d1, Uniform Delay [s]	45.48	0.24	0.15	7.96
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.54	0.35	0.01	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.40	0.01	0.59
d, Delay for Lane Group [s/veh]	54.03	0.60	0.17	8.95
Lane Group LOS	D	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	5.28	0.17	0.01	7.69
50th-Percentile Queue Length [ft/ln]	131.94	4.21	0.15	192.26
95th-Percentile Queue Length [veh/ln]	9.05	0.30	0.01	12.24
95th-Percentile Queue Length [ft/ln]	226.13	7.58	0.27	305.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.03	0.00	0.60	0.00	0.17	8.95
Movement LOS	D		A		A	A
d_A, Approach Delay [s/veh]	54.03		0.60		8.85	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	7.58					
Intersection LOS	A					
Intersection V/C	0.813					

Other Modes

g_Walk,mi, Effective Walk Time [s]	87.0	21.0	21.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.54	40.84	40.84
l_p,int, Pedestrian LOS Score for Intersection	1.692	3.399	3.267
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	1900	1450
d_b, Bicycle Delay [s]	40.84	0.15	4.54
l_b,int, Bicycle LOS Score for Intersection	1.560	2.702	2.857
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1385	1573	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1385	1573	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	346	393	0
Total Analysis Volume [veh/h]	0	0	0	1385	1573	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	14.21	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.21		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	44.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1369	15	1557
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1369	15	1557
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	342	4	389
Total Analysis Volume [veh/h]	1369	15	1557
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.02
d_M, Delay for Movement [s/veh]	0.00	44.20	0.00
Movement LOS	A	E	A
95th-Percentile Queue Length [veh/ln]	0.00	0.47	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.79	0.00
d_A, Approach Delay [s/veh]	0.48		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.23		
Intersection LOS	E		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	53	0	1369	0	6	1505
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	0	1369	0	6	1505
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	342	0	2	376
Total Analysis Volume [veh/h]	53	0	1369	0	6	1505
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.03	0.38	0.00	0.42
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.68	0.32	0.20	16.78
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.36	0.00	3.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.41	0.00	0.78
d, Delay for Lane Group [s/veh]	21.04	0.68	0.21	19.99
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.83	0.17	0.00	11.00
50th-Percentile Queue Length [ft/ln]	20.86	4.26	0.05	275.12
95th-Percentile Queue Length [veh/ln]	1.50	0.31	0.00	16.45
95th-Percentile Queue Length [ft/ln]	37.55	7.66	0.09	411.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.04	0.00	0.68	0.00	0.21	19.99
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	21.04		0.68		19.91	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	10.96					
Intersection LOS	B					
Intersection V/C	0.794					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.683	3.298	3.213
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	2.689	2.806
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	37.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	1364	5	1505	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1364	5	1505	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	341	1	376	0
Total Analysis Volume [veh/h]	1364	5	1505	1
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	37.49	0.00	30.08
Movement LOS	A	E	A	D
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	3.35	0.00	0.52
d_A, Approach Delay [s/veh]	0.14		0.02	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.08			
Intersection LOS	E			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1365	1506	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1365	1506	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	341	377	0
Total Analysis Volume [veh/h]	0	0	0	1365	1506	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	14.07	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.07		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1365	0	0	1506
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1365	0	0	1506
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	341	0	0	377
Total Analysis Volume [veh/h]	0	0	1365	0	0	1506
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.38	0.00	0.42
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.24	0.00	2.06
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.34	0.00	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.40	0.00	0.49
d, Delay for Lane Group [s/veh]	0.00	0.59	0.00	2.61
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	1.43
50th-Percentile Queue Length [ft/ln]	0.00	4.11	0.00	35.85
95th-Percentile Queue Length [veh/ln]	0.00	0.30	0.00	2.58
95th-Percentile Queue Length [ft/ln]	0.00	7.40	0.00	64.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.59	0.00	0.00	2.61
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.59		2.61	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	A					
Intersection V/C	0.794					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.316	3.251
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.686	2.802
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1365	0	1506
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1365	0	1506
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	341	0	377
Total Analysis Volume [veh/h]	1365	0	1506
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	36.14	0.00
Movement LOS	A	E	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1	1364	1506	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	1364	1506	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	341	377	0
Total Analysis Volume [veh/h]	0	0	1	1364	1506	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	14.07	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.07		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	94	0	1364	0	34	1412
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	0	1364	0	34	1412
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	0	341	0	9	353
Total Analysis Volume [veh/h]	94	0	1364	0	34	1412
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.06	0.38	0.02	0.39
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	574	3376	1507	1849
d1, Uniform Delay [s]	19.84	0.32	0.20	17.64
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.61	0.36	0.03	3.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.40	0.02	0.76
d, Delay for Lane Group [s/veh]	20.46	0.68	0.23	20.70
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	1.46	0.17	0.01	11.07
50th-Percentile Queue Length [ft/ln]	36.57	4.23	0.29	276.83
95th-Percentile Queue Length [veh/ln]	2.63	0.30	0.02	16.53
95th-Percentile Queue Length [ft/ln]	65.83	7.61	0.52	413.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.46	0.00	0.68	0.00	0.23	20.70
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	20.46		0.68		20.22	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	11.05					
Intersection LOS	B					
Intersection V/C	0.767					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.709	3.039	3.005
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.685	2.753
Bicycle LOS	A	B	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	17	0	0	1364	1446	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	0	1364	1446	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	341	362	0
Total Analysis Volume [veh/h]	17	0	0	1364	1446	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	14.47	0.00	0.00	0.00	0.00	0.00
Movement LOS	B		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.13	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.35	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.47		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1072	375	0	1	182	260	457	3	891	30	0	85	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1072	375	0	1	182	260	457	3	891	30	0	85	6	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	268	94	0	0	46	65	114	1	223	8	0	21	2	0
Total Analysis Volume [veh/h]	1072	375	0	1	182	260	457	3	891	30	0	85	6	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	381			924			381				1363			
Exiting Flow Rate [veh/h]	1073			838			1447				4			
Demand Flow Rate [veh/h]	1072	375	0	1	182	260	457	3	891	30	0	85	6	0
Adjusted Demand Flow Rate [veh/h]	1072	375	0	1	182	260	457	3	891	30	0	85	6	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	767	681	183	260	650	732	91
Capacity of Entry and Bypass Lanes [veh/h]	1028	951	648	577	1004	1004	446
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1028	951	648	577	1004	1004	446
X, volume / capacity	0.75	0.72	0.28	0.45	0.65	0.73	0.20

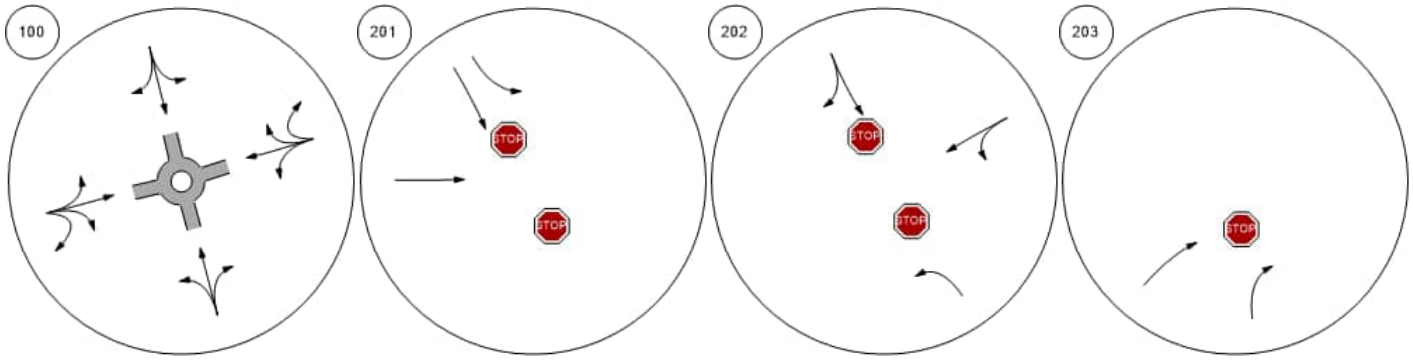
Movement, Approach, & Intersection Results

Lane LOS	C	C	A	B	B	C	B
95th-Percentile Queue Length [veh]	7.23	6.35	1.16	2.32	4.94	6.74	0.76
95th-Percentile Queue Length [ft]	180.81	158.65	28.97	58.11	123.43	168.43	18.91
Approach Delay [s/veh]	16.53		11.71		14.76		11.16
Approach LOS	C		B		B		B
Intersection Delay [s/veh]	15.02						
Intersection LOS	C						

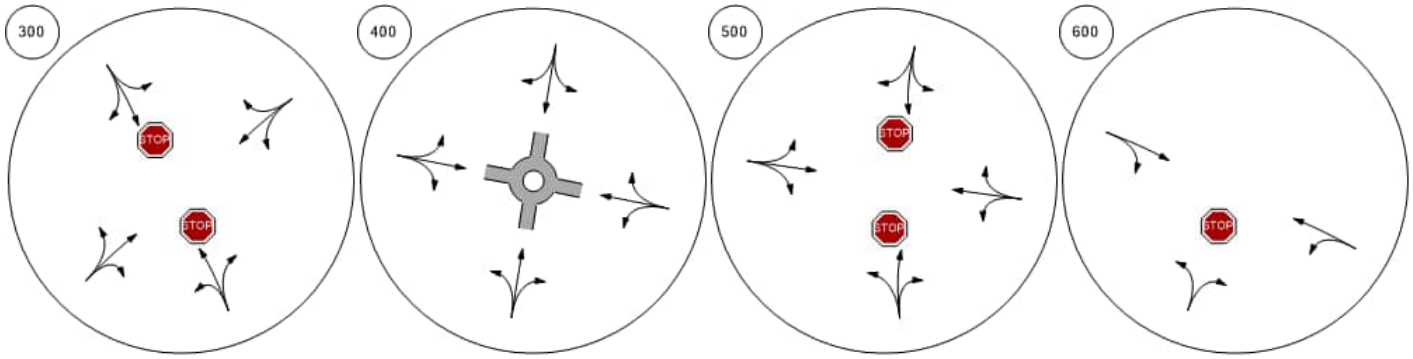
Lane Configuration and Traffic Control



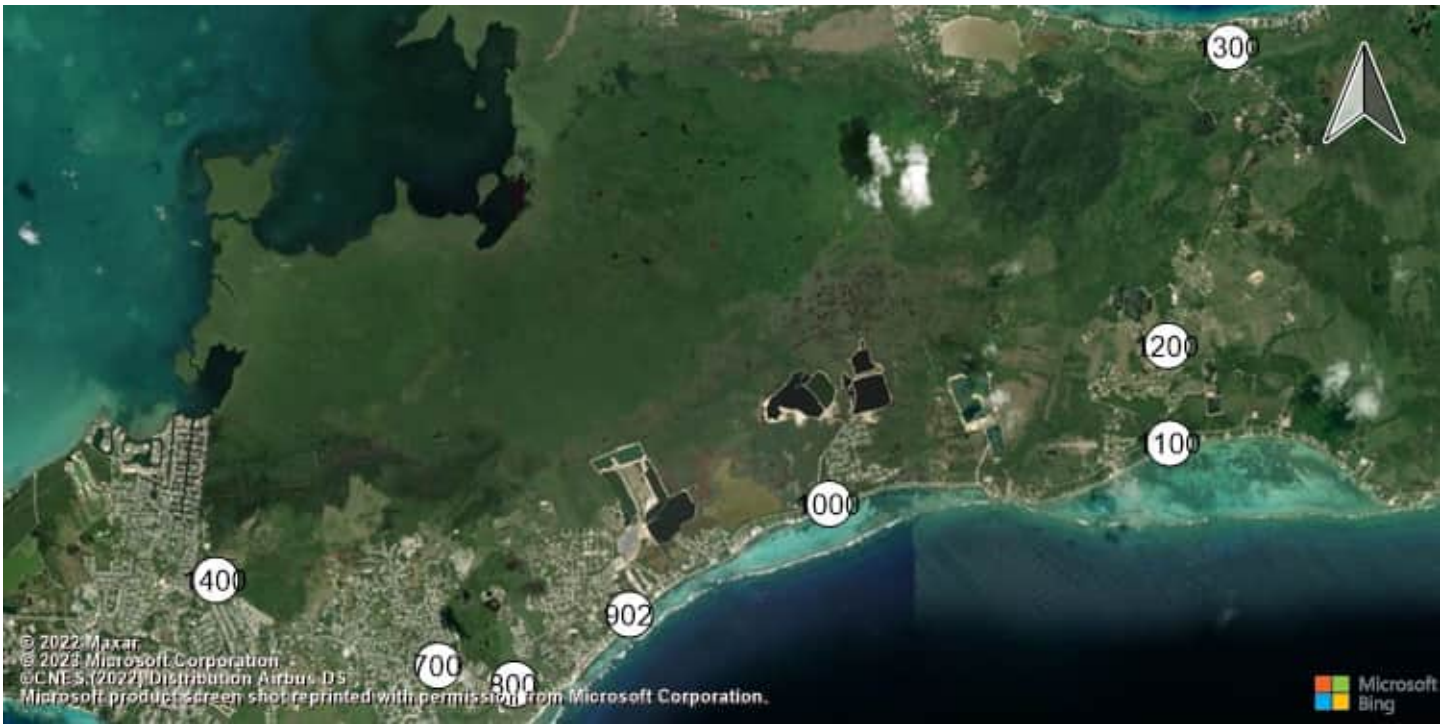
East-West Arterial Hirst Road Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



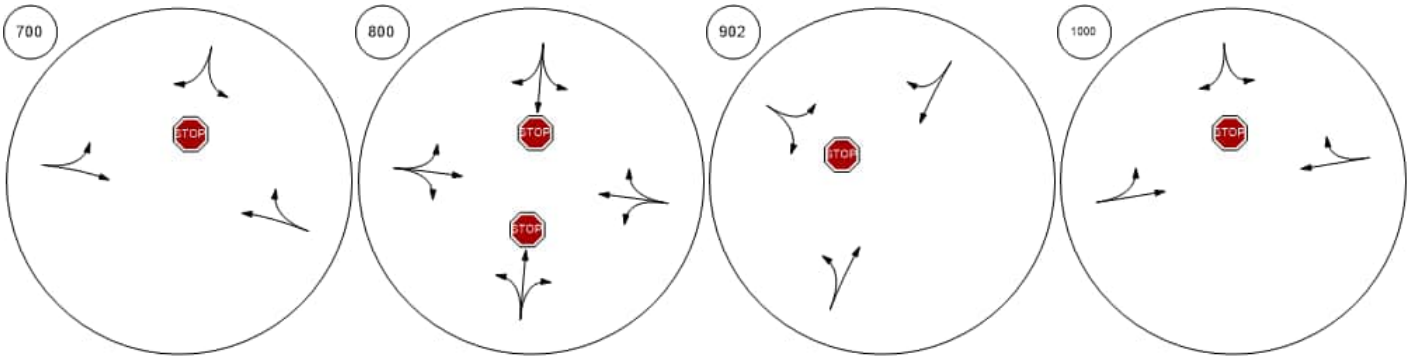
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



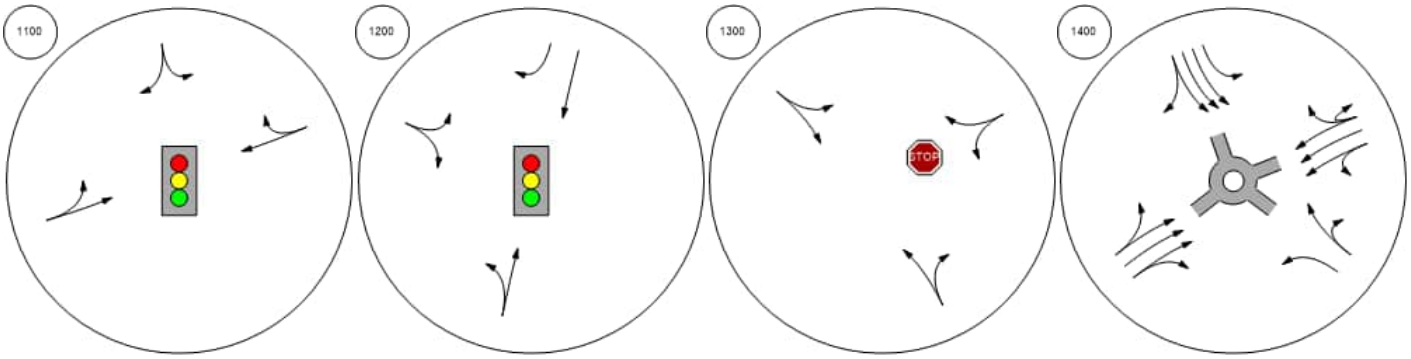
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



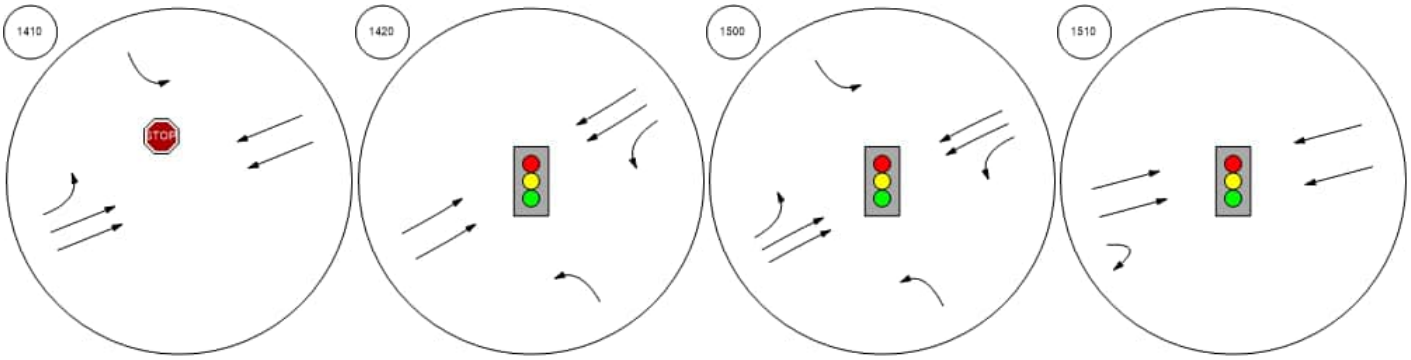
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



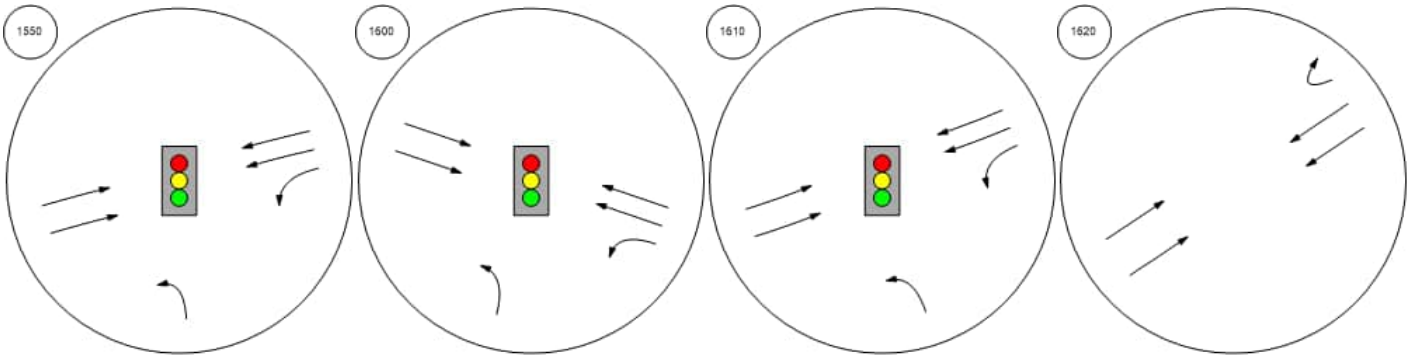
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



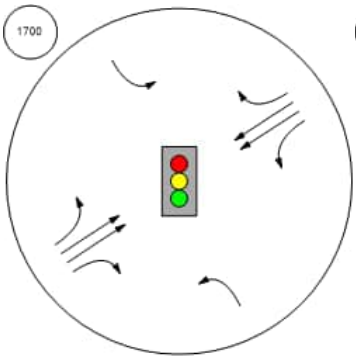
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



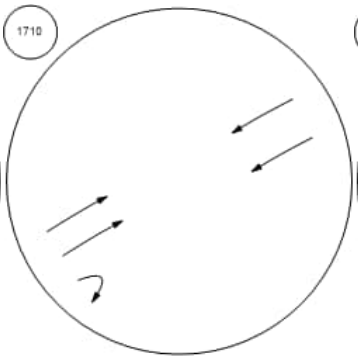
Lane Configuration and Traffic Control



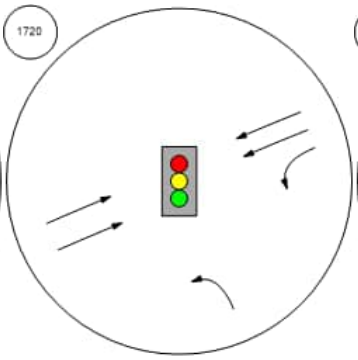
East-West Arterial at Lookout



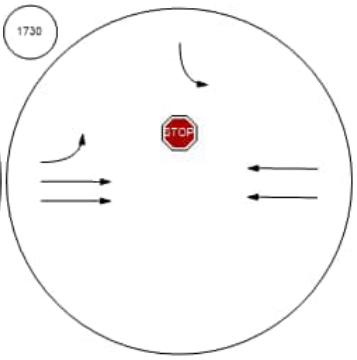
East-West Arterial at U-Turn



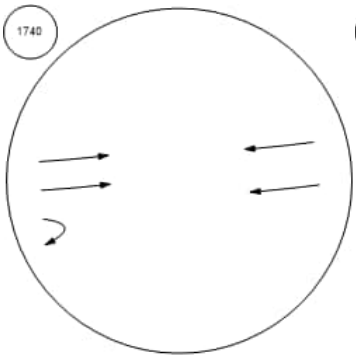
East-West Arterial at South A



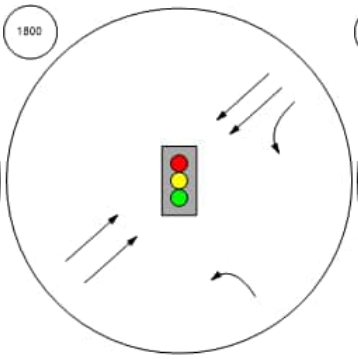
East-West Arterial at North A



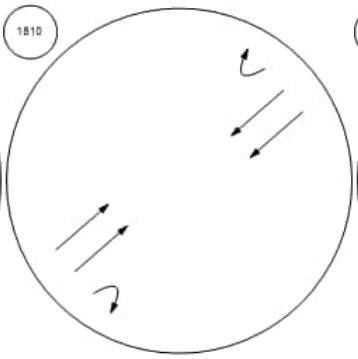
East-West Arterial at U-Turn



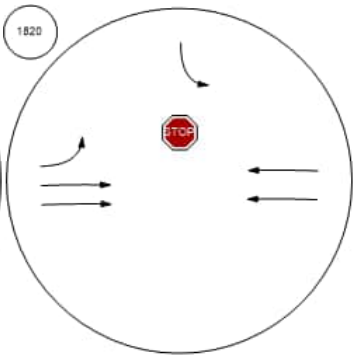
East-West Arterial at Long Fe



East-West Arterial at U-Turn



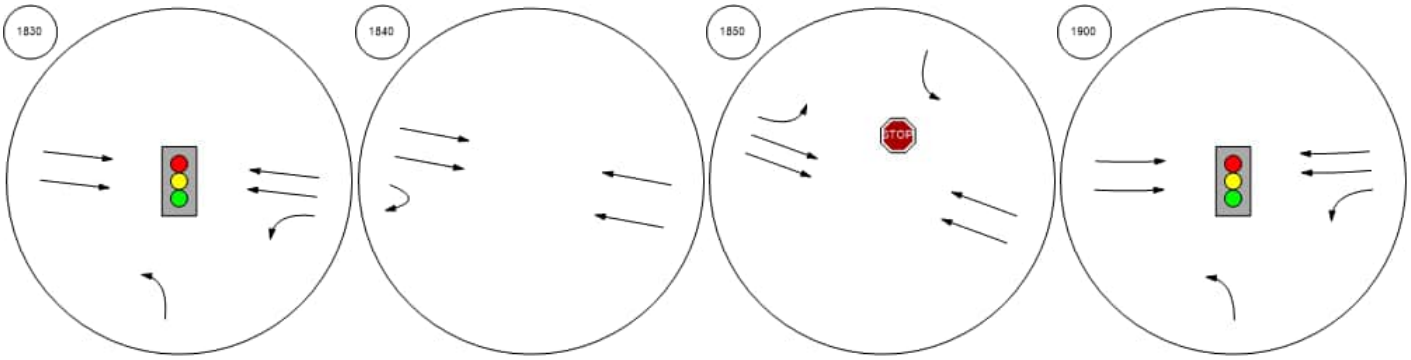
East-West Arterial at North A



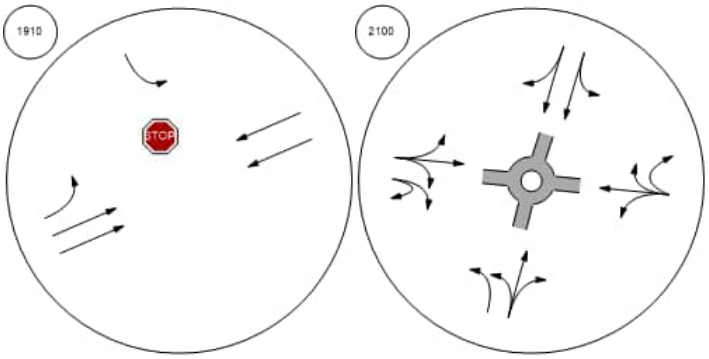
Lane Configuration and Traffic Control



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



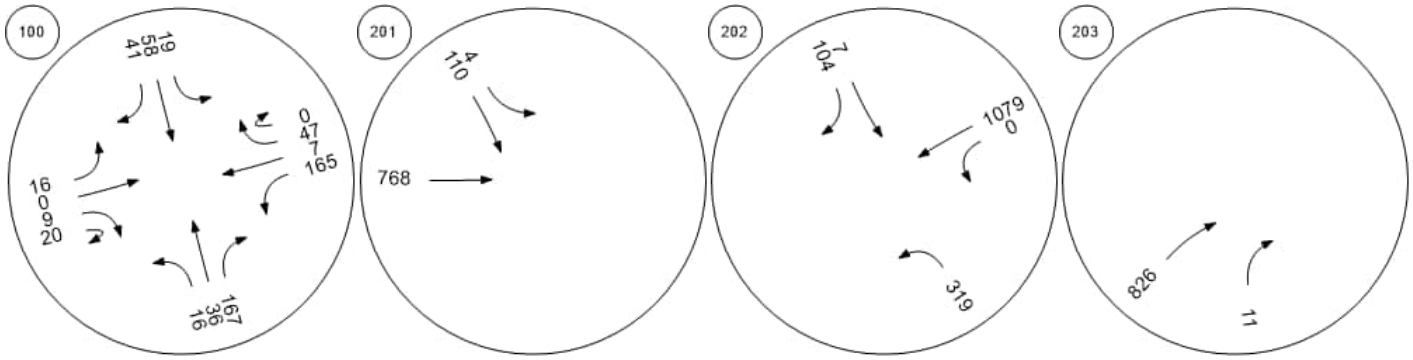
East-West Arterial at North A Frank Sound Road at East-W



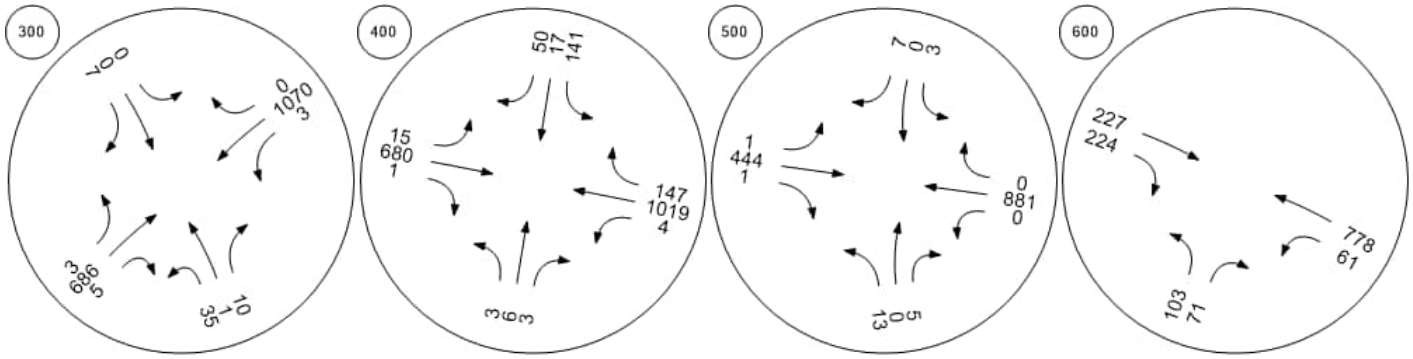
Traffic Volume - Base Volume



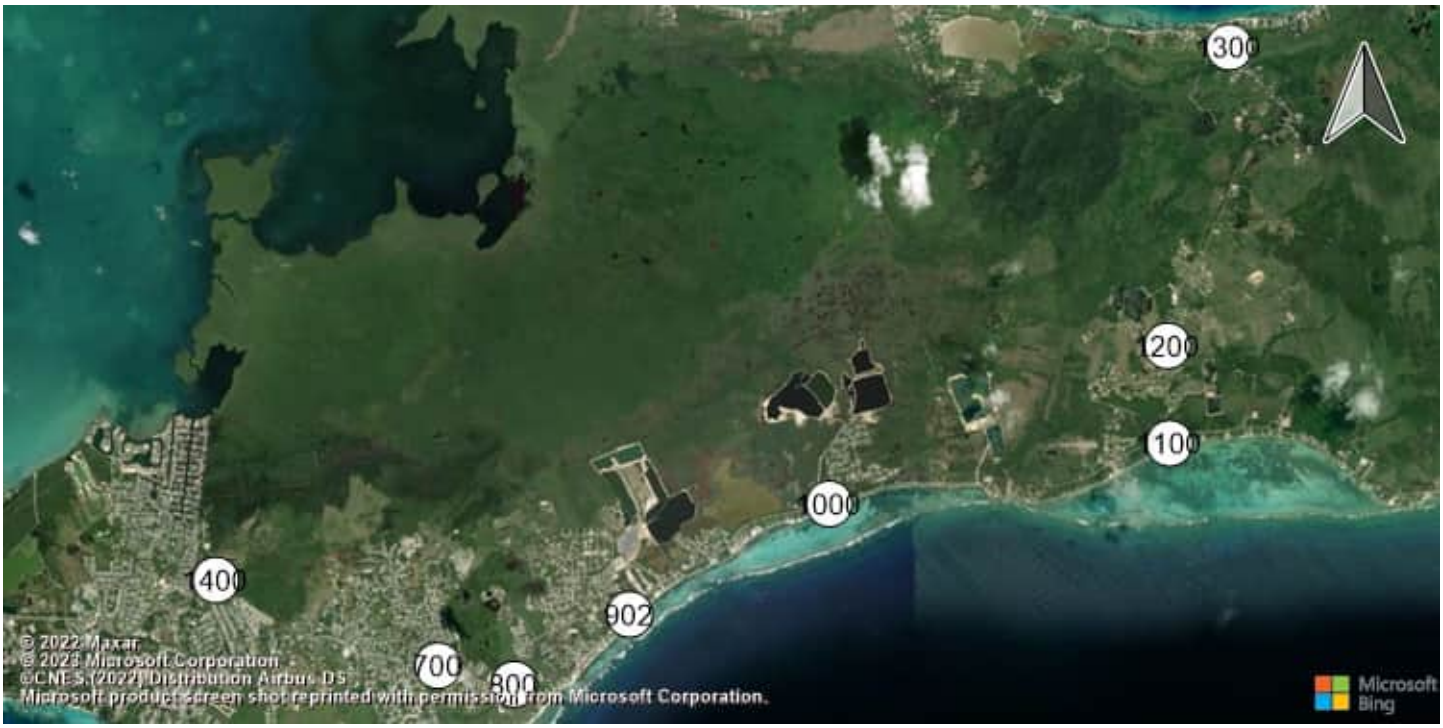
East-West Arterial Hirst Road Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



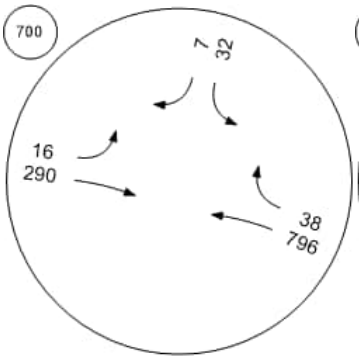
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



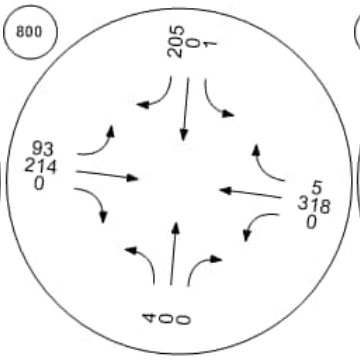
Traffic Volume - Base Volume



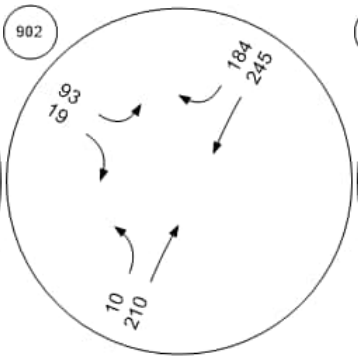
Shamrock Road at Northward



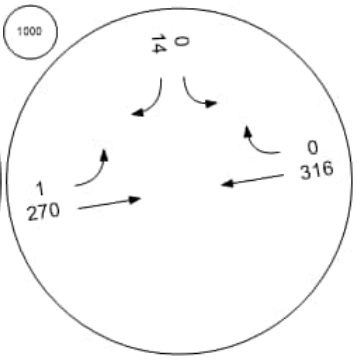
Shamrock Road at Condor R



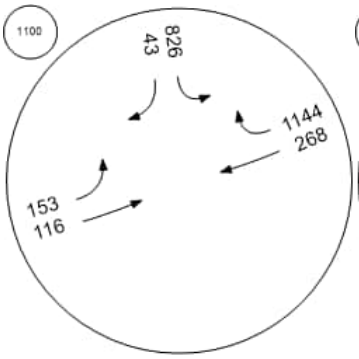
Bodden Town Road at Bodde



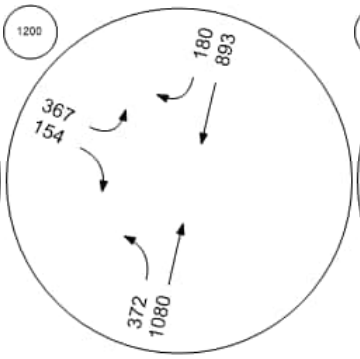
Bodden Town Road at Long



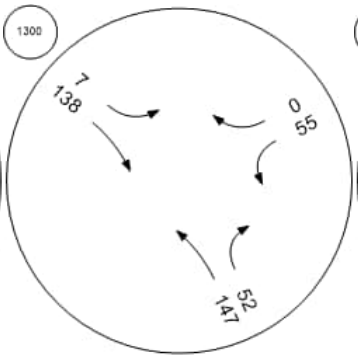
Bodden Town Road at Frank



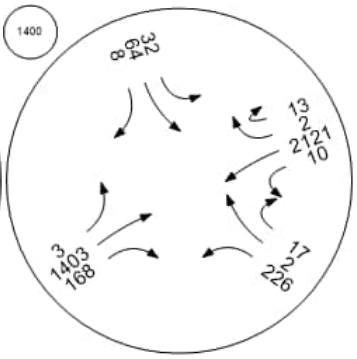
Frank Sound Road at Clifton



Frank Sound Road at North S



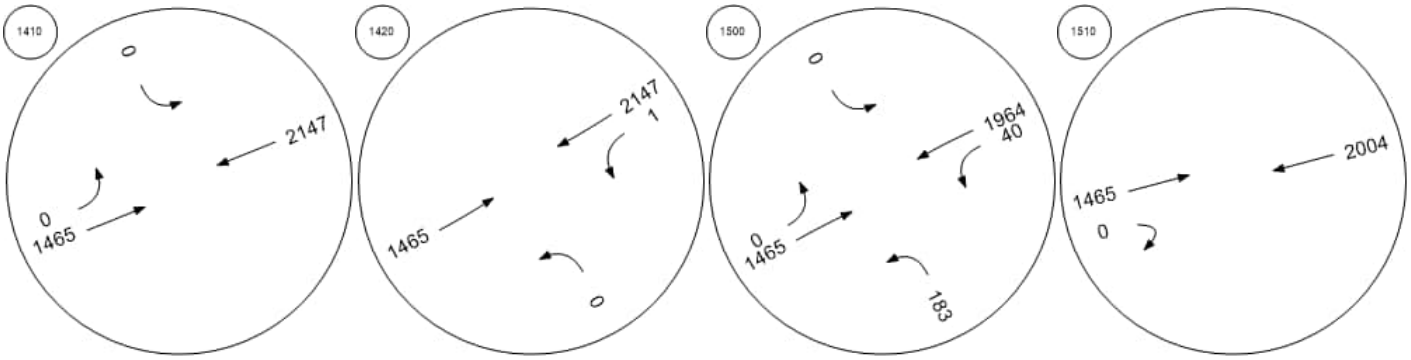
East-West Arterial at Agricola



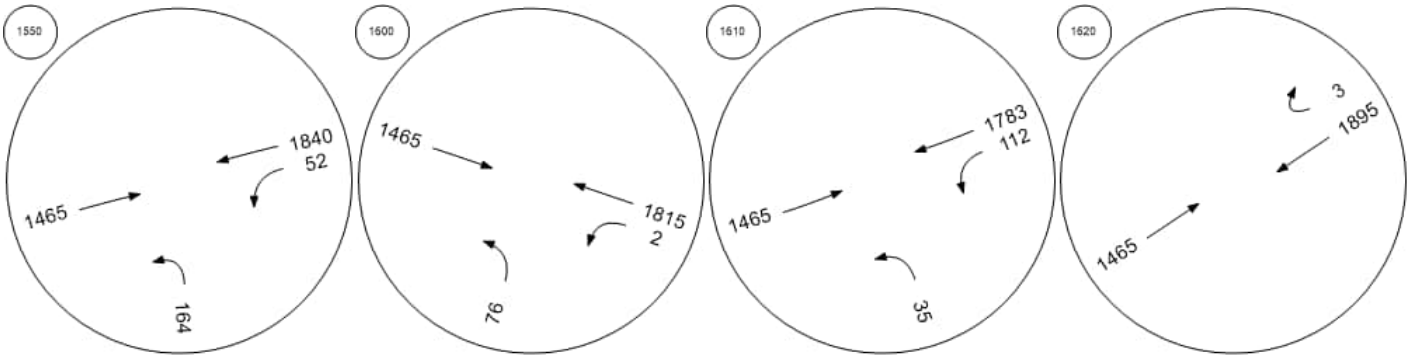
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



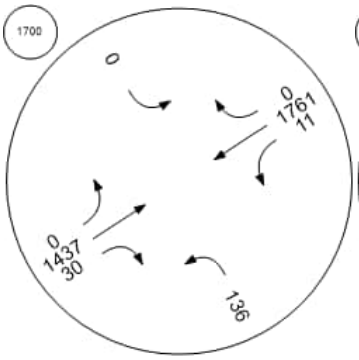
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



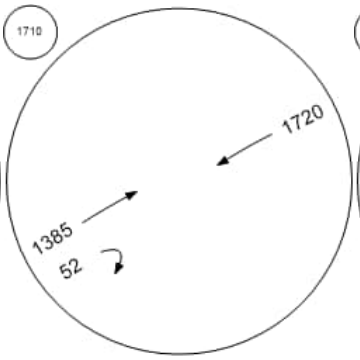
Traffic Volume - Base Volume



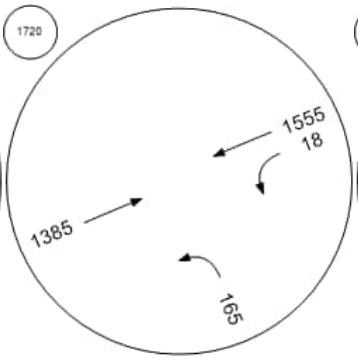
East-West Arterial at Lookout



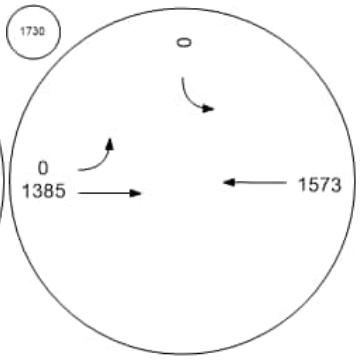
East-West Arterial at U-Turn



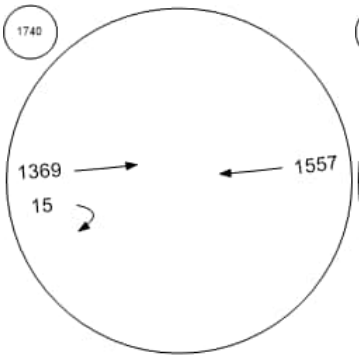
East-West Arterial at South A



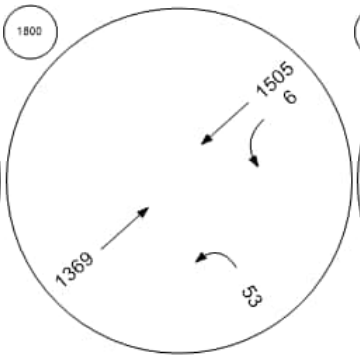
East-West Arterial at North A



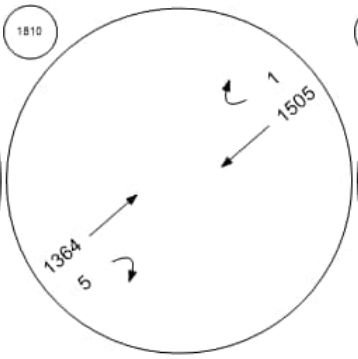
East-West Arterial at U-Turn



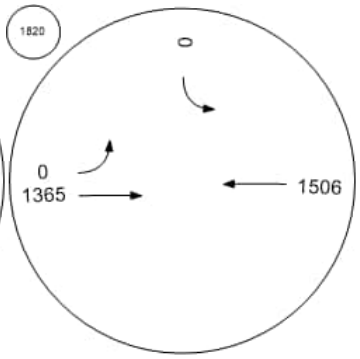
East-West Arterial at Long Fe



East-West Arterial at U-Turn



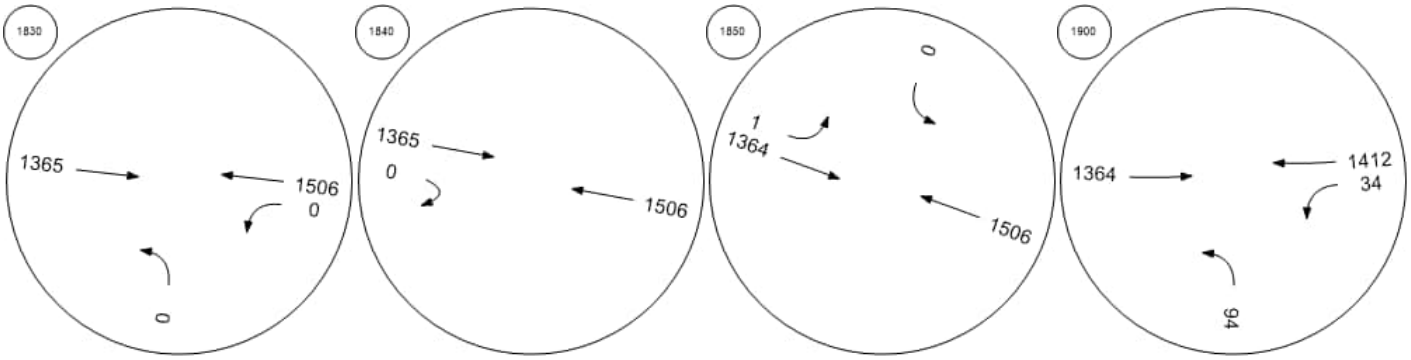
East-West Arterial at North A



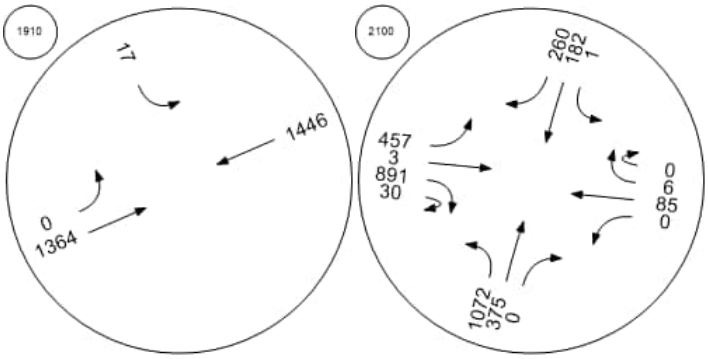
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	6.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	70	0	122	82	25	61	0	60	83	256	76	4	119	0	0	61	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	0	122	82	25	61	0	60	83	256	76	4	119	0	0	61	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	18	0	31	21	6	15	0	15	21	64	19	1	30	0	0	15	0
Total Analysis Volume [veh/h]	70	0	122	82	25	61	0	60	83	256	76	4	119	0	0	61	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	125				418				265				201				
Exiting Flow Rate [veh/h]	256				266				134				363				
Demand Flow Rate [veh/h]	70	0	122	82	25	61	0	60	83	256	76	4	119	0	0	61	0
Adjusted Demand Flow Rate [veh/h]	70	0	122	82	25	61	0	60	83	256	76	4	119	0	0	61	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	274	146	419	180
Capacity of Entry and Bypass Lanes [veh/h]	1215	901	1054	1125
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1215	901	1054	1125
X, volume / capacity	0.23	0.16	0.40	0.16

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A
95th-Percentile Queue Length [veh]	0.87	0.58	1.93	0.57
95th-Percentile Queue Length [ft]	21.68	14.42	48.37	14.23
Approach Delay [s/veh]	4.95	5.58	7.65	4.61
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	6.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	184.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.230

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	87	241	0	0	1034	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	87	241	0	0	1034	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	23	65	0	0	278	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	94	259	0	0	1112	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.37	1.23	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	26.96	184.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				D	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.61	13.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	40.24	333.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			142.29			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	34.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	2,019.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.889

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	275	0	0	0	54	186	0	0	0	14	812	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	275	0	0	0	54	186	0	0	0	14	812	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	0	0	0	15	50	0	0	0	4	218	0
Total Analysis Volume [veh/h]	296	0	0	0	58	200	0	0	0	15	873	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.85	0.00	0.00	0.00	0.20	4.89	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	52.62	0.00	0.00	0.00	1943.68	2019.05	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	7.73	0.00	0.00	0.00	29.23	29.23	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	193.35	0.00	0.00	0.00	730.68	730.68	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	52.62			2002.10			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	369.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.203

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	34	1200	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	34	1200	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	323	0	0	0
Total Analysis Volume [veh/h]	0	37	1290	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	29.73	0.00	0.00	0.00	0.00
Movement LOS		D	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.73	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	29.73		0.00		0.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	230.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	10	0	5	0	1	41	9	964	26	8	877	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	5	0	1	41	9	964	26	8	877	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	0	0	11	2	241	7	2	219	0
Total Analysis Volume [veh/h]	10	0	5	0	1	42	9	964	27	8	877	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.10	0.00	0.02	0.88	0.00	0.01	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.96	65.96	82.83	166.66	211.36	230.08	0.00	0.00	9.82	0.00	0.00	10.02
Movement LOS	C	F	F	F	F	F	A	A	A	A	A	B
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.43	3.70	3.70	3.70	0.11	0.11	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.86	10.86	10.86	92.49	92.49	92.49	2.71	2.71	2.71	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	40.91			229.65			0.27			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	5.53											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	14.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	1	2	270	24	38	12	954	3	11	844	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	2	270	24	38	12	954	3	11	844	58
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	68	6	10	3	239	1	3	211	15
Total Analysis Volume [veh/h]	4	1	2	270	24	38	12	954	3	12	844	58
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	940			959			61			65		
Exiting Flow Rate [veh/h]	39			71			886			1226		
Demand Flow Rate [veh/h]	4	1	2	270	24	38	12	954	3	11	844	58
Adjusted Demand Flow Rate [veh/h]	4	1	2	270	24	38	12	954	3	12	844	58

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	7	332	969	914
Capacity of Entry and Bypass Lanes [veh/h]	530	519	1297	1292
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	530	519	1297	1292
X, volume / capacity	0.01	0.64	0.75	0.71

Movement, Approach, & Intersection Results

Lane LOS	A	C	B	B
95th-Percentile Queue Length [veh]	0.04	4.47	7.50	6.40
95th-Percentile Queue Length [ft]	1.01	111.83	187.44	159.92
Approach Delay [s/veh]	6.96	21.65	14.20	12.76
Approach LOS	A	C	B	B
Intersection Delay [s/veh]	14.70			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	45.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	1	0	0	2	13	741	22	53	652	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	1	0	0	2	13	741	22	53	652	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	3	185	6	13	163	6
Total Analysis Volume [veh/h]	3	0	1	0	0	2	13	741	22	53	652	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.02	0.00	0.01	0.02	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	13.19	38.52	44.56	14.55	40.07	45.53	0.00	0.00	9.09	0.00	0.00	9.28
Movement LOS	B	E	E	B	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.07	0.07	0.07	0.07	0.07	0.07	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	1.33	1.33	1.33	1.68	1.68	1.68	1.87	1.87	1.87	2.23	2.23	2.23
d_A, Approach Delay [s/veh]	21.03			45.53			0.26			0.32		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	589.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.730

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	45	57	461	281	53	685
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	57	461	281	53	685
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	16	127	77	15	188
Total Analysis Volume [veh/h]	49	63	507	309	58	753
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	1.73	0.01	0.37	0.00	0.01
d_M, Delay for Movement [s/veh]	500.10	589.88	0.00	11.97	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	10.46	10.46	1.75	1.75	0.00	0.00
95th-Percentile Queue Length [ft/ln]	261.50	261.50	43.81	43.81	0.00	0.00
d_A, Approach Delay [s/veh]	550.60		4.53		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	37.59					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	144	36	47	381	738	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	36	47	381	738	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	9	12	98	190	6
Total Analysis Volume [veh/h]	148	37	48	393	761	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.19	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	16.54	29.60	0.00	0.00	0.00	8.25
Movement LOS	C	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.07	2.07	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	51.66	51.66	0.00	0.00	1.56	1.56
d_A, Approach Delay [s/veh]	19.15		0.00		0.24	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.65					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	3	0	106	116	273	2	0	475	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	3	0	106	116	273	2	0	475	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	27	29	68	1	0	119	3
Total Analysis Volume [veh/h]	1	0	0	3	0	106	116	273	2	0	475	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	11.07	17.92	17.67	17.30	24.21	24.87	0.00	0.00	8.29	0.00	0.00	8.08
Movement LOS	B	C	C	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	1.68	1.68	1.68	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.13	0.13	0.13	41.97	41.97	41.97	0.14	0.14	0.14	0.77	0.77	0.77
d_A, Approach Delay [s/veh]	11.07			24.66			0.04			0.20		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	2.85											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	28.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	89	44	29	231	409	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	44	29	231	409	184
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	12	8	61	109	49
Total Analysis Volume [veh/h]	95	47	31	246	435	196
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.24	0.00	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	14.84	28.91	0.00	0.00	0.00	8.27
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.64	1.64	0.00	0.00	0.53	0.53
95th-Percentile Queue Length [ft/ln]	40.98	40.98	0.00	0.00	13.29	13.29
d_A, Approach Delay [s/veh]	19.49		0.00		2.57	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	4.18					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	238	555	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	238	555	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	65	152	0
Total Analysis Volume [veh/h]	0	13	26	262	610	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.17	16.80	0.00	0.00	0.00	7.80
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.19	3.19	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.80		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Signalized	Delay (sec / veh):	363.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.318

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1189	101	101	130	445	582
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1189	101	101	130	445	582
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	320	27	27	35	120	156
Total Analysis Volume [veh/h]	1278	109	109	140	478	626
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	65	0	16	55	39
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	59	10	49
g / C, Green / Cycle	0.49	0.08	0.41
(v / s)_i Volume / Saturation Flow Rate	0.85	0.14	0.76
s, saturation flow rate [veh/h]	1629	1764	1453
c, Capacity [veh/h]	801	147	652
d1, Uniform Delay [s]	30.50	55.00	35.34
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	334.64	339.83	319.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.73	1.69	1.69
d, Delay for Lane Group [s/veh]	365.14	394.83	354.48
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	95.87	18.17	73.79
50th-Percentile Queue Length [ft/ln]	2396.85	454.14	1844.69
95th-Percentile Queue Length [veh/ln]	151.33	29.21	115.72
95th-Percentile Queue Length [ft/ln]	3783.13	730.30	2893.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	365.14	365.14	394.83	394.83	354.48	354.48
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	365.14		394.83		354.48	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	363.54					
Intersection LOS	F					
Intersection V/C	1.318					

Other Modes

g_Walk,mi, Effective Walk Time [s]	10.0	59.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	50.42	15.50	15.50
l_p,int, Pedestrian LOS Score for Intersection	3.825	2.361	3.731
Crosswalk LOS	D	B	D
s_b, Saturation Flow Rate of the bicycle lane	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	15.50	50.42	21.00
l_b,int, Bicycle LOS Score for Intersection	3.848	1.970	3.381
Bicycle LOS	D	A	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	74.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	150	734	1163	361	261	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	734	1163	361	261	262
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	184	291	90	65	66
Total Analysis Volume [veh/h]	150	734	1163	361	261	262
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	61	79	18	0	41
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	55	73	73	35
g / C, Green / Cycle	0.46	0.61	0.61	0.29
(v / s)_i Volume / Saturation Flow Rate	0.48	0.61	0.40	0.31
s, saturation flow rate [veh/h]	1845	1900	895	1707
c, Capacity [veh/h]	846	1156	342	498
d1, Uniform Delay [s]	32.50	23.50	46.34	42.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	43.51	27.99	63.97	54.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.05	1.01	1.06	1.05
d, Delay for Lane Group [s/veh]	76.01	51.49	110.32	96.74
Lane Group LOS	F	F	F	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	32.48	36.32	9.99	22.39
50th-Percentile Queue Length [ft/ln]	812.03	908.01	249.64	559.66
95th-Percentile Queue Length [veh/ln]	43.30	46.46	15.77	31.11
95th-Percentile Queue Length [ft/ln]	1082.60	1161.52	394.20	777.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.01	76.01	51.49	110.32	96.74	96.74
Movement LOS	E	E	F	F	F	F
d_A, Approach Delay [s/veh]	76.01		65.42		96.74	
Approach LOS	E		E		F	
d_I, Intersection Delay [s/veh]	74.20					
Intersection LOS	E					
Intersection V/C	0.919					

Other Modes

g_Walk,mi, Effective Walk Time [s]	35.0	35.0	55.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	30.10	30.10	17.60
l_p,int, Pedestrian LOS Score for Intersection	3.585	3.148	2.267
Crosswalk LOS	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	917	1217	583
d_b, Bicycle Delay [s]	17.60	9.20	30.10
l_b,int, Bicycle LOS Score for Intersection	3.018	4.074	2.423
Bicycle LOS	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	202	51	31	183	92	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	51	31	183	92	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	14	9	51	26	6
Total Analysis Volume [veh/h]	227	57	35	206	103	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.05
d_M, Delay for Movement [s/veh]	0.00	7.81	0.00	0.00	10.46	13.80
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.64	0.64
95th-Percentile Queue Length [ft/ln]	3.34	3.34	0.00	0.00	15.99	15.99
d_A, Approach Delay [s/veh]	1.57		0.00		11.09	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.84					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	46	20	17	51	37	2	9	1979	299	51	1384	8	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	20	17	51	37	2	9	1979	299	51	1384	8	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	12	5	4	13	9	1	2	495	75	13	346	2	10
Total Analysis Volume [veh/h]	46	20	17	51	37	2	9	1979	299	51	1384	8	41
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	1435			2336			86			338			
Exiting Flow Rate [veh/h]	387			37			1386			2037			
Demand Flow Rate [veh/h]	46	20	17	51	37	2	9	1979	299	51	1384	8	41
Adjusted Demand Flow Rate [veh/h]	46	20	17	51	37	2	9	1979	299	51	1384	8	41

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420.	1420.	1350.	1350.	1420.00	1420.00	1420.00	1420.00	1350.00	1350.00
B (coefficient)	0.00000	0.00085	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00085	0.00092	0.00092
HV Adjustment 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
Entry Flow Rate [veh/h]	0	37	0	19	19	2	763	763	763	495	495	495
Capacity of Entry and Bypass Lanes [veh/h]	100000	420	252	195	158	158	1314	1314	1314	1066	990	990
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	420	252	195	158	158	1314	1314	1314	1066	990	990
X, volume / capacity	0.00	0.09	0.20	0.09	0.12	0.01	0.58	0.58	0.58	0.46	0.50	0.50

Movement, Approach, & Intersection Results

Lane LOS	A	A	C	C	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.29	0.74	0.31	0.39	0.04	3.93	3.93	3.93	2.51	2.87	2.87
95th-Percentile Queue Length [ft]	0.00	7.21	18.54	7.75	9.77	0.96	98.21	98.21	98.21	62.79	71.69	71.69
Approach Delay [s/veh]	4.39		20.92				9.37			9.33		
Approach LOS	A		C				A			A		
Intersection Delay [s/veh]	9.51											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	2088	1485	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	2088	1485	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	522	371	0
Total Analysis Volume [veh/h]	0	0	0	2088	1485	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	20.71	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.71		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	1.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	2088	0	1	1485
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2088	0	1	1485
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	522	0	0	371
Total Analysis Volume [veh/h]	0	0	2088	0	1	1485
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.58	0.00	0.41
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.35	0.15	2.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.81	0.00	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.61	0.00	0.48
d, Delay for Lane Group [s/veh]	0.00	1.16	0.15	2.57
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	1.40
50th-Percentile Queue Length [ft/ln]	0.00	9.63	0.01	34.98
95th-Percentile Queue Length [veh/ln]	0.00	0.69	0.00	2.52
95th-Percentile Queue Length [ft/ln]	0.00	17.34	0.01	62.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.16	0.00	0.15	2.57
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.16		2.57	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					
Intersection V/C	0.577					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.601	3.479
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	3.282	2.786
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.663

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	138	0	0	0	0	0	0	2088	0	90	1348	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	0	0	0	0	0	0	2088	0	90	1348	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	0	0	0	0	0	0	522	0	23	337	0
Total Analysis Volume [veh/h]	138	0	0	0	0	0	0	2088	0	90	1348	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.09	0.00	0.00	0.58	0.06	0.37
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	35.09	0.00	0.00	8.88	0.21	5.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.39	0.00	0.00	2.92	0.08	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.00	0.00	0.81	0.06	0.52
d, Delay for Lane Group [s/veh]	43.47	0.00	0.00	11.80	0.29	6.75
Lane Group LOS	D	A	A	B	A	A
Critical Lane Group	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.37	0.00	0.00	9.51	0.03	3.96
50th-Percentile Queue Length [ft/ln]	84.24	0.00	0.00	237.73	0.79	98.96
95th-Percentile Queue Length [veh/ln]	6.07	0.00	0.00	14.57	0.06	7.13
95th-Percentile Queue Length [ft/ln]	151.63	0.00	0.00	364.16	1.43	178.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.47	0.00	0.00	0.00	0.00	0.00	0.00	11.80	0.00	0.29	6.75	0.00
Movement LOS	D			A			A	B		A	A	
d_A, Approach Delay [s/veh]	43.47			0.00			11.80			6.35		
Approach LOS	D			A			B			A		
d_I, Intersection Delay [s/veh]	10.85											
Intersection LOS	B											
Intersection V/C	0.663											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.718	1.625	3.458	3.442
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.282	2.746
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	2038	50	1388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	2038	50	1388
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	510	13	347
Total Analysis Volume [veh/h]	2038	50	1388
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0
v_di, Inbound Pedestrian Volume crossing m	0		0
v_co, Outbound Pedestrian Volume crossing	0		0
v_ci, Inbound Pedestrian Volume crossing mi	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	0.56	0.03	0.38
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	0.56	43.52	3.93
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	0.82	6.42	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.35	0.49
d, Delay for Lane Group [s/veh]	1.38	49.94	4.54
Lane Group LOS	A	D	A
Critical Lane Group	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.38	1.38	2.85
50th-Percentile Queue Length [ft/ln]	9.56	34.43	71.30
95th-Percentile Queue Length [veh/ln]	0.69	2.48	5.13
95th-Percentile Queue Length [ft/ln]	17.21	61.98	128.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1.38	49.94	4.54
Movement LOS	A	D	A
d_A, Approach Delay [s/veh]	2.54		4.54
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	3.34		
Intersection LOS	A		
Intersection V/C	0.563		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
l_p,int, Pedestrian LOS Score for Intersection	3.444	3.537
Crosswalk LOS	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
l_b,int, Bicycle LOS Score for Intersection	3.282	2.705
Bicycle LOS	C	B

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	143	0	2038	0	48	1245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	0	2038	0	48	1245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	510	0	12	311
Total Analysis Volume [veh/h]	143	0	2038	0	48	1245
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	40	0	40	0	40	50
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	34	84	84	44
g / C, Green / Cycle	0.38	0.93	0.93	0.49
(v / s)_i Volume / Saturation Flow Rate	0.09	0.56	0.03	0.34
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	610	3376	1507	1769
d1, Uniform Delay [s]	19.11	0.46	0.21	17.92
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.90	0.81	0.04	2.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.60	0.03	0.70
d, Delay for Lane Group [s/veh]	20.02	1.27	0.25	20.30
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.18	0.38	0.02	9.11
50th-Percentile Queue Length [ft/ln]	54.40	9.47	0.41	227.80
95th-Percentile Queue Length [veh/ln]	3.92	0.68	0.03	14.06
95th-Percentile Queue Length [ft/ln]	97.93	17.05	0.74	351.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.02	0.00	1.27	0.00	0.25	20.30
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	20.02		1.27		19.56	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	8.85					
Intersection LOS	A					
Intersection V/C	0.563					

Other Modes

g_Walk,mi, Effective Walk Time [s]	44.0	34.0	34.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.76	17.42	17.42
l_p,int, Pedestrian LOS Score for Intersection	1.749	3.495	3.354
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	1867	978
d_b, Bicycle Delay [s]	17.42	0.20	11.76
l_b,int, Bicycle LOS Score for Intersection	1.560	3.241	2.626
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	22	0	2038	0	6	1271
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	2038	0	6	1271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	510	0	2	318
Total Analysis Volume [veh/h]	22	0	2038	0	6	1271
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	38	0	38	0	38	52
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	32	84	84	46
g / C, Green / Cycle	0.36	0.93	0.93	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.56	0.00	0.35
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	574	3376	1507	1849
d1, Uniform Delay [s]	18.95	0.46	0.20	16.58
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.81	0.00	2.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.60	0.00	0.69
d, Delay for Lane Group [s/veh]	19.07	1.27	0.21	18.69
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.32	0.38	0.00	8.80
50th-Percentile Queue Length [ft/ln]	8.00	9.47	0.05	220.00
95th-Percentile Queue Length [veh/ln]	0.58	0.68	0.00	13.67
95th-Percentile Queue Length [ft/ln]	14.40	17.05	0.09	341.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.07	0.00	1.27	0.00	0.21	18.69
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.07		1.27		18.60	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.02					
Intersection LOS	A					
Intersection V/C	0.563					

Other Modes

g_Walk,mi, Effective Walk Time [s]	46.0	32.0	32.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.76	18.69	18.69
l_p,int, Pedestrian LOS Score for Intersection	1.679	3.459	3.352
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1867	1022
d_b, Bicycle Delay [s]	18.69	0.20	10.76
l_b,int, Bicycle LOS Score for Intersection	1.560	3.241	2.613
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	81	0	2038	0	166	1197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	0	2038	0	166	1197
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	510	0	42	299
Total Analysis Volume [veh/h]	81	0	2038	0	166	1197
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.05	0.56	0.10	0.33
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	592	3376	1507	1809
d1, Uniform Delay [s]	19.00	0.46	0.22	16.81
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	0.81	0.15	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.60	0.11	0.66
d, Delay for Lane Group [s/veh]	19.48	1.27	0.37	18.74
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.22	0.38	0.06	8.27
50th-Percentile Queue Length [ft/ln]	30.55	9.47	1.55	206.78
95th-Percentile Queue Length [veh/ln]	2.20	0.68	0.11	12.99
95th-Percentile Queue Length [ft/ln]	54.98	17.05	2.78	324.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.48	0.00	1.27	0.00	0.37	18.74
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.48		1.27		16.50	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	7.65					
Intersection LOS	A					
Intersection V/C	0.563					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.750	3.452	3.379
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	3.241	2.684
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	91.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.161

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	2038	1362	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	2038	1362	8
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	510	341	2
Total Analysis Volume [veh/h]	2038	1362	8
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	91.12
Movement LOS	A	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.52
95th-Percentile Queue Length [ft/ln]	0.00	0.00	13.11
d_A, Approach Delay [s/veh]	0.00	0.53	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.21		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	53	0	0	0	0	0	0	1872	174	26	1317	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	0	0	0	0	0	0	1872	174	26	1317	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	0	0	0	0	0	468	44	7	329	0
Total Analysis Volume [veh/h]	53	0	0	0	0	0	0	1872	174	26	1317	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.00	0.00	0.52	0.10	0.02	0.36	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	33.18	0.00	0.00	7.78	35.50	3.82	5.91	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.91	0.00	0.00	1.84	9.79	0.04	0.73	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.00	0.00	0.73	0.62	0.02	0.51	0.00
d, Delay for Lane Group [s/veh]	35.08	0.00	0.00	9.63	45.30	3.85	6.64	0.00
Lane Group LOS	D	A	A	A	D	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.16	0.00	0.00	7.31	4.10	0.10	3.81	0.00
50th-Percentile Queue Length [ft/ln]	28.91	0.00	0.00	182.76	102.49	2.56	95.31	0.00
95th-Percentile Queue Length [veh/ln]	2.08	0.00	0.00	11.74	7.38	0.18	6.86	0.00
95th-Percentile Queue Length [ft/ln]	52.04	0.00	0.00	293.62	184.49	4.60	171.56	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.08	0.00	0.00	0.00	0.00	0.00	0.00	9.63	45.30	3.85	6.64	0.00
Movement LOS	D			A			A	A	D	A	A	A
d_A, Approach Delay [s/veh]	35.08			0.00			12.66			6.58		
Approach LOS	D			A			B			A		
d_I, Intersection Delay [s/veh]	10.63											
Intersection LOS	B											
Intersection V/C	0.614											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.707	1.625	3.374	3.320
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.248	2.668
Bicycle LOS	A	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	55.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.643

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1757	115	1228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1757	115	1228
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	439	29	307
Total Analysis Volume [veh/h]	1757	115	1228
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.64	0.01
d_M, Delay for Movement [s/veh]	0.00	55.64	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	3.70	0.00
95th-Percentile Queue Length [ft/ln]	0.00	92.39	0.00
d_A, Approach Delay [s/veh]	3.42		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	2.06		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	69	0	1757	0	167	1159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	0	1757	0	167	1159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	439	0	42	290
Total Analysis Volume [veh/h]	69	0	1757	0	167	1159
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	40	0	40	0	40	50
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	34	84	84	44
g / C, Green / Cycle	0.38	0.93	0.93	0.49
(v / s)_i Volume / Saturation Flow Rate	0.04	0.49	0.10	0.32
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	610	3376	1507	1769
d1, Uniform Delay [s]	18.20	0.39	0.22	17.30
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.38	0.58	0.15	1.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.52	0.11	0.66
d, Delay for Lane Group [s/veh]	18.58	0.97	0.37	19.21
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.01	0.27	0.06	8.13
50th-Percentile Queue Length [ft/ln]	25.24	6.76	1.56	203.27
95th-Percentile Queue Length [veh/ln]	1.82	0.49	0.11	12.81
95th-Percentile Queue Length [ft/ln]	45.43	12.17	2.80	320.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.58	0.00	0.97	0.00	0.37	19.21
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.58		0.97		16.84	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.03					
Intersection LOS	A					
Intersection V/C	0.486					

Other Modes

g_Walk,mi, Effective Walk Time [s]	44.0	34.0	34.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.76	17.42	17.42
l_p,int, Pedestrian LOS Score for Intersection	1.748	3.316	3.274
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	756	1867	978
d_b, Bicycle Delay [s]	17.42	0.20	11.76
l_b,int, Bicycle LOS Score for Intersection	1.560	3.009	2.654
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1757	1326	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1757	1326	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	439	332	0
Total Analysis Volume [veh/h]	0	0	0	1757	1326	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	17.21	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.21		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	64.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1613	144	1182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1613	144	1182
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	403	36	296
Total Analysis Volume [veh/h]	1613	144	1182
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.75	0.01
d_M, Delay for Movement [s/veh]	0.00	64.86	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	4.93	0.00
95th-Percentile Queue Length [ft/ln]	0.00	123.36	0.00
d_A, Approach Delay [s/veh]	5.32		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	3.18		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	12	0	1613	0	45	1170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	1613	0	45	1170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	403	0	11	293
Total Analysis Volume [veh/h]	12	0	1613	0	45	1170
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.01	0.45	0.03	0.32
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	592	3376	1507	1809
d1, Uniform Delay [s]	18.19	0.36	0.21	16.63
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.49	0.04	1.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.48	0.03	0.65
d, Delay for Lane Group [s/veh]	18.25	0.85	0.24	18.43
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.17	0.23	0.02	7.98
50th-Percentile Queue Length [ft/ln]	4.31	5.71	0.38	199.53
95th-Percentile Queue Length [veh/ln]	0.31	0.41	0.03	12.61
95th-Percentile Queue Length [ft/ln]	7.76	10.27	0.69	315.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.25	0.00	0.85	0.00	0.24	18.43
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.25		0.85		17.76	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.15					
Intersection LOS	A					
Intersection V/C	0.446					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.688	3.240	3.192
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	2.890	2.562
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	41.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	1573	40	1175	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1573	40	1175	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	393	10	294	1
Total Analysis Volume [veh/h]	1573	40	1175	5
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.21	0.01	0.05
d_M, Delay for Movement [s/veh]	0.00	28.29	0.00	41.36
Movement LOS	A	D	A	E
95th-Percentile Queue Length [veh/ln]	0.00	0.75	0.00	0.15
95th-Percentile Queue Length [ft/ln]	0.00	18.73	0.00	3.74
d_A, Approach Delay [s/veh]	0.70		0.18	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.48			
Intersection LOS	E			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1578	1180	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1578	1180	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	395	295	0
Total Analysis Volume [veh/h]	0	0	0	1578	1180	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	15.66	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.66		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1578	0	0	1180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1578	0	0	1180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	395	0	0	295
Total Analysis Volume [veh/h]	0	0	1578	0	0	1180
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.44	0.00	0.33
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.27	0.00	1.79
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.44	0.00	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.46	0.00	0.38
d, Delay for Lane Group [s/veh]	0.00	0.71	0.00	2.14
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.97
50th-Percentile Queue Length [ft/ln]	0.00	5.30	0.00	24.17
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	1.74
95th-Percentile Queue Length [ft/ln]	0.00	9.53	0.00	43.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.71	0.00	0.00	2.14
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.71		2.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.32					
Intersection LOS	A					
Intersection V/C	0.436					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.270	3.214
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.861	2.533
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1578	0	1180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1578	0	1180
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	395	0	295
Total Analysis Volume [veh/h]	1578	0	1180
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	23.68	0.00
Movement LOS	A	C	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	12	1565	1180	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	1565	1180	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	391	295	0
Total Analysis Volume [veh/h]	0	0	12	1565	1180	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	15.55	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.55		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	46	0	1565	0	134	1133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	0	1565	0	134	1133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	391	0	34	283
Total Analysis Volume [veh/h]	46	0	1565	0	134	1133
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	39	0	39	0	39	51
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	33	84	84	45
g / C, Green / Cycle	0.37	0.93	0.93	0.50
(v / s)_i Volume / Saturation Flow Rate	0.03	0.43	0.08	0.31
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	592	3376	1507	1809
d1, Uniform Delay [s]	18.58	0.35	0.22	16.38
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.46	0.12	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.46	0.09	0.63
d, Delay for Lane Group [s/veh]	18.84	0.81	0.33	18.03
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.68	0.22	0.05	7.97
50th-Percentile Queue Length [ft/ln]	16.91	5.39	1.22	199.31
95th-Percentile Queue Length [veh/ln]	1.22	0.39	0.09	12.60
95th-Percentile Queue Length [ft/ln]	30.45	9.70	2.19	315.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.84	0.00	0.81	0.00	0.33	18.03
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	18.84		0.81		16.16	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	7.86					
Intersection LOS	A					
Intersection V/C	0.433					

Other Modes

g_Walk,mi, Effective Walk Time [s]	45.0	33.0	33.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.25	18.05	18.05
l_p,int, Pedestrian LOS Score for Intersection	1.728	2.996	3.009
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1867	1000
d_b, Bicycle Delay [s]	18.05	0.20	11.25
l_b,int, Bicycle LOS Score for Intersection	1.560	2.851	2.605
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name			East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4	0	0	1565	1267	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1565	1267	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	391	317	0
Total Analysis Volume [veh/h]	4	0	0	1565	1267	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	15.68	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.89	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.68		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	36.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	661	335	0	3	384	515	322	15	1141	91	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	661	335	0	3	384	515	322	15	1141	91	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	165	84	0	1	96	129	81	4	285	23	0	0	0	0
Total Analysis Volume [veh/h]	661	335	0	3	384	515	322	15	1141	91	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	606			1247			335				2131			
Exiting Flow Rate [veh/h]	1525			657			1267				18			
Demand Flow Rate [veh/h]	661	335	0	3	384	515	322	15	1141	91	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	661	335	0	3	384	515	322	15	1141	91	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	528	469	387	515	738	832	0
Capacity of Entry and Bypass Lanes [veh/h]	849	774	492	429	1047	1047	233
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	849	774	492	429	1047	1047	233
X, volume / capacity	0.62	0.61	0.79	1.20	0.70	0.79	0.00

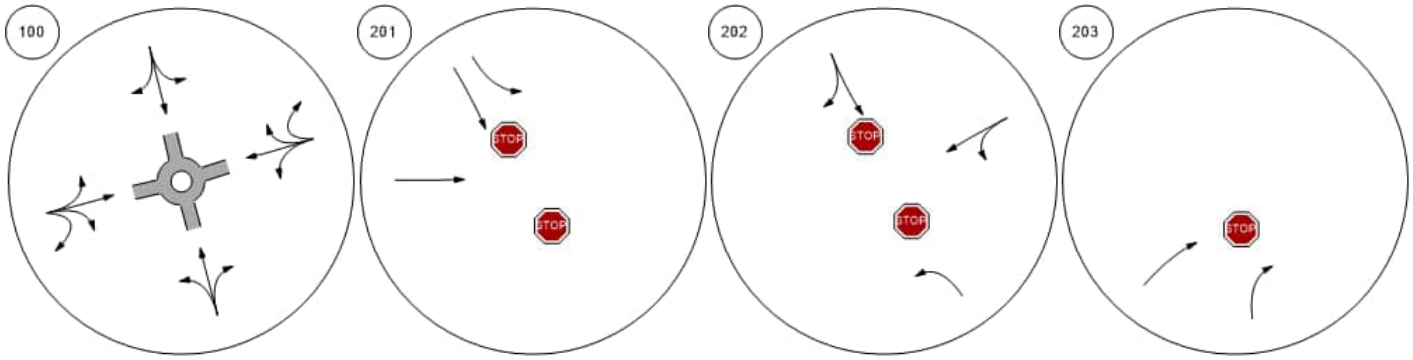
Movement, Approach, & Intersection Results

Lane LOS	B	B	D	F	B	C	C
95th-Percentile Queue Length [veh]	4.45	4.15	7.16	20.31	6.17	8.75	0.00
95th-Percentile Queue Length [ft]	111.19	103.83	178.90	507.64	154.16	218.63	0.00
Approach Delay [s/veh]	14.31		94.15		17.08		15.51
Approach LOS	B		F		C		C
Intersection Delay [s/veh]	36.34						
Intersection LOS	E						

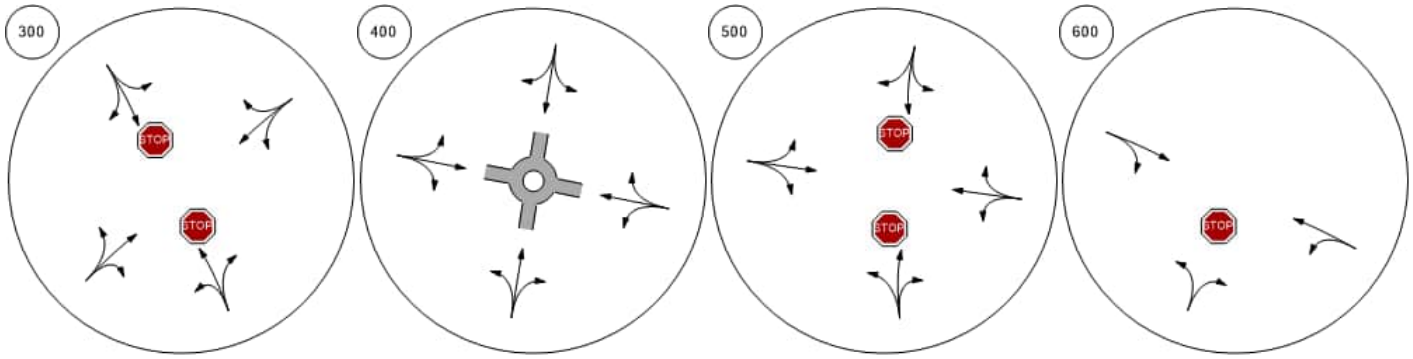
Lane Configuration and Traffic Control



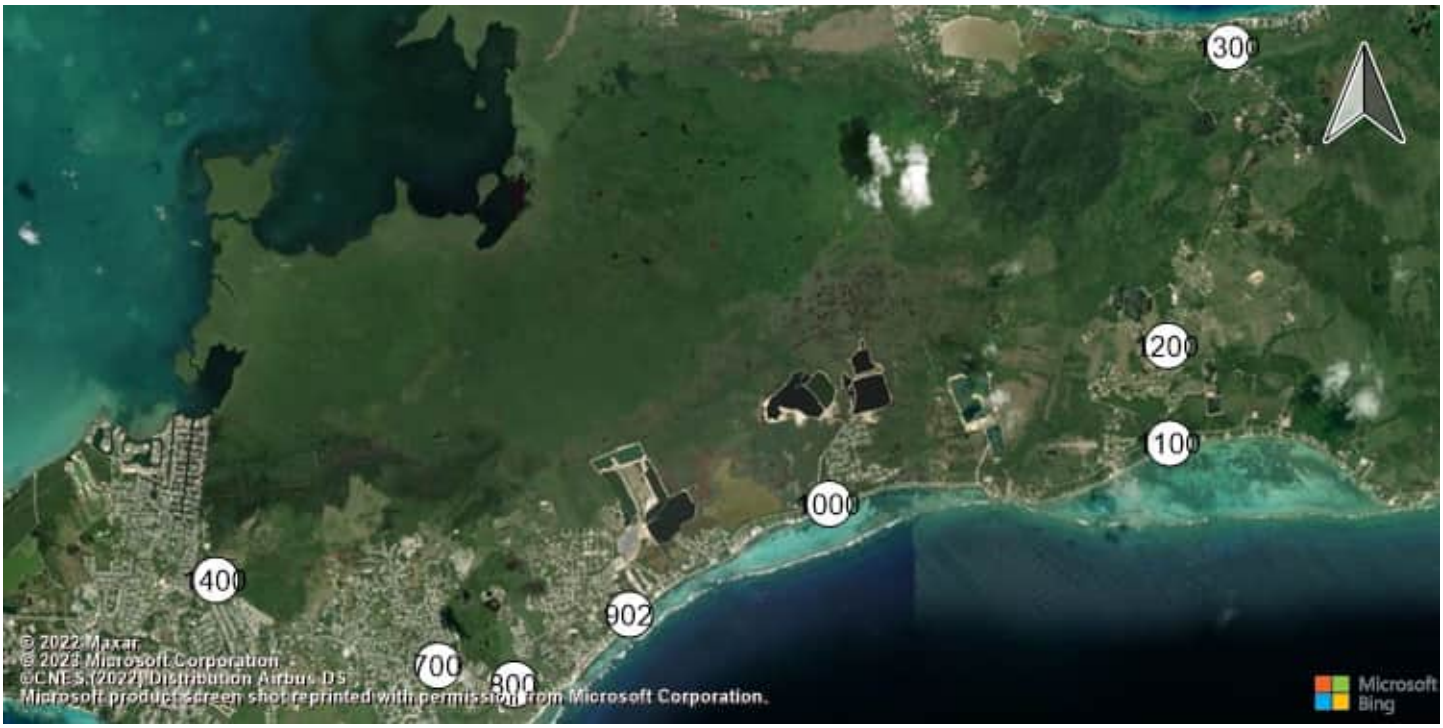
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



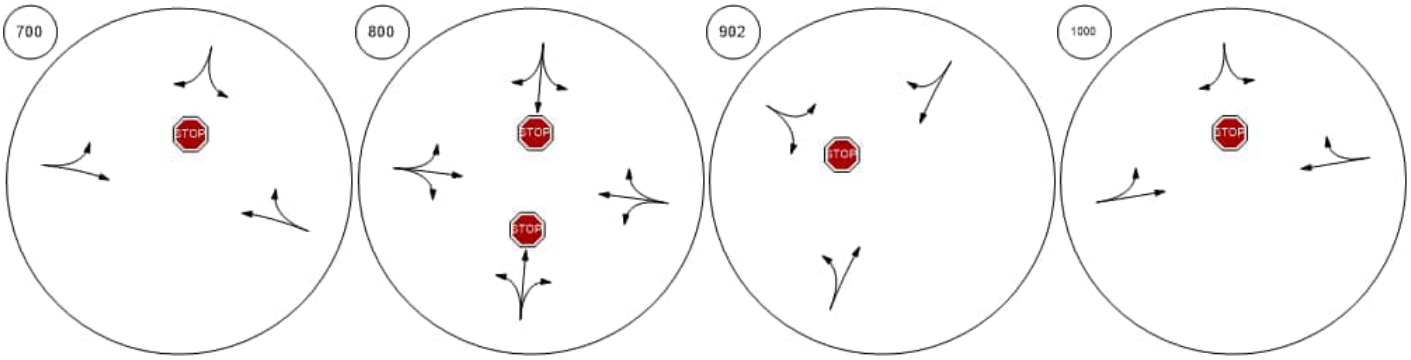
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



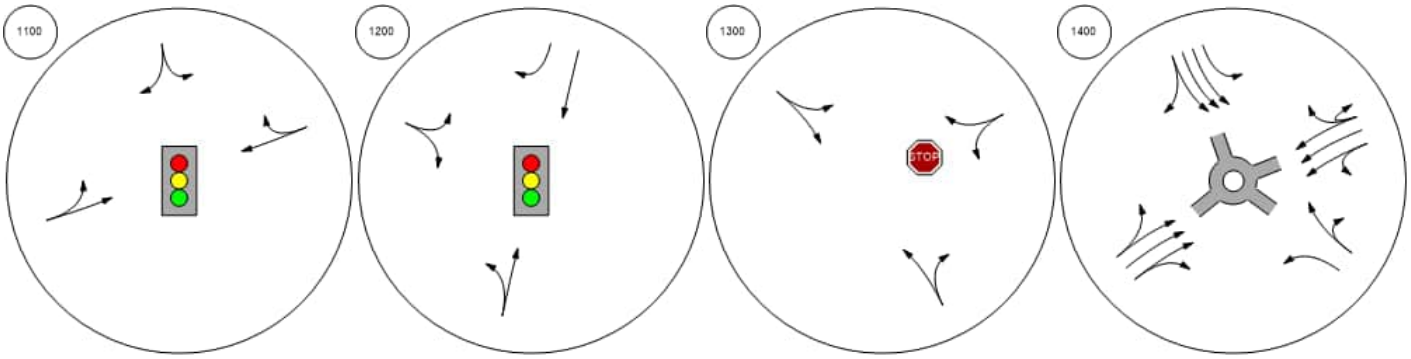
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



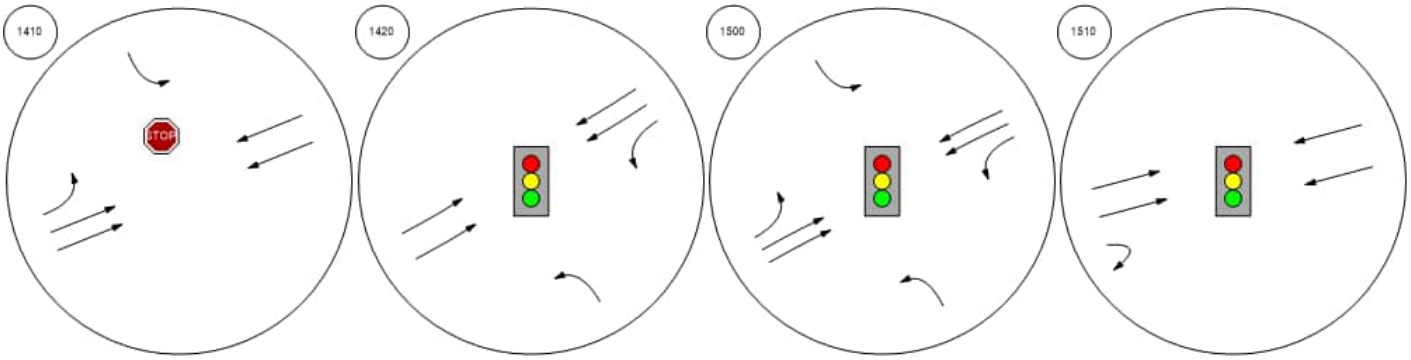
Bodden Town Road at Frank | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



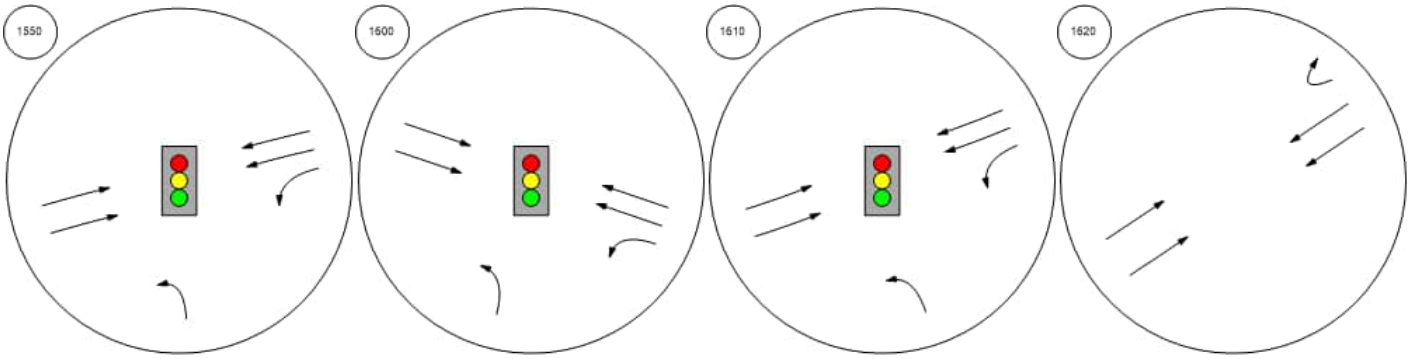
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



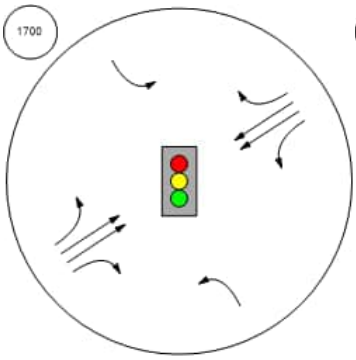
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



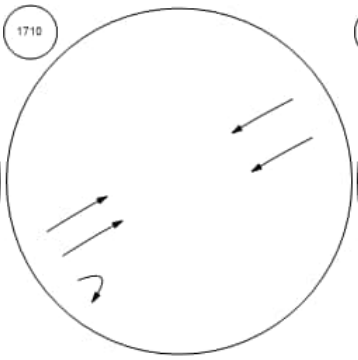
Lane Configuration and Traffic Control



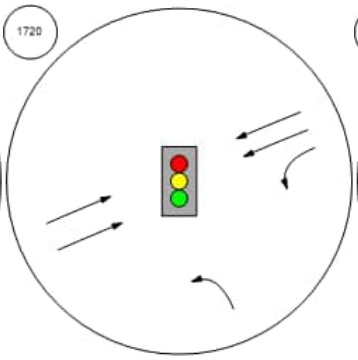
East-West Arterial at Lookout



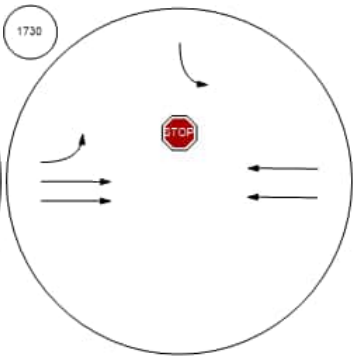
East-West Arterial at U-Turn



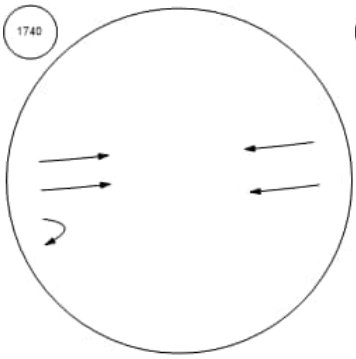
East-West Arterial at South A



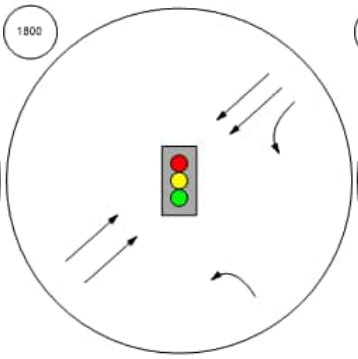
East-West Arterial at North A



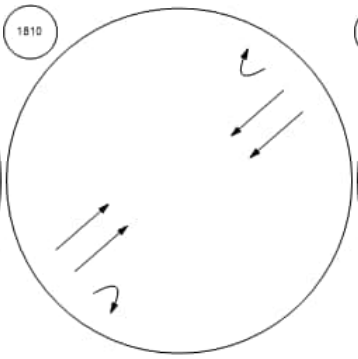
East-West Arterial at U-Turn



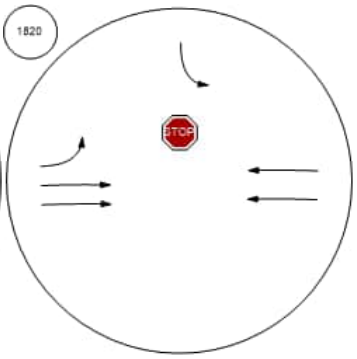
East-West Arterial at Long Fe



East-West Arterial at U-Turn



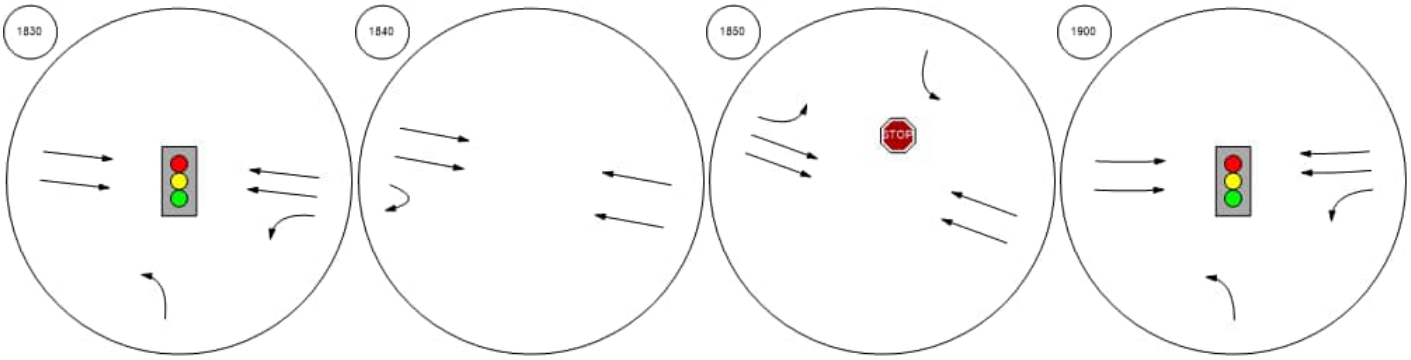
East-West Arterial at North A



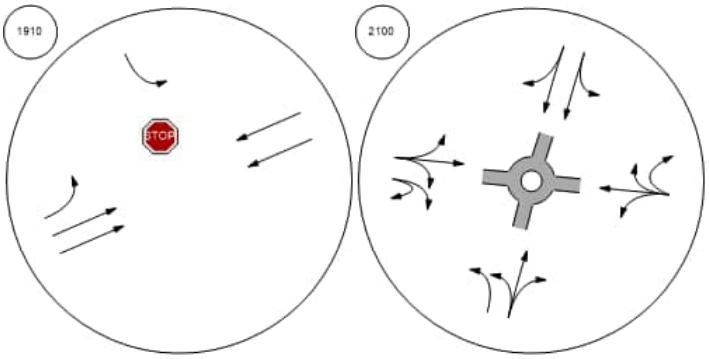
Lane Configuration and Traffic Control



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



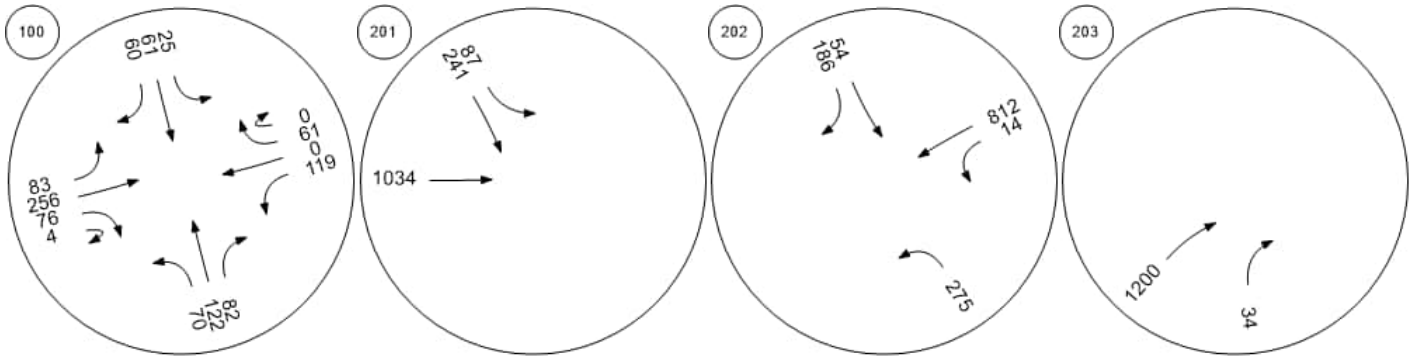
East-West Arterial at North A Frank Sound Road at East-W



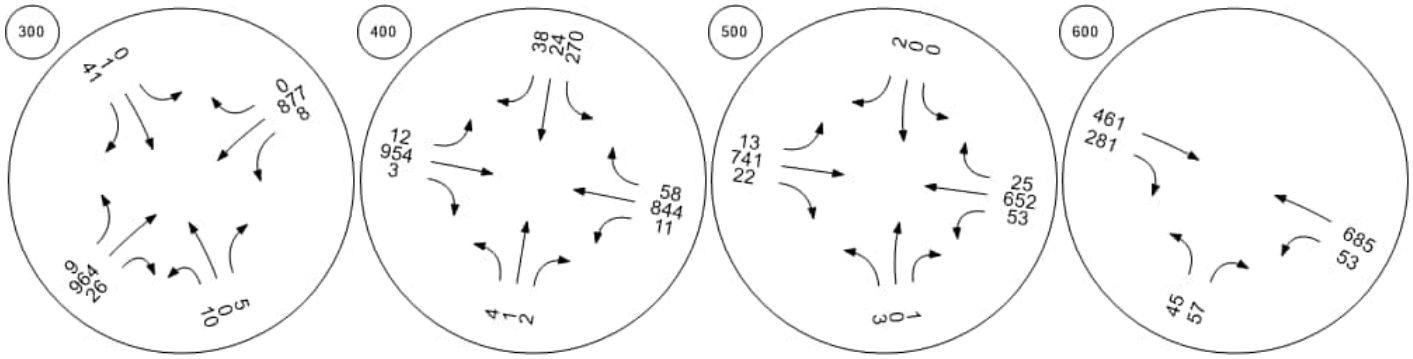
Traffic Volume - Base Volume



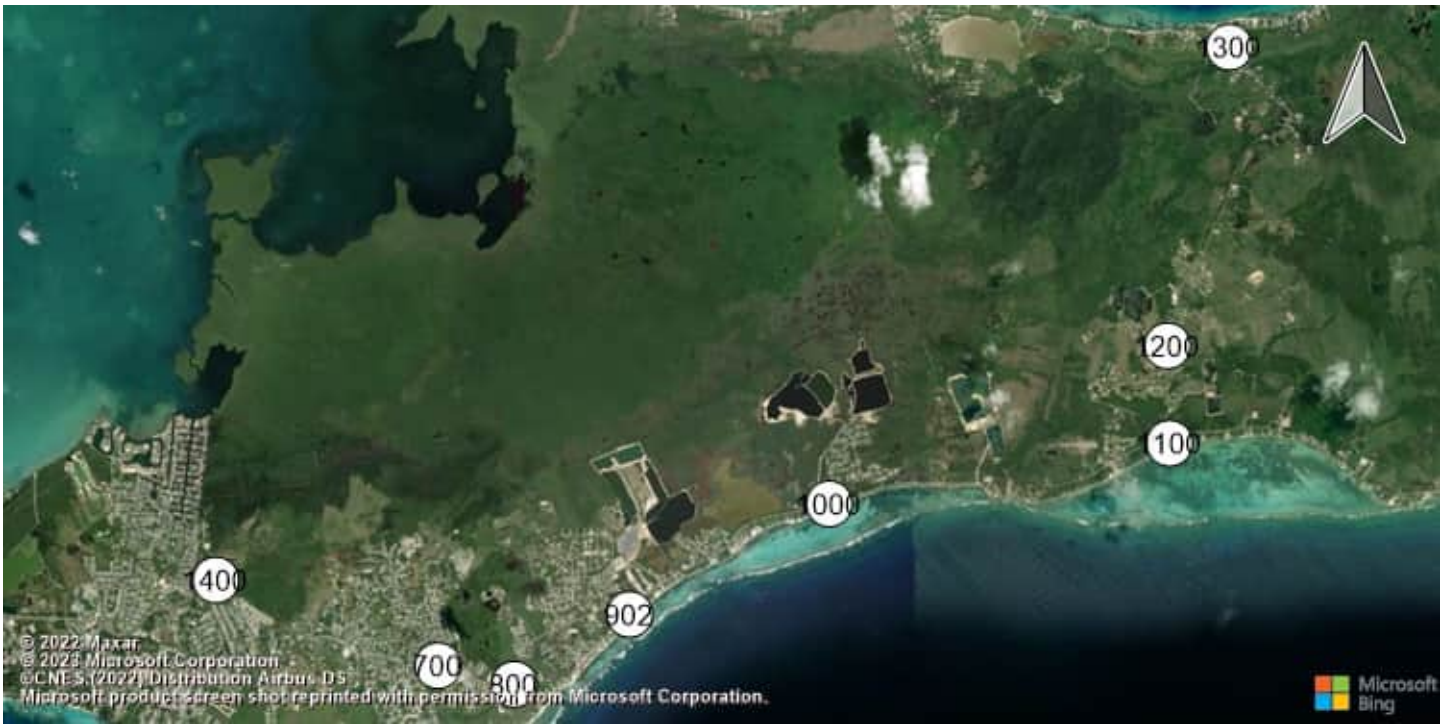
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



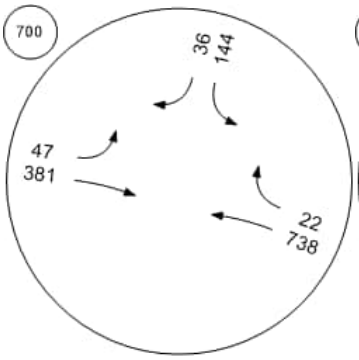
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



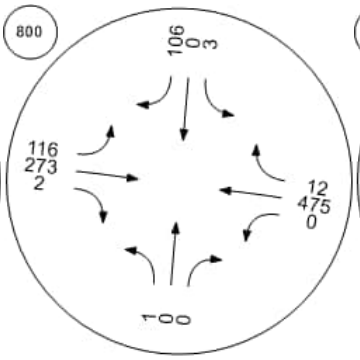
Traffic Volume - Base Volume



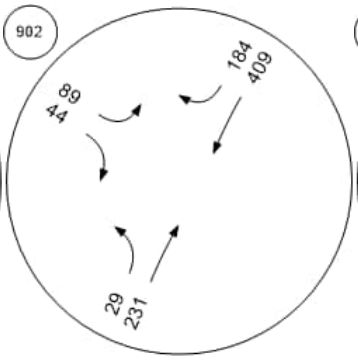
Shamrock Road at Northward



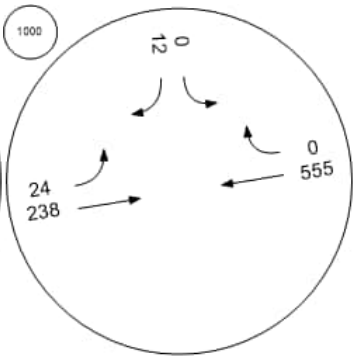
Shamrock Road at Condor R



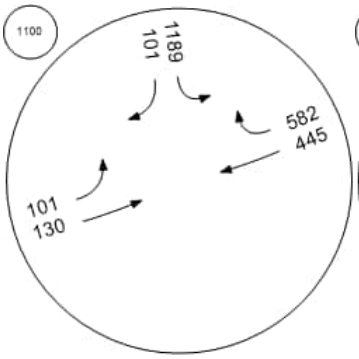
Bodden Town Road at Bodde



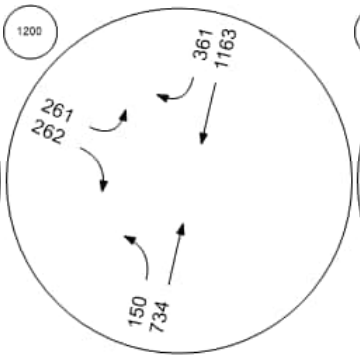
Bodden Town Road at Long



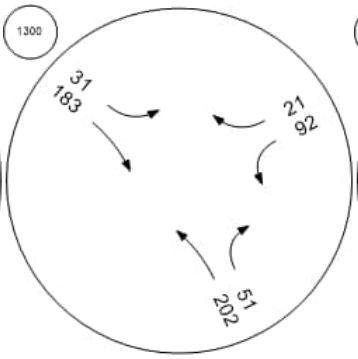
Bodden Town Road at Frank



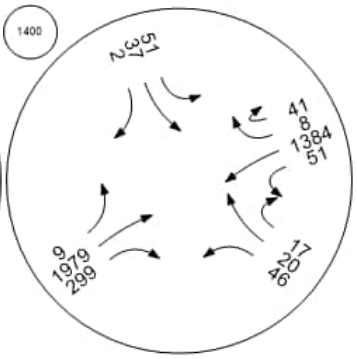
Frank Sound Road at Clifton



Frank Sound Road at North S



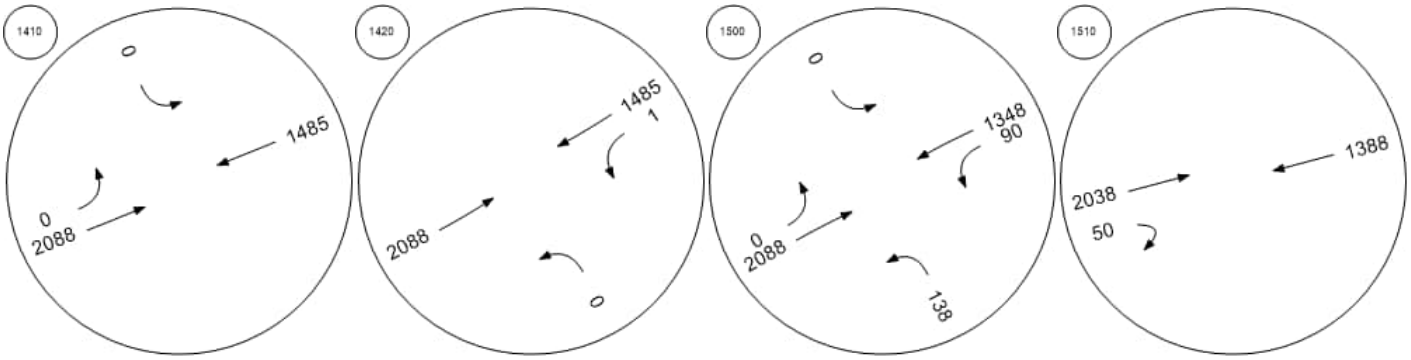
East-West Arterial at Agricola



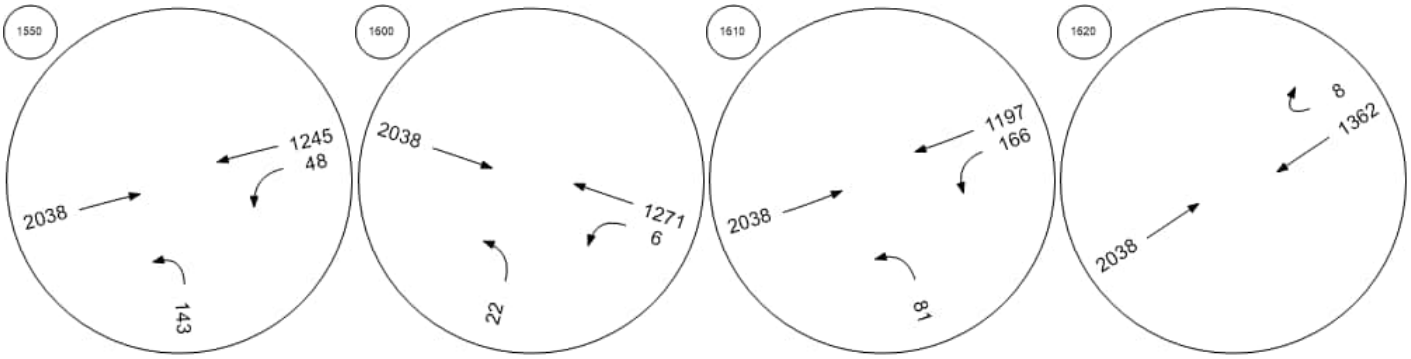
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



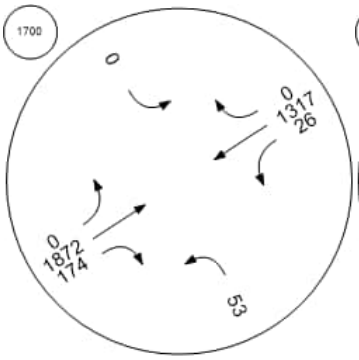
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



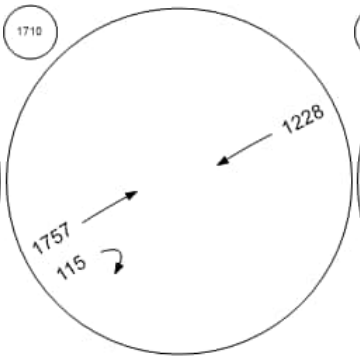
Traffic Volume - Base Volume



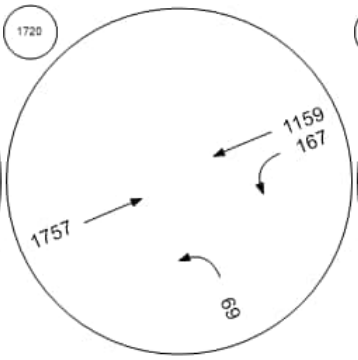
East-West Arterial at Lookout



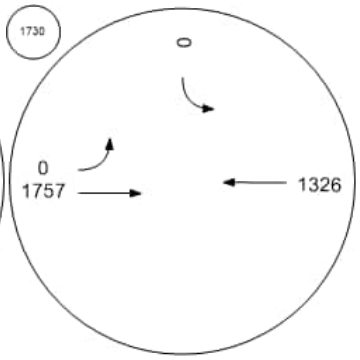
East-West Arterial at U-Turn



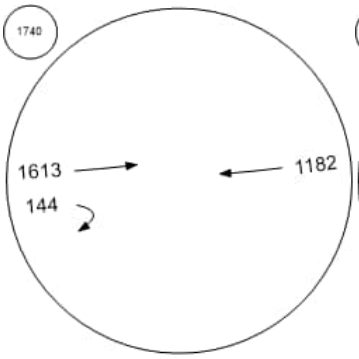
East-West Arterial at South A



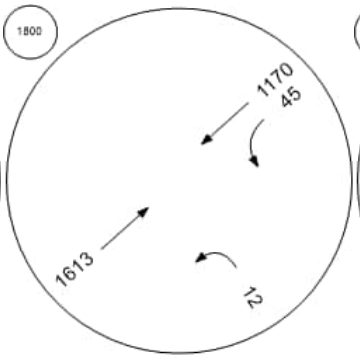
East-West Arterial at North A



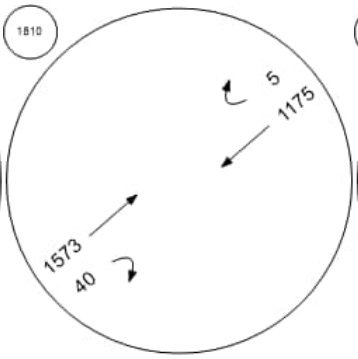
East-West Arterial at U-Turn



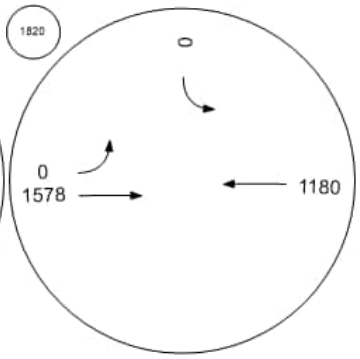
East-West Arterial at Long Fe



East-West Arterial at U-Turn



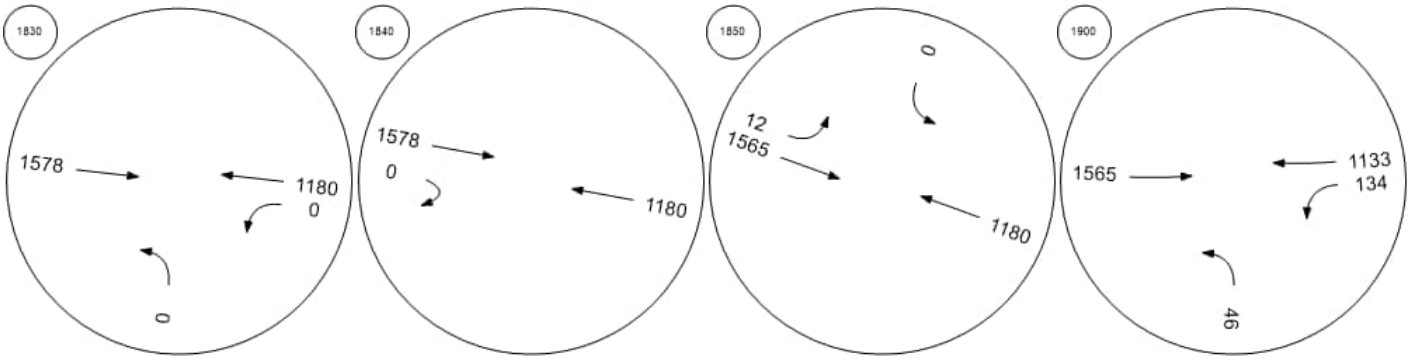
East-West Arterial at North A



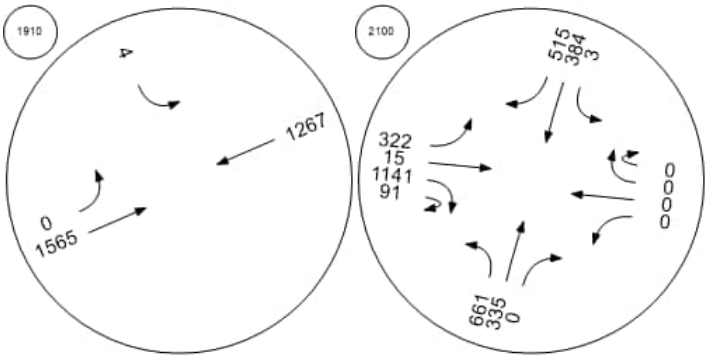
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Appendix G.1.6

2074 (Medium Growth)

VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	247.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	56	0	42	0	1	7	0	27	0	75	164	0	284	69	5	1	260	0	48	0
Total Analysis Volume [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	1548					1436					360					704				
Exiting Flow Rate [veh/h]	390					1013					1580					1165				
Demand Flow Rate [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0
Adjusted Demand Flow Rate [veh/h]	222	0	168	0	2	27	0	108	0	298	655	0	113	277	21	5	103	0	190	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	392	433	1791	298	1234
Capacity of Entry and Bypass Lanes [veh/h]	381	419	1046	970	781
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	381	419	1046	970	781
X, volume / capacity	1.03	1.03	1.71	0.31	1.58

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	A	F
95th-Percentile Queue Length [veh]	12.84	13.65	99.89	1.31	63.92
95th-Percentile Queue Length [ft]	320.90	341.23	2497.25	32.78	1597.99
Approach Delay [s/veh]	87.47	84.78	290.13		283.02
Approach LOS	F	F	F		F
Intersection Delay [s/veh]	247.43				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	125.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	186	448	0	0	560	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	186	448	0	0	560	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	50	120	0	0	151	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	200	482	0	0	602	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.40	1.16	0.00	0.00	0.01	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.79	125.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				C	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.88	18.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	47.11	454.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			93.36			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	49.59												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	6.516

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	896	0	0	0	253	195	0	0	0	4	2095	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	896	0	0	0	253	195	0	0	0	4	2095	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	241	0	0	0	68	52	0	0	0	1	563	0
Total Analysis Volume [veh/h]	963	0	0	0	272	210	0	0	0	4	2253	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	18.13	0.00	0.00	0.00	6.52	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7851.3	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	116.83	0.00	0.00	0.00	63.11	63.11	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2920.6	0.00	0.00	0.00	1577.8	1577.8	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	7851.37			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3344.37											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	145	642	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	145	642	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	39	173	0	0	0
Total Analysis Volume [veh/h]	0	156	690	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.38	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	18.86	0.00	0.00	0.00	0.00
Movement LOS		C	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.72	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	43.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.86		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.48					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	23.301

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	38	1	6	30	0	287	40	539	7	2	1719	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1	6	30	0	287	40	539	7	2	1719	12
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	2	8	0	74	10	135	2	1	430	3
Total Analysis Volume [veh/h]	39	1	6	30	0	296	41	539	7	2	1719	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.04	0.31	0.06	0.00	23.30	0.00	0.01	0.02	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	117.56	222.97	274.31	10000.	10000.	10000.	0.00	0.00	14.85	0.00	0.00	8.63
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	3.10	3.10	3.10	41.92	41.92	41.92	0.06	0.06	0.06	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	77.59	77.59	77.59	1048.0	1048.0	1048.0	1.43	1.43	1.43	0.91	0.91	0.91
d_A, Approach Delay [s/veh]	140.30			10000.00			0.18			0.06		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	1213.47											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	412.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	296	3	2	1	143	0	1	431	286
Total Analysis Volume [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	2872			576			1153			17		
Exiting Flow Rate [veh/h]	14			1153			1732			1758		
Demand Flow Rate [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144
Adjusted Demand Flow Rate [veh/h]	4	7	2	1183	10	6	2	573	1	3	1722	1144

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	1199	576	2869
Capacity of Entry and Bypass Lanes [veh/h]	74	767	426	1357
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	74	767	426	1357
X, volume / capacity	0.18	1.56	1.35	2.12

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	0.60	61.35	26.83	194.62
95th-Percentile Queue Length [ft]	14.89	1533.64	670.86	4865.46
Approach Delay [s/veh]	59.88	275.68	199.92	514.55
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	412.86			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	16.902

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	444	1	0	558	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	1774	2	0	2233	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.00	6.77	0.03	0.00	16.90	0.00	0.02	0.01	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	3822.8	6986.3	8630.4	10000.	10000.	10000.	0.00	0.00	20.40	0.00	0.00	15.14
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	C
95th-Percentile Queue Length [veh/ln]	4.15	4.15	4.15	2.94	2.94	2.94	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	103.76	103.76	103.76	73.53	73.53	73.53	0.64	0.64	0.64	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	4967.51			10000.00			0.02			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	55.49											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	36	2	1759	23	13	2197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	2	1759	23	13	2197
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	1	483	6	4	604
Total Analysis Volume [veh/h]	40	2	1933	25	14	2414
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.95	0.00	0.02	0.13	0.00	0.02
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	25.83	0.00	0.00
Movement LOS	F	F	A	D	A	A
95th-Percentile Queue Length [veh/ln]	7.38	7.38	0.43	0.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	184.58	184.58	10.65	10.65	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.33		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	95.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	23	147	86	1682	2022	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	147	86	1682	2022	78
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	38	22	434	521	20
Total Analysis Volume [veh/h]	24	152	89	1734	2085	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.00	0.02	0.02	0.24
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	18.80
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	24.67	24.67	0.00	0.00	0.90	0.90
95th-Percentile Queue Length [ft/ln]	616.87	616.87	0.00	0.00	22.43	22.43
d_A, Approach Delay [s/veh]	10000.00		0.00		0.69	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	423.03					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	1,061.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.203

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	4	0	8	33	351	0	0	292	2
Total Analysis Volume [veh/h]	5	0	0	17	0	32	132	1405	0	0	1169	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.11	0.00	2.20	0.00	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	20.49	182.71	279.99	836.07	974.00	1061.0	0.00	0.00	10.95	0.00	0.00	13.33
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	B
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	6.36	6.36	6.36	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.61	1.61	1.61	159.06	159.06	159.06	0.00	0.00	0.00	1.04	1.04	1.04
d_A, Approach Delay [s/veh]	20.49			983.02			0.00			0.07		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	17.48											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.864

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	272	4	10	1389	1489	432
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	4	10	1389	1489	432
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	1	3	369	396	115
Total Analysis Volume [veh/h]	289	4	11	1478	1584	460
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.86	0.00	0.00	0.01	0.02	1.01
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	73.97
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	39.41	39.41	0.00	0.00	13.31	13.31
95th-Percentile Queue Length [ft/ln]	985.32	985.32	0.00	0.00	332.74	332.74
d_A, Approach Delay [s/veh]	10000.00		0.00		16.65	
Approach LOS	F		A		C	
d_I, Intersection Delay [s/veh]	774.71					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	2,156.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.881

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	1584	1792	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	1584	1792	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	435	492	0
Total Analysis Volume [veh/h]	0	15	1	1741	1969	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.88	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	1498.28	2156.60	0.00	0.00	0.00	14.84
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	3.06	3.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	76.54	76.54	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2156.60		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	8.68					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	129	858	707	1618	392
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	129	858	707	1618	392
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	35	231	190	435	105
Total Analysis Volume [veh/h]	0	139	923	760	1740	422
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.02	0.49
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	13.14
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	19.98	19.98	0.00	0.00	2.75	2.75
95th-Percentile Queue Length [ft/ln]	499.59	499.59	0.00	0.00	68.68	68.68
d_A, Approach Delay [s/veh]	10000.00		0.00		2.56	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	350.29					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	591.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	569	514	89	114	566	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	569	514	89	114	566	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	129	22	29	142	36
Total Analysis Volume [veh/h]	569	514	89	114	566	144
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.17	1.46	0.76
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.69	581.32	591.08
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.63	0.63	53.67	53.67
95th-Percentile Queue Length [ft/ln]	0.00	0.00	15.75	15.75	1341.64	1341.64
d_A, Approach Delay [s/veh]	0.00		6.57		583.30	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	208.15					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	175	60	12	289	35	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	60	12	289	35	2
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	17	3	81	10	1
Total Analysis Volume [veh/h]	197	67	13	325	39	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	8.09	0.00	0.00	10.37	14.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	4.31	4.31	0.00	0.00	4.74	4.74
d_A, Approach Delay [s/veh]	2.05		0.00		10.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	1234	0	36	69	0	0	2	1163	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1234	0	36	69	0	0	2	1163	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	309	0	9	17	0	0	1	291	0
Total Analysis Volume [veh/h]	1234	0	36	69	0	0	2	1163	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	0			1163			36		
Exiting Flow Rate [veh/h]	1232			38			1234		
Demand Flow Rate [veh/h]	1234	0	36	69	0	0	2	1163	0
Adjusted Demand Flow Rate [veh/h]	1234	0	36	69	0	0	2	1163	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1270	69	1165
Capacity of Entry and Bypass Lanes [veh/h]	1380	422	1331
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1380	422	1331
X, volume / capacity	0.92	0.16	0.88

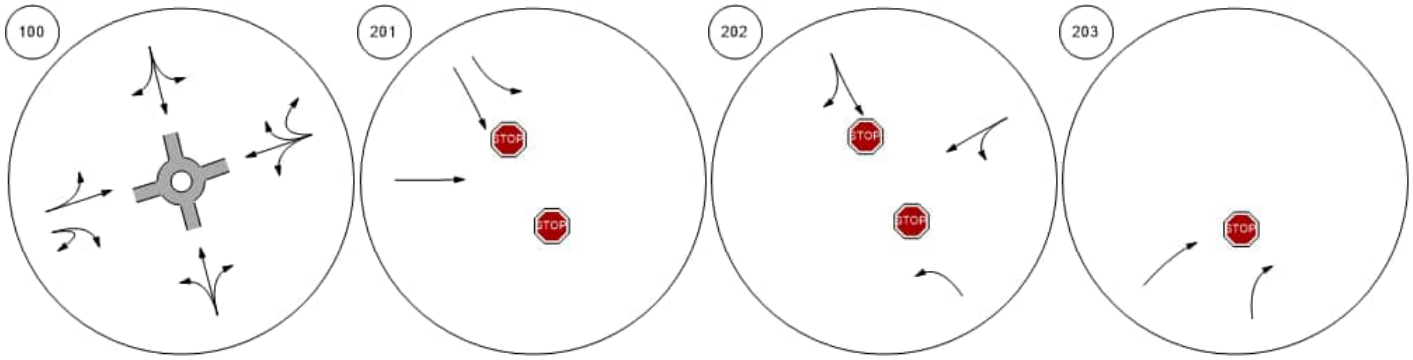
Movement, Approach, & Intersection Results

Lane LOS	D	B	C
95th-Percentile Queue Length [veh]	16.01	0.58	12.99
95th-Percentile Queue Length [ft]	400.14	14.49	324.65
Approach Delay [s/veh]	26.72	11.03	22.12
Approach LOS	D	B	C
Intersection Delay [s/veh]	24.15		
Intersection LOS	C		

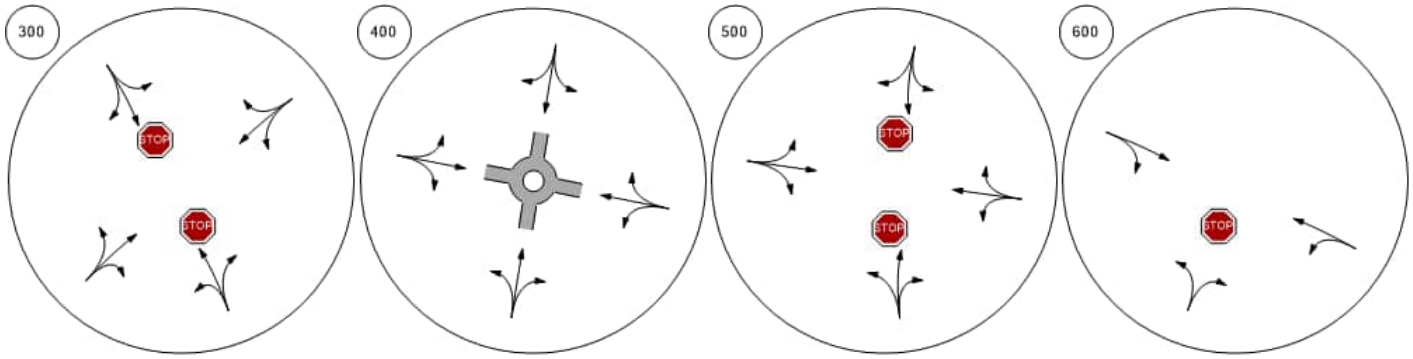
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



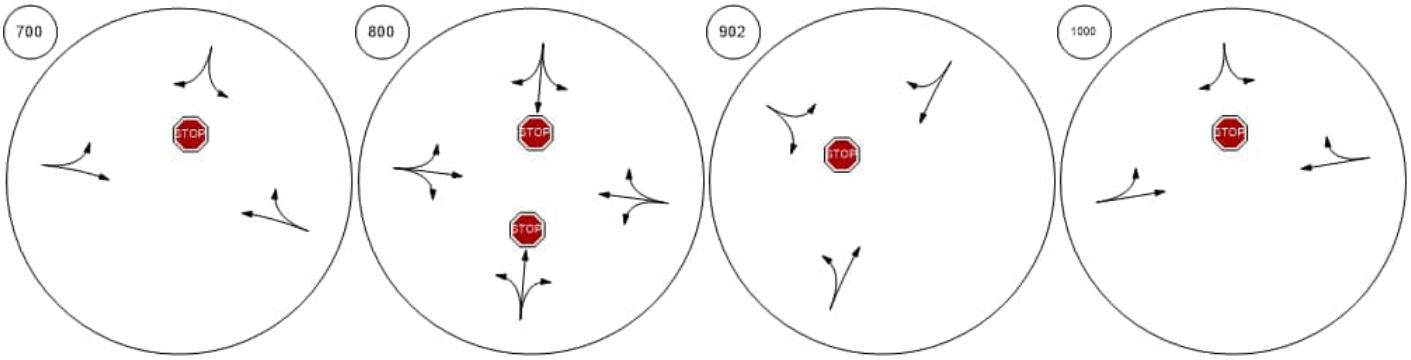
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



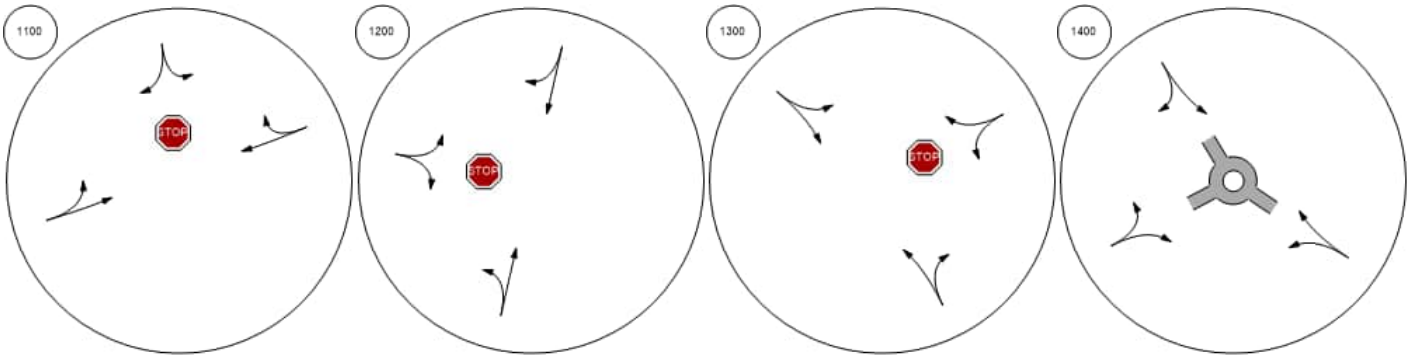
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



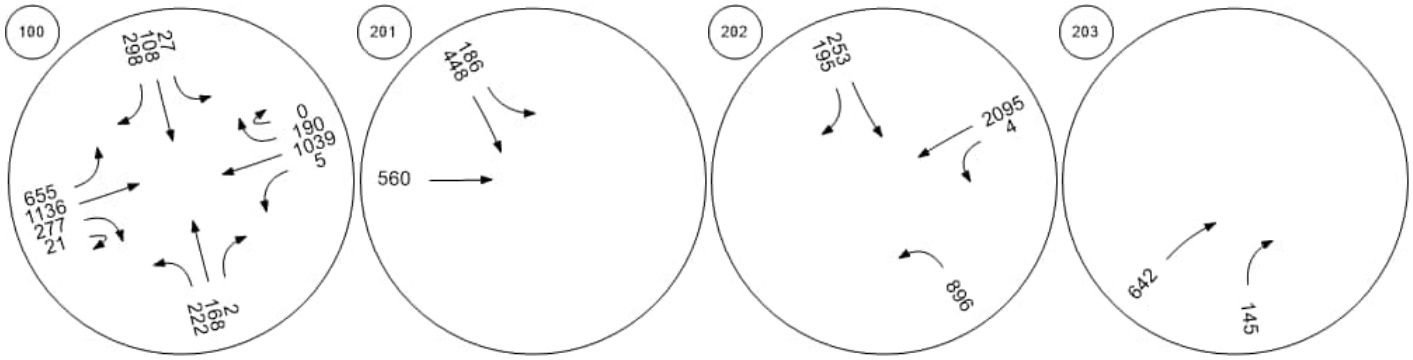
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



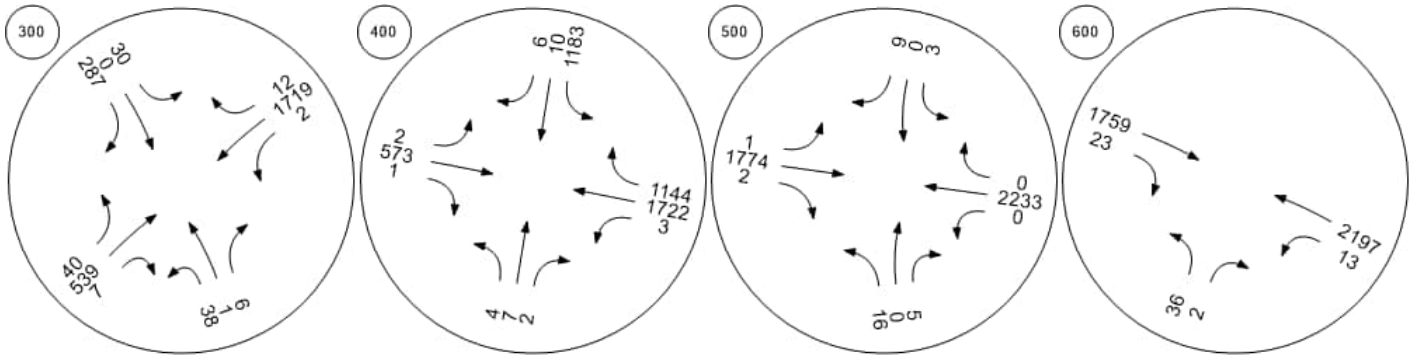
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



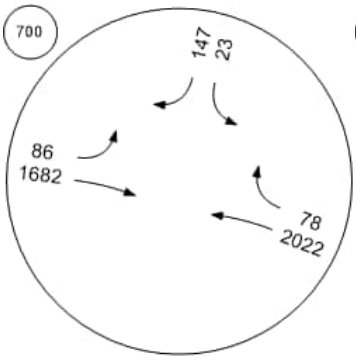
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



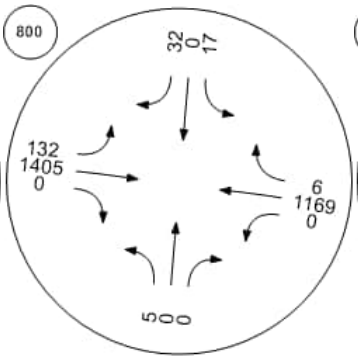
Traffic Volume - Base Volume



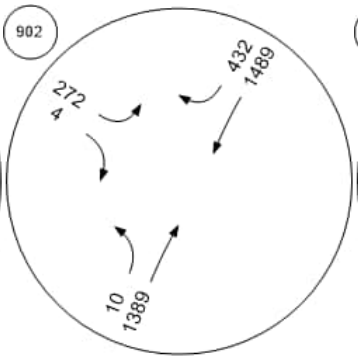
Shamrock Road at Northward



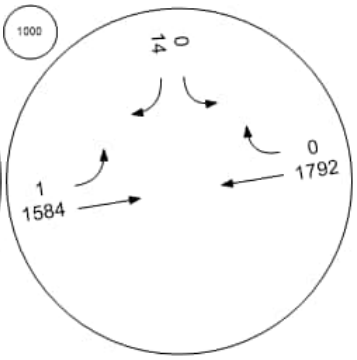
Shamrock Road at Condor R



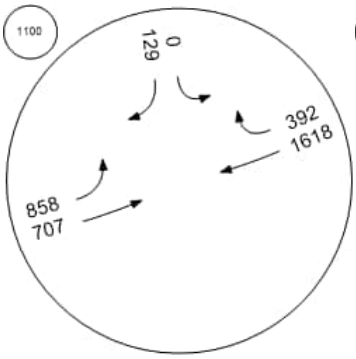
Bodden Town Road at Bodde



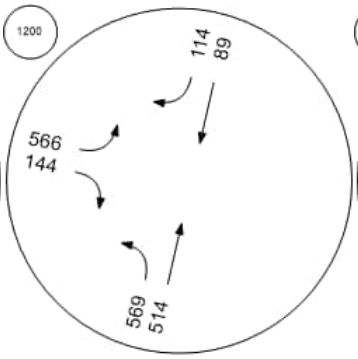
Bodden Town Road at Long



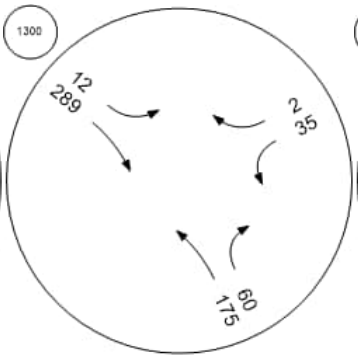
Frank Sound Road at Bodde



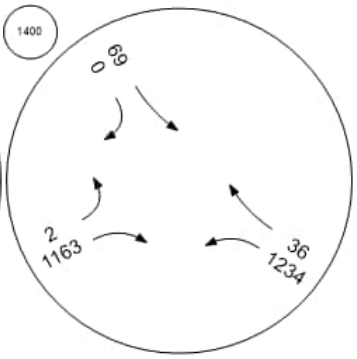
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	27.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Road					Hirst Road					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	19	0	61	0	4	0	0	63	0	83	83	0	130	137	0	17	30	0	21	0
Total Analysis Volume [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	533					1081					341					1129				
Exiting Flow Rate [veh/h]	865					660					525					535				
Demand Flow Rate [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0
Adjusted Demand Flow Rate [veh/h]	75	0	244	0	14	0	0	252	0	331	333	0	521	546	0	67	119	0	83	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	333	583	854	546	269
Capacity of Entry and Bypass Lanes [veh/h]	903	567	1063	987	544
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	903	567	1063	987	544
X, volume / capacity	0.37	1.03	0.80	0.55	0.49

Movement, Approach, & Intersection Results

Lane LOS	A	F	C	B	C
95th-Percentile Queue Length [veh]	1.71	15.85	9.10	3.50	2.72
95th-Percentile Queue Length [ft]	42.81	396.25	227.53	87.42	68.01
Approach Delay [s/veh]	8.15	72.52	16.18		15.39
Approach LOS	A	F	C		C
Intersection Delay [s/veh]	27.77				
Intersection LOS	D				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	9,291.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	20.960

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	424	469	0	0	2447	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	424	469	0	0	2447	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	114	126	0	0	658	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	456	504	0	0	2631	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	14.65	20.96	0.00	0.00	0.03	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	6386.0	9291.3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				F	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	56.15	62.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1403.8	1574.8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			7911.29			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	2114.97												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	537	0	0	0	40	429	0	0	0	9	1599	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	537	0	0	0	40	429	0	0	0	9	1599	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	0	0	0	11	115	0	0	0	2	430	0
Total Analysis Volume [veh/h]	577	0	0	0	43	461	0	0	0	10	1719	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.18	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1955.6	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	61.70	0.00	0.00	0.00	65.87	65.87	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1542.4	0.00	0.00	0.00	1646.7	1646.7	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1955.62			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2195.16											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	2,065.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.632

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	77	2692	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	77	2692	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	724	0	0	0
Total Analysis Volume [veh/h]	0	83	2895	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	4.63	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	2065.44	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	10.97	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	274.30	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2065.44		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	57.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.273

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	13	1	1	15	0	56	218	2118	30	4	1593	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1	1	15	0	56	218	2118	30	4	1593	22
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	4	0	14	56	530	8	1	398	6
Total Analysis Volume [veh/h]	13	1	1	15	0	58	225	2118	31	4	1593	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.27	0.00	0.00	0.00	0.02	0.07	0.00	0.02	0.10
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	14.36	0.00	0.00	23.79
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	3.49	3.49	3.49	11.50	11.50	11.50	0.24	0.24	0.24	0.34	0.34	0.34
95th-Percentile Queue Length [ft/ln]	87.19	87.19	87.19	287.61	287.61	287.61	6.01	6.01	6.01	8.49	8.49	8.49
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.19			0.32		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	215.87											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	544.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	173	5	2	3	531	1	2	402	67
Total Analysis Volume [veh/h]	7	2	0	690	20	6	10	2123	2	10	1606	269
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1881			2125			271			28		
Exiting Flow Rate [veh/h]	32			281			1619			2813		
Demand Flow Rate [veh/h]	7	2	0	690	20	6	10	2123	2	9	1606	269
Adjusted Demand Flow Rate [veh/h]	7	2	0	690	20	6	10	2123	2	10	1606	269

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	9	716	2135	1885
Capacity of Entry and Bypass Lanes [veh/h]	203	158	1047	1342
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	203	158	1047	1342
X, volume / capacity	0.04	4.53	2.04	1.41

Movement, Approach, & Intersection Results

Lane LOS	C	F	F	F
95th-Percentile Queue Length [veh]	0.14	73.41	141.69	77.14
95th-Percentile Queue Length [ft]	3.47	1835.31	3542.14	1928.62
Approach Delay [s/veh]	18.82	1646.28	482.96	199.04
Approach LOS	C	F	F	F
Intersection Delay [s/veh]	544.83			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	4	602	7	12	422	6
Total Analysis Volume [veh/h]	5	0	0	0	0	3	16	2409	29	47	1687	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.08	0.00	0.02	0.12
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	15.61	0.00	0.00	25.53
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	D
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	1.26	1.26	1.26	0.25	0.25	0.25	0.39	0.39	0.39
95th-Percentile Queue Length [ft/ln]	42.93	42.93	42.93	31.62	31.62	31.62	6.37	6.37	6.37	9.67	9.67	9.67
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.18			0.33		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	19.21											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	25	7	2406	4	21	1732
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	7	2406	4	21	1732
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	2	661	1	6	476
Total Analysis Volume [veh/h]	27	8	2644	4	23	1903
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.00	0.03	0.01	0.00	0.02
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	16.75	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.42	6.42	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	160.49	160.49	0.98	0.98	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.03		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	75.95					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.199

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	58	81	185	2136	1706	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	81	185	2136	1706	63
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	21	48	551	440	16
Total Analysis Volume [veh/h]	60	84	191	2202	1759	65
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.20	0.00	0.00	0.02	0.02	0.32
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	30.67
Movement LOS	F	F	A	A	A	D
95th-Percentile Queue Length [veh/ln]	20.62	20.62	0.00	0.00	1.30	1.30
95th-Percentile Queue Length [ft/ln]	515.47	515.47	0.00	0.00	32.61	32.61
d_A, Approach Delay [s/veh]	10000.00		0.00		1.09	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	330.66					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	0	0	40	426	1	0	300	3
Total Analysis Volume [veh/h]	1	0	0	46	0	0	158	1705	2	0	1198	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	11.13	0.00	0.00	16.41
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	C
95th-Percentile Queue Length [veh/ln]	0.68	0.68	0.68	7.93	7.93	7.93	0.01	0.01	0.01	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	16.95	16.95	16.95	198.16	198.16	198.16	0.26	0.26	0.26	3.08	3.08	3.08
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.01			0.18		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	150.57											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.862

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	179	4	26	1668	1315	430
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	4	26	1668	1315	430
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	1	7	444	350	114
Total Analysis Volume [veh/h]	190	4	28	1774	1399	457
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.86	0.00	0.00	0.02	0.01	1.32
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	193.14
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	26.95	26.95	0.00	0.00	21.69	21.69
95th-Percentile Queue Length [ft/ln]	673.74	673.74	0.00	0.00	542.16	542.16
d_A, Approach Delay [s/veh]	10000.00		0.00		47.56	
Approach LOS	F		A		E	
d_I, Intersection Delay [s/veh]	526.55					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	2,056.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.585

Intersection Setup

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Longfellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	1724	1661	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	1724	1661	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	474	456	0
Total Analysis Volume [veh/h]	0	13	26	1895	1825	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	2.58	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	1382.72	2056.76	0.00	0.00	0.00	16.54
Movement LOS	F	F	A	A	A	C
95th-Percentile Queue Length [veh/ln]	2.76	2.76	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	69.04	69.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	2056.76		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	7.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	219	871	786	1411	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	219	871	786	1411	275
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	59	234	211	379	74
Total Analysis Volume [veh/h]	0	235	937	845	1517	296
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.01	0.02	0.37
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	12.11
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	32.12	32.12	0.00	0.00	1.71	1.71
95th-Percentile Queue Length [ft/ln]	802.97	802.97	0.00	0.00	42.86	42.86
d_A, Approach Delay [s/veh]	10000.00		0.00		1.98	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	614.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	838.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		High School Access	
Base Volume Input [veh/h]	545	767	65	110	503	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	545	767	65	110	503	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	192	16	28	126	33
Total Analysis Volume [veh/h]	545	767	65	110	503	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.21	1.78	0.96
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	13.48	824.78	838.41
Movement LOS	A	A	A	B	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.77	0.77	54.68	54.68
95th-Percentile Queue Length [ft/ln]	0.00	0.00	19.18	19.18	1367.02	1367.02
d_A, Approach Delay [s/veh]	0.00		8.48		827.60	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	248.08					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	304	49	33	221	44	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	49	33	221	44	22
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	14	9	62	12	6
Total Analysis Volume [veh/h]	342	55	37	248	49	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.06	0.07
d_M, Delay for Movement [s/veh]	0.00	7.92	0.00	0.00	10.56	15.47
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.44	0.44
95th-Percentile Queue Length [ft/ln]	3.34	3.34	0.00	0.00	11.06	11.06
d_A, Approach Delay [s/veh]	1.10		0.00		12.22	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.77					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	251	0	90	241	0	18	11	524	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	251	0	90	241	0	18	11	524	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	0	23	60	0	5	3	131	0
Total Analysis Volume [veh/h]	251	0	90	241	0	18	11	524	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	18			524			90		
Exiting Flow Rate [veh/h]	765			101			269		
Demand Flow Rate [veh/h]	251	0	90	241	0	18	11	524	0
Adjusted Demand Flow Rate [veh/h]	251	0	90	241	0	18	11	524	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	341	259	535
Capacity of Entry and Bypass Lanes [veh/h]	1355	809	1259
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1355	809	1259
X, volume / capacity	0.25	0.32	0.42

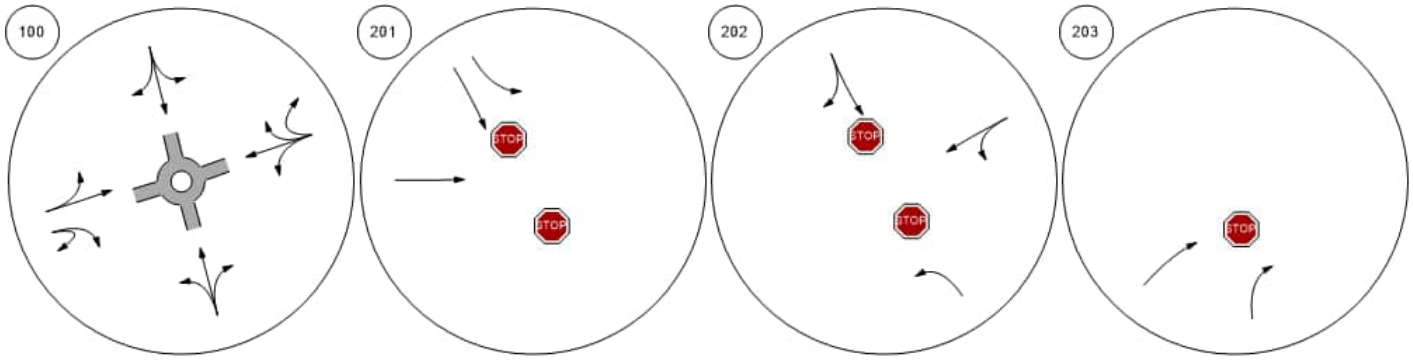
Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	1.00	1.39	2.17
95th-Percentile Queue Length [ft]	25.03	34.64	54.13
Approach Delay [s/veh]	4.81	8.14	7.08
Approach LOS	A	A	A
Intersection Delay [s/veh]	6.64		
Intersection LOS	A		

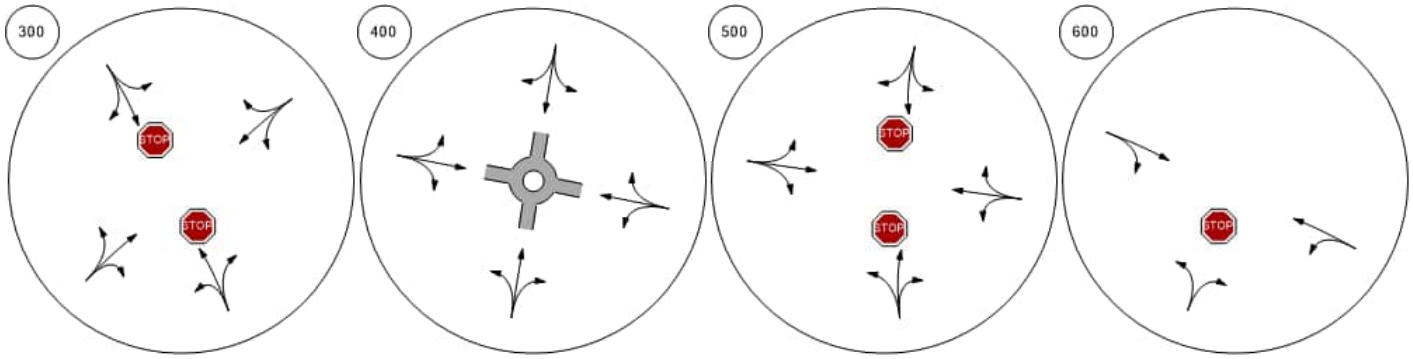
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



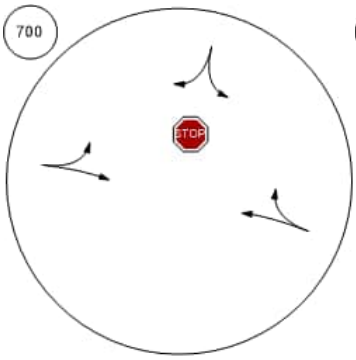
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



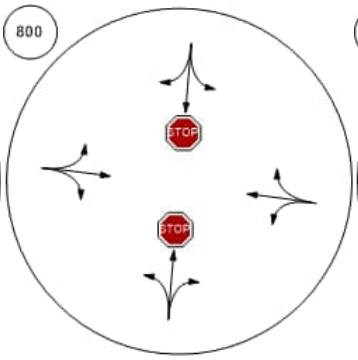
Lane Configuration and Traffic Control



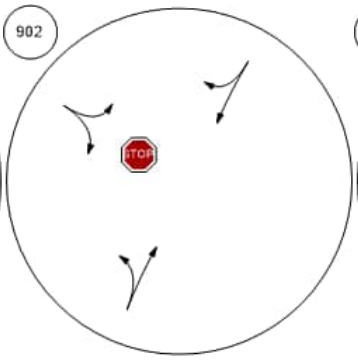
Shamrock Road at Northward



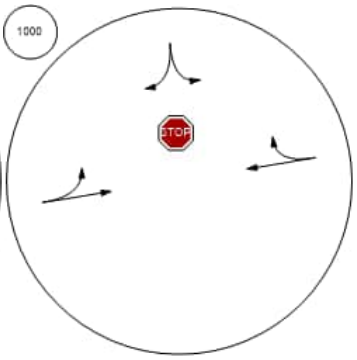
Shamrock Road at Condor R



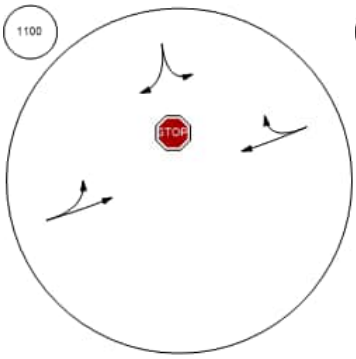
Bodden Town Road at Bodde



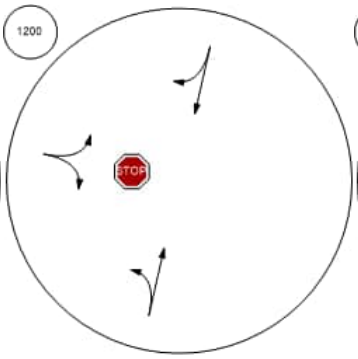
Bodden Town Road at Long



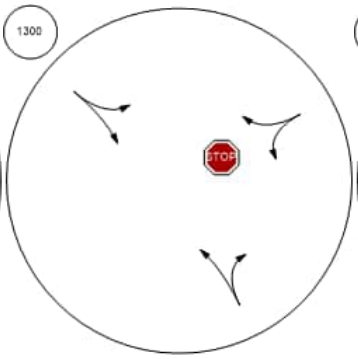
Frank Sound Road at Bodde



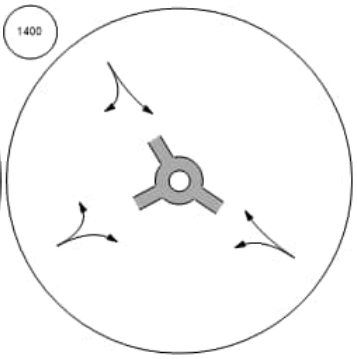
Frank Sound Road at Clifton



Frank Sound Road at North S



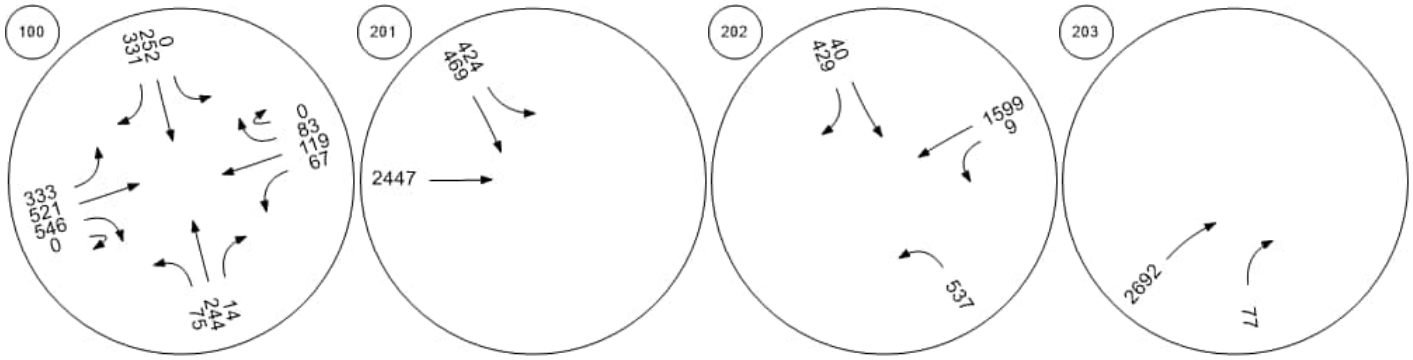
East-West Arterial at Agricola



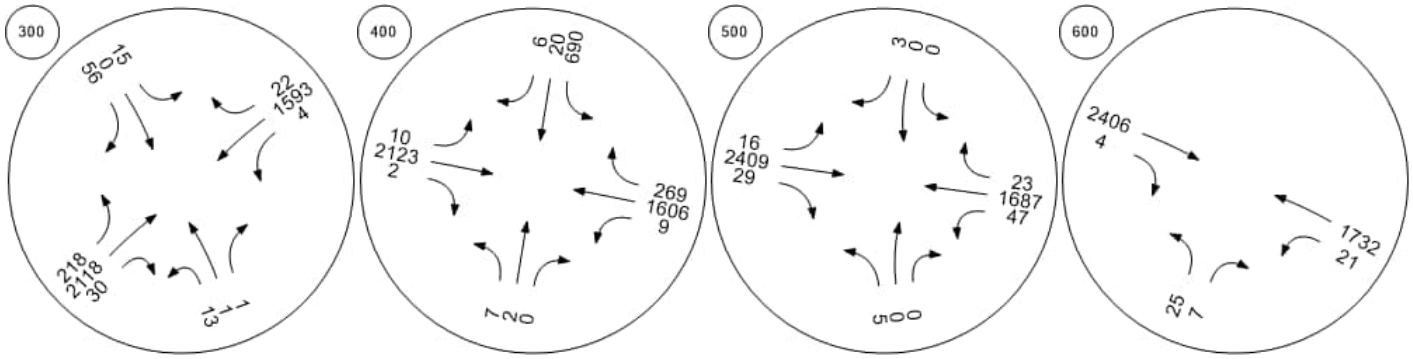
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road atHirst Road



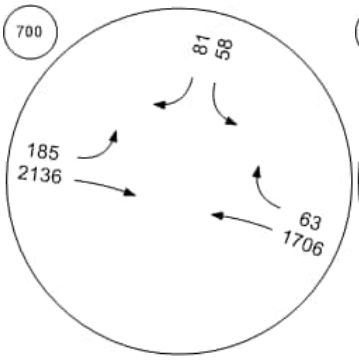
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



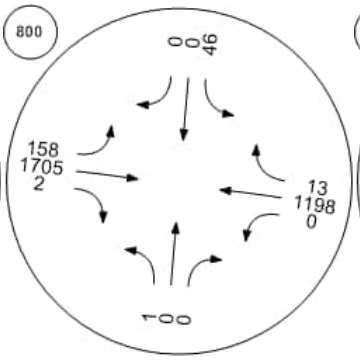
Traffic Volume - Base Volume



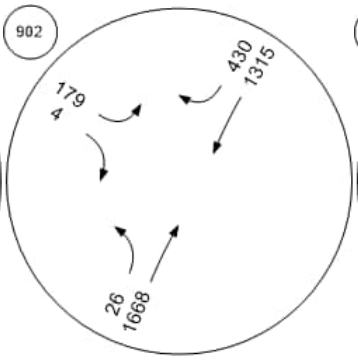
Shamrock Road at Northward



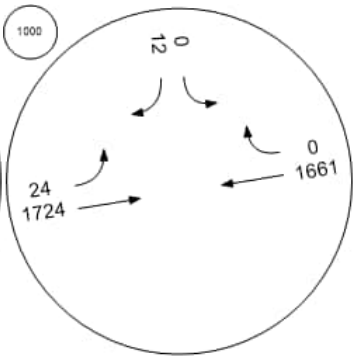
Shamrock Road at Condor R



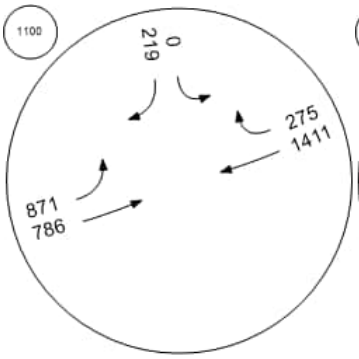
Bodden Town Road at Bodde



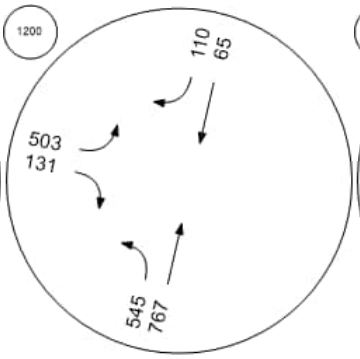
Bodden Town Road at Long



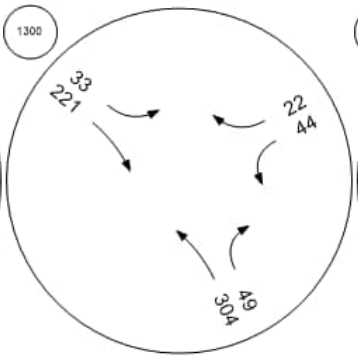
Frank Sound Road at Bodde



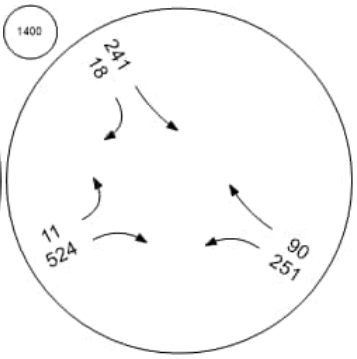
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	19.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	1	0	138	199	85	174	0	261	613	0	15	18	388	0	0	266	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	138	199	85	174	0	261	613	0	15	18	388	0	0	266	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	0	0	35	50	21	44	0	65	153	0	4	5	97	0	0	67	0
Total Analysis Volume [veh/h]	1	0	138	199	85	174	0	261	613	0	15	18	388	0	0	266	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	545				232				603				468				
Exiting Flow Rate [veh/h]	577				1017				280				284				
Demand Flow Rate [veh/h]	1	0	138	199	85	174	0	261	613	0	15	18	388	0	0	266	0
Adjusted Demand Flow Rate [veh/h]	1	0	138	199	85	174	0	261	613	0	15	18	388	0	0	266	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	338	520	646	654
Capacity of Entry and Bypass Lanes [veh/h]	792	1090	747	857
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	792	1090	747	857
X, volume / capacity	0.43	0.48	0.87	0.76

Movement, Approach, & Intersection Results

Lane LOS	B	A	D	C
95th-Percentile Queue Length [veh]	2.15	2.64	10.52	7.49
95th-Percentile Queue Length [ft]	53.85	66.06	263.02	187.16
Approach Delay [s/veh]	10.03	8.67	31.81	20.22
Approach LOS	B	A	D	C
Intersection Delay [s/veh]	19.31			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	212.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.400

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	21	712	0	0	365	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	21	712	0	0	365	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	191	0	0	98	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	23	766	0	0	392	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	1.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.64	212.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				B	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.11	35.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.70	886.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			206.48			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	137.95											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.075

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	609	0	0	0	7	705	0	0	0	0	1489	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	609	0	0	0	7	705	0	0	0	0	1489	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	0	0	0	2	190	0	0	0	0	400	0
Total Analysis Volume [veh/h]	655	0	0	0	8	758	0	0	0	0	1601	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.96	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	1848.08	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	68.93	0.00	0.00	0.00	98.66	98.66	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1723.33	0.00	0.00	0.00	2466.54	2466.54	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	1848.08			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2935.31											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	42	540	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	540	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	145	0	0	0
Total Analysis Volume [veh/h]	0	45	581	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	13.29	0.00	0.00	0.00	0.00
Movement LOS		B	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.31	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.29		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	269.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.130

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	12	0	0	67	9	249	6	2	1392	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	12	0	0	67	9	249	6	2	1392	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	0	0	17	2	62	2	1	348	0
Total Analysis Volume [veh/h]	34	0	12	0	0	69	9	249	6	2	1392	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.00	0.15	0.00	0.00	1.13	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	39.41	56.14	65.15	214.61	247.12	269.04	0.00	0.00	12.33	0.00	0.00	7.73
Movement LOS	E	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	1.42	1.42	1.42	5.61	5.61	5.61	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.39	35.39	35.39	140.22	140.22	140.22	0.92	0.92	0.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	46.12			269.04			0.28			0.00		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	11.71											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	62.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	7	2	330	17	110	30	229	1	3	1279	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	7	2	330	17	110	30	229	1	3	1279	104
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	83	4	28	8	57	0	1	320	26
Total Analysis Volume [veh/h]	4	7	2	330	17	110	30	229	1	3	1279	104
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1493			232			113			128		
Exiting Flow Rate [veh/h]	21			141			1393			561		
Demand Flow Rate [veh/h]	4	7	2	330	17	110	30	229	1	3	1279	104
Adjusted Demand Flow Rate [veh/h]	4	7	2	330	17	110	30	229	1	3	1279	104

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	13	457	260	1386
Capacity of Entry and Bypass Lanes [veh/h]	301	1090	1230	1212
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	301	1090	1230	1212
X, volume / capacity	0.04	0.42	0.21	1.14

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	F
95th-Percentile Queue Length [veh]	0.13	2.11	0.80	36.22
95th-Percentile Queue Length [ft]	3.37	52.80	19.98	905.38
Approach Delay [s/veh]	12.72	7.77	4.77	91.33
Approach LOS	B	A	A	F
Intersection Delay [s/veh]	62.16			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	57.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.118

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	16	0	5	3	0	9	1	542	2	0	1083	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	5	3	0	9	1	542	2	0	1083	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	1	1	0	2	0	136	1	0	271	0
Total Analysis Volume [veh/h]	16	0	5	3	0	9	1	542	2	0	1083	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.06	0.01	0.00	0.12	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	21.37	43.06	52.03	16.78	45.35	57.39	0.00	0.00	10.54	0.00	0.00	8.47
Movement LOS	C	E	F	C	E	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.41	0.41	0.41	0.41	0.41	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.15	10.15	10.15	10.19	10.19	10.19	0.23	0.23	0.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	28.67			47.24			0.04			0.00		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	470.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.255

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	35	30	305	245	61	1048
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	30	305	245	61	1048
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	8	84	67	17	288
Total Analysis Volume [veh/h]	38	33	335	269	67	1152
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	1.25	0.00	0.46	0.00	0.01
d_M, Delay for Movement [s/veh]	348.65	470.03	0.00	16.50	0.00	0.00
Movement LOS	F	F	A	C	A	A
95th-Percentile Queue Length [veh/ln]	6.63	6.63	2.45	2.45	0.00	0.00
95th-Percentile Queue Length [ft/ln]	165.81	165.81	61.20	61.20	0.00	0.00
d_A, Approach Delay [s/veh]	405.07		7.35		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	17.53					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	23	7	16	327	1062	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	7	16	327	1062	22
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	4	84	274	6
Total Analysis Volume [veh/h]	24	7	16	337	1095	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	11.09	33.27	0.00	0.00	0.00	8.02
Movement LOS	B	D	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	7.12	7.12	0.00	0.00	1.44	1.44
d_A, Approach Delay [s/veh]	16.10		0.00		0.16	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	35.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.675

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	1	0	1	0	223	148	184	0	0	466	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	1	0	223	148	184	0	0	466	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	56	37	46	0	0	117	2
Total Analysis Volume [veh/h]	5	1	0	1	0	223	148	184	0	0	466	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.07	16.54	15.83	29.53	35.34	35.84	0.00	0.00	8.25	0.00	0.00	7.92
Movement LOS	B	C	C	D	E	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	4.65	4.65	4.65	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.87	0.87	0.87	116.25	116.25	116.25	0.00	0.00	0.00	0.37	0.37	0.37
d_A, Approach Delay [s/veh]	11.98			35.81			0.00			0.10		
Approach LOS	B			E			A			A		
d_I, Intersection Delay [s/veh]	7.87											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.085

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	97	19	12	190	441	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	19	12	190	441	144
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	5	3	51	117	38
Total Analysis Volume [veh/h]	103	20	13	202	469	153
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.08	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	10.89	21.85	0.00	0.00	0.00	7.97
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.78	0.78	0.00	0.00	0.38	0.38
95th-Percentile Queue Length [ft/ln]	19.42	19.42	0.00	0.00	9.43	9.43
d_A, Approach Delay [s/veh]	12.67		0.00		1.96	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.89					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	14	1	254	541	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	14	1	254	541	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	70	149	0
Total Analysis Volume [veh/h]	0	15	1	279	595	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.25	16.70	0.00	0.00	0.00	7.78
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.64	3.64	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.70		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Signalized	Delay (sec / veh):	324.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.201

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	902	60	117	137	466	758
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	902	60	117	137	466	758
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	242	16	31	37	125	204
Total Analysis Volume [veh/h]	970	65	126	147	501	815
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	51	0	17	64	47
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	115	115	115
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	45	11	58
g / C, Green / Cycle	0.39	0.10	0.50
(v / s)_i Volume / Saturation Flow Rate	0.64	0.16	0.89
s, saturation flow rate [veh/h]	1626	1757	1476
c, Capacity [veh/h]	636	168	808
d1, Uniform Delay [s]	35.00	52.00	28.23
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	289.18	306.57	289.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.63	1.62	1.63
d, Delay for Lane Group [s/veh]	324.18	358.57	317.24
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	67.95	18.97	82.13
50th-Percentile Queue Length [ft/ln]	1698.63	474.36	2053.36
95th-Percentile Queue Length [veh/ln]	105.53	30.33	128.70
95th-Percentile Queue Length [ft/ln]	2638.21	758.31	3217.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	324.18	324.18	358.57	358.57	317.24	317.24
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	324.18		358.57		317.24	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	324.28					
Intersection LOS	F					
Intersection V/C	1.201					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	45.0	45.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	21.30	21.30
l_p,int, Pedestrian LOS Score for Intersection	3.812	2.377	3.672
Crosswalk LOS	D	B	D
s_b, Saturation Flow Rate of the bicycle lane	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	21.30	47.03	14.13
l_b,int, Bicycle LOS Score for Intersection	3.267	2.010	3.731
Bicycle LOS	C	B	D

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	149.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.099

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	366	658	1299	327	451	247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	366	658	1299	327	451	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	165	325	82	113	62
Total Analysis Volume [veh/h]	366	658	1299	327	451	247
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	61	74	13	0	46
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	55	68	68	40
g / C, Green / Cycle	0.46	0.57	0.57	0.33
(v / s)_i Volume / Saturation Flow Rate	0.57	0.68	0.43	0.42
s, saturation flow rate [veh/h]	1787	1900	762	1679
c, Capacity [veh/h]	819	1077	265	560
d1, Uniform Delay [s]	32.50	26.00	46.55	40.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	122.61	101.84	132.85	125.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.25	1.21	1.23	1.25
d, Delay for Lane Group [s/veh]	155.11	127.84	179.40	165.64
Lane Group LOS	F	F	F	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	51.52	60.30	13.53	36.14
50th-Percentile Queue Length [ft/ln]	1288.12	1507.54	338.19	903.57
95th-Percentile Queue Length [veh/ln]	73.89	84.47	22.38	52.63
95th-Percentile Queue Length [ft/ln]	1847.17	2111.63	559.39	1315.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	155.11	155.11	127.84	179.40	165.64	165.64
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	155.11		138.21		165.64	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	149.10					
Intersection LOS	F					
Intersection V/C	1.099					

Other Modes

g_Walk,mi, Effective Walk Time [s]	40.0	40.0	55.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.67	26.67	17.60
l_p,int, Pedestrian LOS Score for Intersection	2.539	2.564	2.360
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	917	1133	667
d_b, Bicycle Delay [s]	17.60	11.27	26.67
l_b,int, Bicycle LOS Score for Intersection	3.249	4.243	2.711
Bicycle LOS	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	184	46	8	297	56	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	46	8	297	56	1
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	13	2	83	16	0
Total Analysis Volume [veh/h]	207	52	9	334	63	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	0.00	8.06	0.00	0.00	10.60	14.16
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.30	0.30
95th-Percentile Queue Length [ft/ln]	3.32	3.32	0.00	0.00	7.51	7.51
d_A, Approach Delay [s/veh]	1.62		0.00		10.65	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	365	18	31	32	52	47	4	1637	382	9	1977	23	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	365	18	31	32	52	47	4	1637	382	9	1977	23	24
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	91	5	8	8	13	12	1	409	96	2	494	6	6
Total Analysis Volume [veh/h]	365	18	31	32	52	47	4	1637	382	9	1977	23	24
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	2071			2074			96			481			
Exiting Flow Rate [veh/h]	443			45			2024			1692			
Demand Flow Rate [veh/h]	365	18	31	32	52	47	4	1637	382	9	1977	23	24
Adjusted Demand Flow Rate [veh/h]	365	18	31	32	52	47	4	1637	382	9	1977	23	24

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1380.00	1420.	1420.	1420.	1420.	1420.00	1420.00	1420.00	1420.00	1420.00	1420.00
B (coefficient)	0.00000	0.00102	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00091	0.00091	0.00091
HV Adjustment 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
Entry Flow Rate [veh/h]	0	49	0	26	26	47	675	675	675	678	678	678
Capacity of Entry and Bypass Lanes [veh/h]	100000	167	338	216	216	216	1302	1302	1302	917	917	917
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	167	338	216	216	216	1302	1302	1302	917	917	917
X, volume / capacity	0.00	0.29	0.09	0.12	0.12	0.22	0.52	0.52	0.52	0.74	0.74	0.74

Movement, Approach, & Intersection Results

Lane LOS	A	D	B	C	C	C	A	A	A	C	C	C
95th-Percentile Queue Length [veh]	0.00	1.16	0.31	0.41	0.41	0.81	3.10	3.10	3.10	6.91	6.91	6.91
95th-Percentile Queue Length [ft]	0.00	28.90	7.80	10.14	10.14	20.19	77.60	77.60	77.60	172.73	172.73	172.73
Approach Delay [s/veh]	3.76		19.22				8.29			17.87		
Approach LOS	A		C				A			C		
Intersection Delay [s/veh]	12.43											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1724	2033	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1724	2033	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	431	508	0
Total Analysis Volume [veh/h]	0	0	0	1724	2033	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	16.90	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.90		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	2.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.039

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1724	0	2	2033
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1724	0	2	2033
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	431	0	1	508
Total Analysis Volume [veh/h]	0	0	1724	0	2	2033
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.48	0.00	0.56
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.29	0.15	2.75
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.53	0.00	1.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.50	0.00	0.65
d, Delay for Lane Group [s/veh]	0.00	0.81	0.15	3.84
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	2.63
50th-Percentile Queue Length [ft/ln]	0.00	6.28	0.02	65.69
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	4.73
95th-Percentile Queue Length [ft/ln]	0.00	11.30	0.03	118.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.81	0.00	0.15	3.84
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.81		3.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.45					
Intersection LOS	A					
Intersection V/C	1.039					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.675	3.540
Crosswalk LOS	A	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.982	3.238
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	204	0	0	0	0	0	0	1724	0	1	1831	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	0	0	0	0	0	0	1724	0	1	1831	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	0	0	0	0	0	431	0	0	458	0
Total Analysis Volume [veh/h]	204	0	0	0	0	0	0	1724	0	1	1831	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	34	0	0	34	0	0	34	56	0	34	56	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	28	28	84	50	84	50
g / C, Green / Cycle	0.31	0.31	0.93	0.56	0.93	0.56
(v / s)_i Volume / Saturation Flow Rate	0.13	0.00	0.00	0.48	0.00	0.51
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	502	502	1507	2010	1507	2010
d1, Uniform Delay [s]	24.44	0.00	0.00	16.98	0.20	18.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.43	0.00	0.00	5.01	0.00	7.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.00	0.00	0.86	0.00	0.91
d, Delay for Lane Group [s/veh]	26.87	0.00	0.00	21.99	0.20	25.69
Lane Group LOS	C	A	A	C	A	C
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.74	0.00	0.00	13.45	0.00	15.71
50th-Percentile Queue Length [ft/ln]	93.48	0.00	0.00	336.26	0.01	392.85
95th-Percentile Queue Length [veh/ln]	6.73	0.00	0.00	19.47	0.00	22.22
95th-Percentile Queue Length [ft/ln]	168.27	0.00	0.00	486.63	0.01	555.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.87	0.00	0.00	0.00	0.00	0.00	0.00	21.99	0.00	0.20	25.69	0.00
Movement LOS	C			A			A	C		A	C	
d_A, Approach Delay [s/veh]	26.87			0.00			21.99			25.68		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	24.05											
Intersection LOS	C											
Intersection V/C	0.632											

Other Modes

g_Walk,mi, Effective Walk Time [s]	50.0	50.0	28.0	28.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	8.89	8.89	21.36	21.36
l_p,int, Pedestrian LOS Score for Intersection	1.743	1.660	3.502	3.436
Crosswalk LOS	A	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	1111	1111
d_b, Bicycle Delay [s]	21.36	21.36	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.982	3.071
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	3.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.983

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1724	0	1831
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1724	0	1831
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	431	0	458
Total Analysis Volume [veh/h]	1724	0	1831
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0
v_di, Inbound Pedestrian Volume crossing m	0		0
v_co, Outbound Pedestrian Volume crossing	0		0
v_ci, Inbound Pedestrian Volume crossing mi	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	0.48	0.00	0.51
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	0.47	0.00	4.90
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	0.56	0.00	1.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.00	0.65
d, Delay for Lane Group [s/veh]	1.03	0.00	6.07
Lane Group LOS	A	A	A
Critical Lane Group	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	0.00	4.76
50th-Percentile Queue Length [ft/ln]	6.55	0.00	118.91
95th-Percentile Queue Length [veh/ln]	0.47	0.00	8.33
95th-Percentile Queue Length [ft/ln]	11.79	0.00	208.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1.03	0.00	6.07
Movement LOS	A	A	A
d_A, Approach Delay [s/veh]	1.03		6.07
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	3.63		
Intersection LOS	A		
Intersection V/C	0.983		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
l_p,int, Pedestrian LOS Score for Intersection	3.469	3.589
Crosswalk LOS	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
l_b,int, Bicycle LOS Score for Intersection	2.982	3.070
Bicycle LOS	C	C

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	164	0	1724	0	0	1667
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	0	1724	0	0	1667
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	431	0	0	417
Total Analysis Volume [veh/h]	164	0	1724	0	0	1667
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.10	0.48	0.00	0.46
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	22.26	0.38	0.00	18.18
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.46	0.55	0.00	5.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.51	0.00	0.86
d, Delay for Lane Group [s/veh]	23.72	0.94	0.00	23.62
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	0.26	0.00	13.63
50th-Percentile Queue Length [ft/ln]	69.38	6.50	0.00	340.75
95th-Percentile Queue Length [veh/ln]	5.00	0.47	0.00	19.68
95th-Percentile Queue Length [ft/ln]	124.88	11.71	0.00	492.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.72	0.00	0.94	0.00	0.00	23.62
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	23.72		0.94		23.62	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	12.62					
Intersection LOS	B					
Intersection V/C	0.477					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.730	3.553	3.379
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	2.982	2.935
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	86	0	1724	0	6	1582
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	0	1724	0	6	1582
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	431	0	2	396
Total Analysis Volume [veh/h]	86	0	1724	0	6	1582
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.05	0.48	0.00	0.44
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	21.12	0.38	0.20	17.42
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.63	0.55	0.00	4.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.51	0.00	0.82
d, Delay for Lane Group [s/veh]	21.76	0.94	0.21	21.46
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.37	0.26	0.00	12.15
50th-Percentile Queue Length [ft/ln]	34.18	6.50	0.05	303.82
95th-Percentile Queue Length [veh/ln]	2.46	0.47	0.00	17.87
95th-Percentile Queue Length [ft/ln]	61.53	11.71	0.09	446.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.76	0.00	0.94	0.00	0.21	21.46
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	21.76		0.94		21.38	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	11.02					
Intersection LOS	B					
Intersection V/C	0.477					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.701	3.487	3.354
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	2.982	2.870
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	51	0	1724	0	118	1537
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	0	1724	0	118	1537
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	431	0	30	384
Total Analysis Volume [veh/h]	51	0	1724	0	118	1537
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.03	0.48	0.07	0.42
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.65	0.38	0.22	17.04
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.35	0.55	0.10	3.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.51	0.08	0.80
d, Delay for Lane Group [s/veh]	21.00	0.94	0.32	20.56
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.80	0.26	0.04	11.46
50th-Percentile Queue Length [ft/ln]	20.05	6.50	1.06	286.60
95th-Percentile Queue Length [veh/ln]	1.44	0.47	0.08	17.02
95th-Percentile Queue Length [ft/ln]	36.08	11.71	1.91	425.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.00	0.00	0.94	0.00	0.32	20.56
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	21.00		0.94		19.12	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	10.01					
Intersection LOS	B					
Intersection V/C	0.477					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.719	3.454	3.375
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	2.982	2.925
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	50.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	1724	1655	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1724	1655	3
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	431	414	1
Total Analysis Volume [veh/h]	1724	1655	3
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	50.64
Movement LOS	A	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.82
d_A, Approach Delay [s/veh]	0.00	0.09	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.04		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.501

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	55	0	0	0	0	0	0	1690	36	7	1602	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	0	0	0	0	0	1690	36	7	1602	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	0	0	0	0	0	423	9	2	401	0
Total Analysis Volume [veh/h]	55	0	0	0	0	0	0	1690	36	7	1602	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.00	0.00	0.47	0.02	0.00	0.44	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	33.22	0.00	0.00	7.05	32.74	3.77	6.74	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.00	0.00	0.00	1.33	0.94	0.01	1.15	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.00	0.00	0.66	0.13	0.01	0.62	0.00
d, Delay for Lane Group [s/veh]	35.22	0.00	0.00	8.38	33.68	3.78	7.89	0.00
Lane Group LOS	D	A	A	A	C	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	1.20	0.00	0.00	5.91	0.71	0.03	5.34	0.00
50th-Percentile Queue Length [ft/ln]	30.07	0.00	0.00	147.83	17.73	0.68	133.50	0.00
95th-Percentile Queue Length [veh/ln]	2.17	0.00	0.00	9.90	1.28	0.05	9.13	0.00
95th-Percentile Queue Length [ft/ln]	54.13	0.00	0.00	247.53	31.92	1.22	228.25	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.22	0.00	0.00	0.00	0.00	0.00	0.00	8.38	33.68	3.78	7.89	0.00
Movement LOS	D			A			A	A	C	A	A	A
d_A, Approach Delay [s/veh]	35.22			0.00			8.90			7.87		
Approach LOS	D			A			A			A		
d_I, Intersection Delay [s/veh]	8.84											
Intersection LOS	A											
Intersection V/C	0.501											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.657	1.625	3.365	3.343
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	2.984	2.887
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	72.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1631	59	1550
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1631	59	1550
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	408	15	388
Total Analysis Volume [veh/h]	1631	59	1550
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.55	0.02
d_M, Delay for Movement [s/veh]	0.00	72.87	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	2.55	0.00
95th-Percentile Queue Length [ft/ln]	0.00	63.87	0.00
d_A, Approach Delay [s/veh]	2.54		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	1.33		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	34	0	1631	0	41	1516
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	1631	0	41	1516
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	408	0	10	379
Total Analysis Volume [veh/h]	34	0	1631	0	41	1516
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.45	0.03	0.42
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.43	0.36	0.21	16.87
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.50	0.03	3.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.48	0.03	0.79
d, Delay for Lane Group [s/veh]	20.66	0.86	0.24	20.18
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.53	0.23	0.01	11.16
50th-Percentile Queue Length [ft/ln]	13.20	5.83	0.35	279.00
95th-Percentile Queue Length [veh/ln]	0.95	0.42	0.03	16.64
95th-Percentile Queue Length [ft/ln]	23.76	10.49	0.63	415.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.66	0.00	0.86	0.00	0.24	20.18
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	20.66		0.86		19.65	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	10.15					
Intersection LOS	B					
Intersection V/C	0.451					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.688	3.401	3.313
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	2.905	2.844
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1631	1557	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1631	1557	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	408	389	0
Total Analysis Volume [veh/h]	0	0	0	1631	1557	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	16.09	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.09		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	52.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1593	38	1519
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1593	38	1519
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	398	10	380
Total Analysis Volume [veh/h]	1593	38	1519
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.34	0.02
d_M, Delay for Movement [s/veh]	0.00	52.06	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	1.33	0.00
95th-Percentile Queue Length [ft/ln]	0.00	33.19	0.00
d_A, Approach Delay [s/veh]	1.21		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.63		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Pond)

Control Type:	Signalized	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	57	0	1593	0	6	1461
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	0	1593	0	6	1461
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	398	0	2	365
Total Analysis Volume [veh/h]	57	0	1593	0	6	1461
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	37	0	37	0	37	53
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	31	84	84	47
g / C, Green / Cycle	0.34	0.93	0.93	0.52
(v / s)_i Volume / Saturation Flow Rate	0.04	0.44	0.00	0.40
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	556	3376	1507	1889
d1, Uniform Delay [s]	20.05	0.36	0.20	17.23
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	0.48	0.00	3.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.47	0.00	0.77
d, Delay for Lane Group [s/veh]	20.42	0.83	0.21	20.38
Lane Group LOS	C	A	A	C
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.88	0.22	0.00	10.82
50th-Percentile Queue Length [ft/ln]	22.04	5.57	0.05	270.41
95th-Percentile Queue Length [veh/ln]	1.59	0.40	0.00	16.21
95th-Percentile Queue Length [ft/ln]	39.67	10.03	0.09	405.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.42	0.00	0.83	0.00	0.21	20.38
Movement LOS	C		A		A	C
d_A, Approach Delay [s/veh]	20.42		0.83		20.30	
Approach LOS	C		A		C	
d_I, Intersection Delay [s/veh]	10.35					
Intersection LOS	B					
Intersection V/C	0.440					

Other Modes

g_Walk,mi, Effective Walk Time [s]	47.0	31.0	31.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.27	19.34	19.34
l_p,int, Pedestrian LOS Score for Intersection	1.686	3.371	3.270
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	1867	1044
d_b, Bicycle Delay [s]	19.34	0.20	10.27
l_b,int, Bicycle LOS Score for Intersection	1.560	2.874	2.770
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	40.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	1588	5	1462	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1588	5	1462	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	397	1	366	0
Total Analysis Volume [veh/h]	1588	5	1462	1
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	35.28	0.00	40.80
Movement LOS	A	E	A	E
95th-Percentile Queue Length [veh/ln]	0.00	0.13	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	3.13	0.00	0.74
d_A, Approach Delay [s/veh]	0.11		0.03	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.07			
Intersection LOS	E			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1588	1462	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1588	1462	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	397	366	0
Total Analysis Volume [veh/h]	0	0	0	1588	1462	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	15.74	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.74		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1588	0	0	1462
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1588	0	0	1462
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	397	0	0	366
Total Analysis Volume [veh/h]	0	0	1588	0	0	1462
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.44	0.00	0.40
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.27	0.00	2.02
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.45	0.00	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.46	0.00	0.47
d, Delay for Lane Group [s/veh]	0.00	0.72	0.00	2.54
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	1.36
50th-Percentile Queue Length [ft/ln]	0.00	5.36	0.00	34.05
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	2.45
95th-Percentile Queue Length [ft/ln]	0.00	9.65	0.00	61.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.72	0.00	0.00	2.54
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.72		2.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.59					
Intersection LOS	A					
Intersection V/C	0.439					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.388	3.309
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.870	2.766
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1588	0	1462
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1588	0	1462
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	397	0	366
Total Analysis Volume [veh/h]	1588	0	1462
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	34.06	0.00
Movement LOS	A	D	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1	1587	1462	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	1587	1462	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	397	366	0
Total Analysis Volume [veh/h]	0	0	1	1587	1462	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	15.73	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.73		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	210	0	1587	0	41	1252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	0	1587	0	41	1252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	0	397	0	10	313
Total Analysis Volume [veh/h]	210	0	1587	0	41	1252
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	84
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	114	114	78
g / C, Green / Cycle	0.25	0.95	0.95	0.65
(v / s)_i Volume / Saturation Flow Rate	0.13	0.44	0.03	0.35
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	404	3437	1534	2351
d1, Uniform Delay [s]	38.79	0.27	0.15	11.24
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.73	0.45	0.03	0.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.46	0.03	0.53
d, Delay for Lane Group [s/veh]	43.52	0.72	0.19	12.11
Lane Group LOS	D	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.98	0.21	0.01	8.26
50th-Percentile Queue Length [ft/ln]	149.44	5.35	0.34	206.42
95th-Percentile Queue Length [veh/ln]	9.99	0.39	0.02	12.97
95th-Percentile Queue Length [ft/ln]	249.69	9.63	0.62	324.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.52	0.00	0.72	0.00	0.19	12.11
Movement LOS	D		A		A	B
d_A, Approach Delay [s/veh]	43.52		0.72		11.73	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	8.23					
Intersection LOS	A					
Intersection V/C	0.439					

Other Modes

g_Walk,mi, Effective Walk Time [s]	78.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	7.35	33.75	33.75
l_p,int, Pedestrian LOS Score for Intersection	1.734	3.120	3.047
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1900	1300
d_b, Bicycle Delay [s]	33.75	0.15	7.35
l_b,int, Bicycle LOS Score for Intersection	1.560	2.869	2.626
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	17	0	0	1587	1293	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	0	1587	1293	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	397	323	0
Total Analysis Volume [veh/h]	17	0	0	1587	1293	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	16.30	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.99	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.30		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	974	135	0	0	194	267	128	4	1432	40	0	12	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	974	135	0	0	194	267	128	4	1432	40	0	12	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	244	34	0	0	49	67	32	1	358	10	0	3	0	0
Total Analysis Volume [veh/h]	974	135	0	0	194	267	128	4	1432	40	0	12	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	319			1476			135				1933			
Exiting Flow Rate [veh/h]	1626			263			1293				4			
Demand Flow Rate [veh/h]	974	135	0	0	194	267	128	4	1432	40	0	12	0	0
Adjusted Demand Flow Rate [veh/h]	974	135	0	0	194	267	128	4	1432	40	0	12	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	588	522	194	267	754	851	12
Capacity of Entry and Bypass Lanes [veh/h]	1083	1007	405	348	1256	1256	275
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1083	1007	405	348	1256	1256	275
X, volume / capacity	0.54	0.52	0.48	0.77	0.60	0.68	0.04

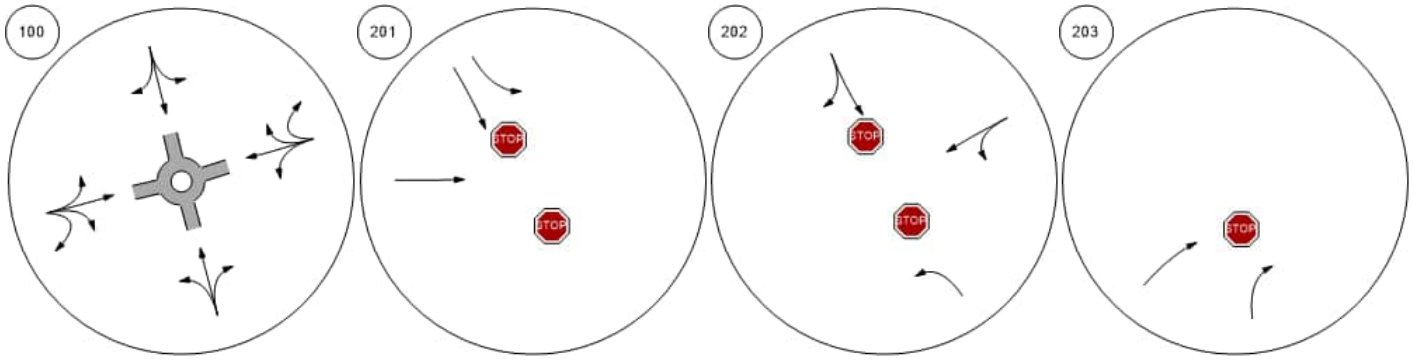
Movement, Approach, & Intersection Results

Lane LOS	A	A	C	E	B	B	B
95th-Percentile Queue Length [veh]	3.38	3.07	2.52	6.18	4.22	5.66	0.14
95th-Percentile Queue Length [ft]	84.45	76.66	62.96	154.46	105.54	141.38	3.41
Approach Delay [s/veh]	9.93		32.14		11.11		13.93
Approach LOS	A		D		B		B
Intersection Delay [s/veh]	13.75						
Intersection LOS	B						

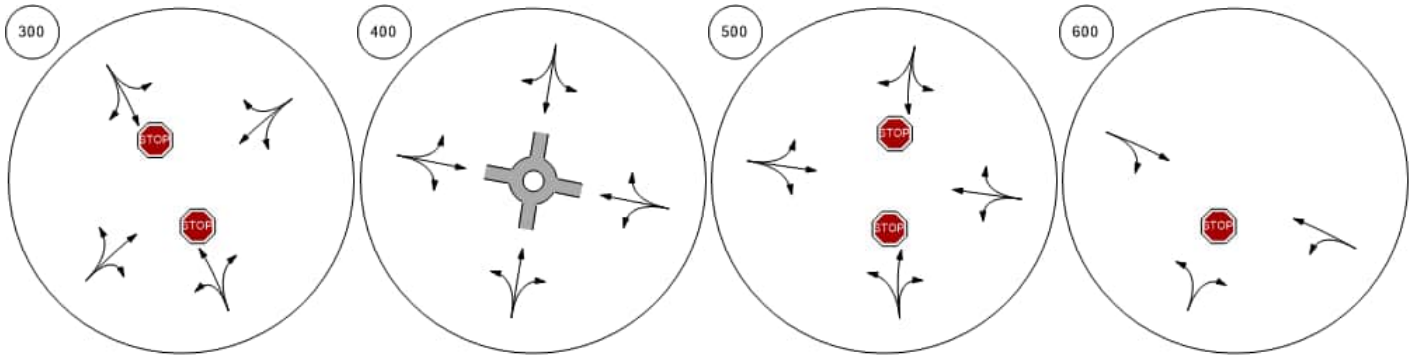
Lane Configuration and Traffic Control



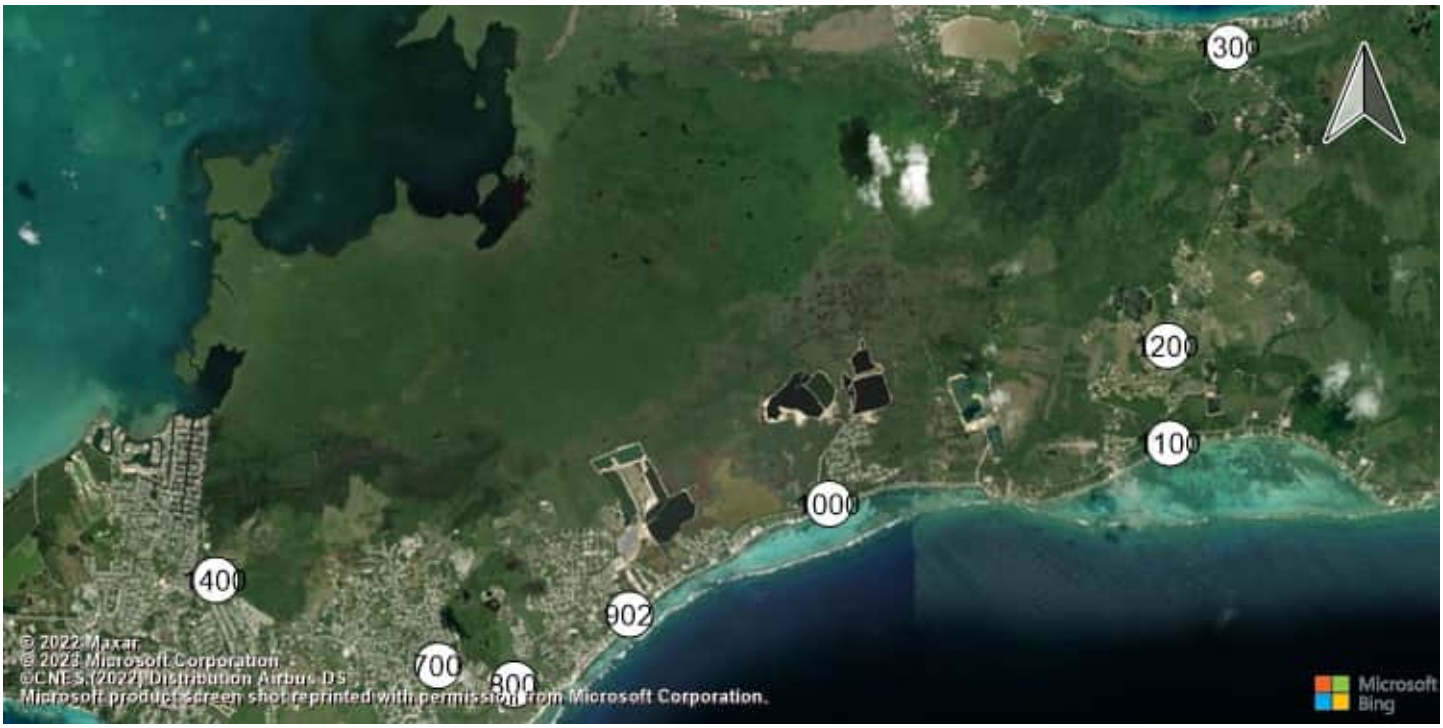
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



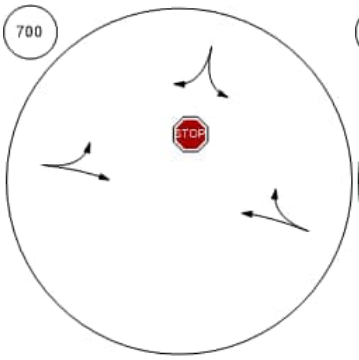
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



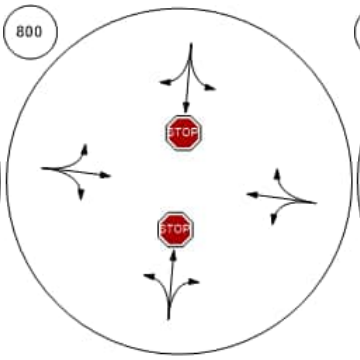
Lane Configuration and Traffic Control



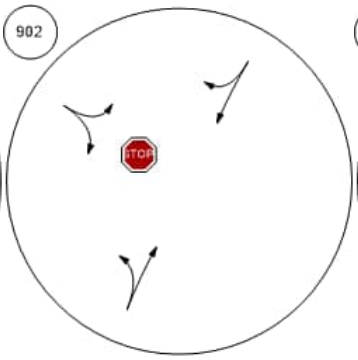
Shamrock Road at Northward



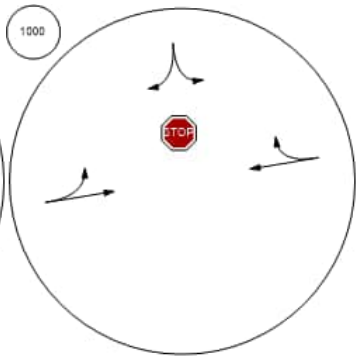
Shamrock Road at Condor R



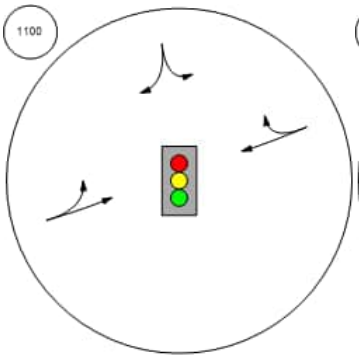
Bodden Town Road at Bodde



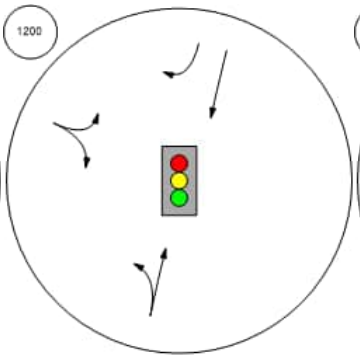
Bodden Town Road at Long



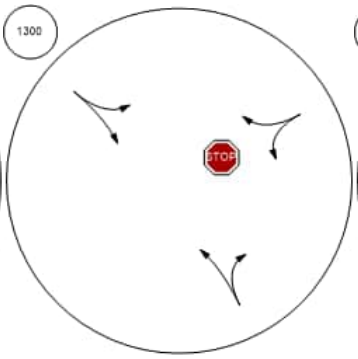
Bodden Town Road at Frank



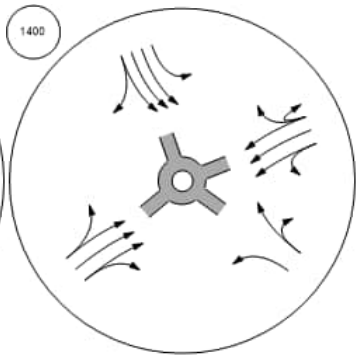
Frank Sound Road at Clifton



Frank Sound Road at North S



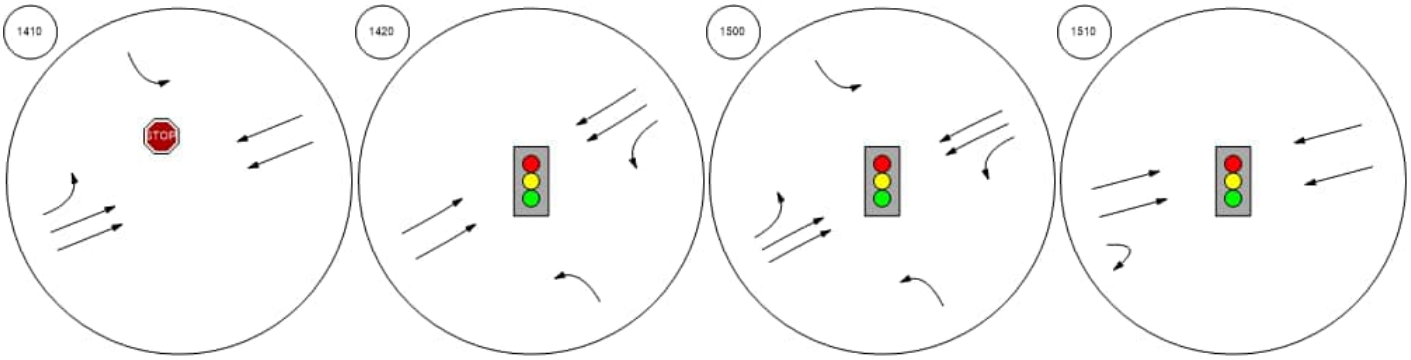
East-West Arterial at Agricola



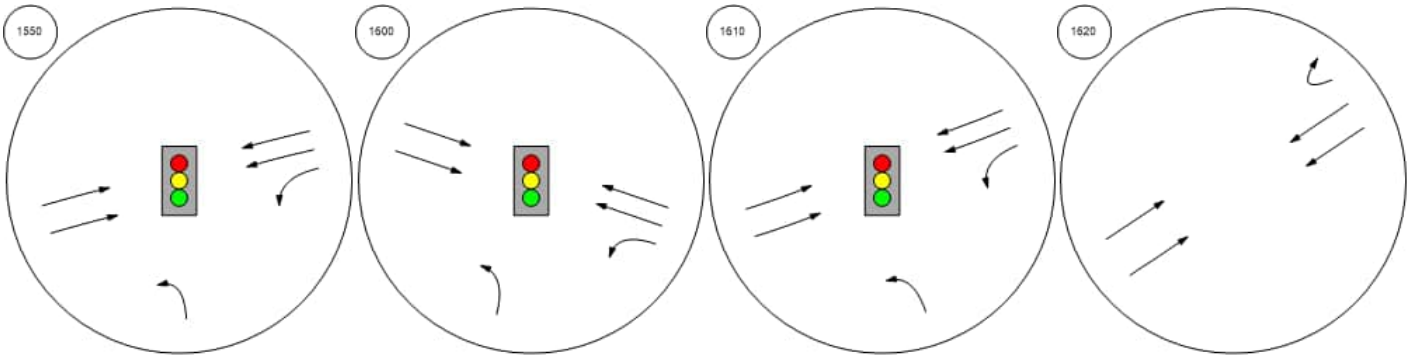
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



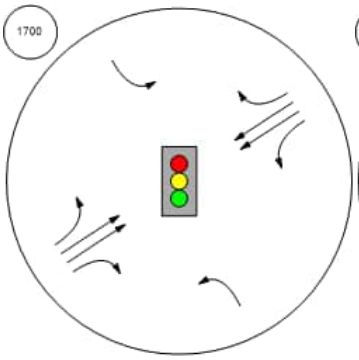
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



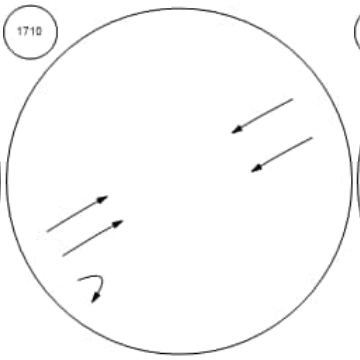
Lane Configuration and Traffic Control



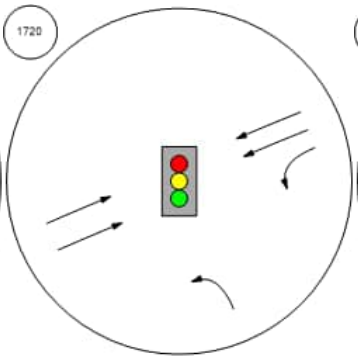
East-West Arterial at Lookout



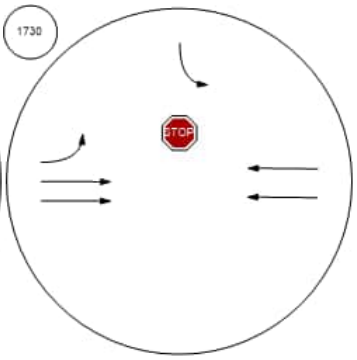
East-West Arterial at U-Turn



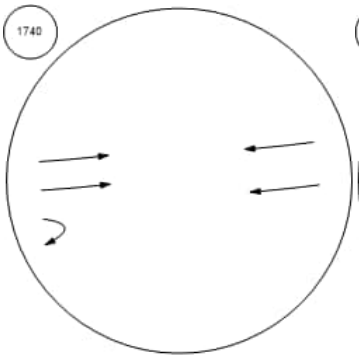
East-West Arterial at South A



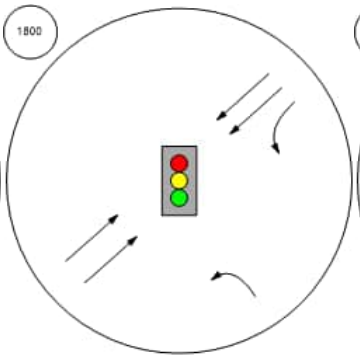
East-West Arterial at North A



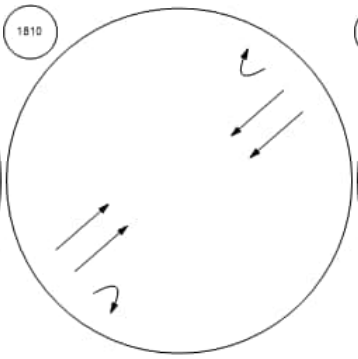
East-West Arterial at U-Turn



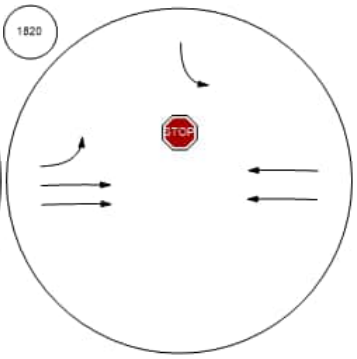
East-West Arterial at Long Fe



East-West Arterial at U-Turn



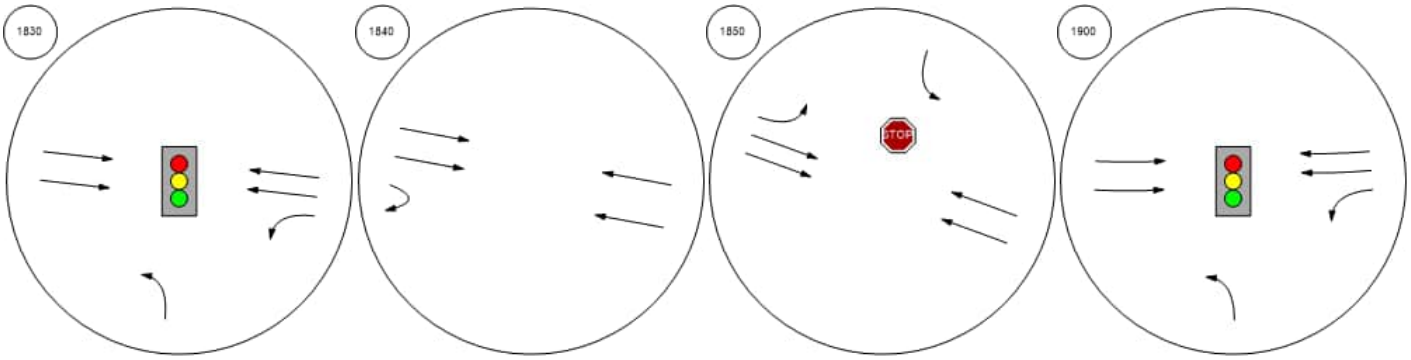
East-West Arterial at North A



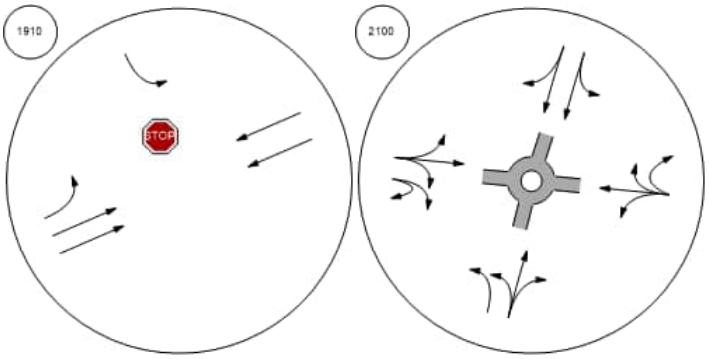
Lane Configuration and Traffic Control



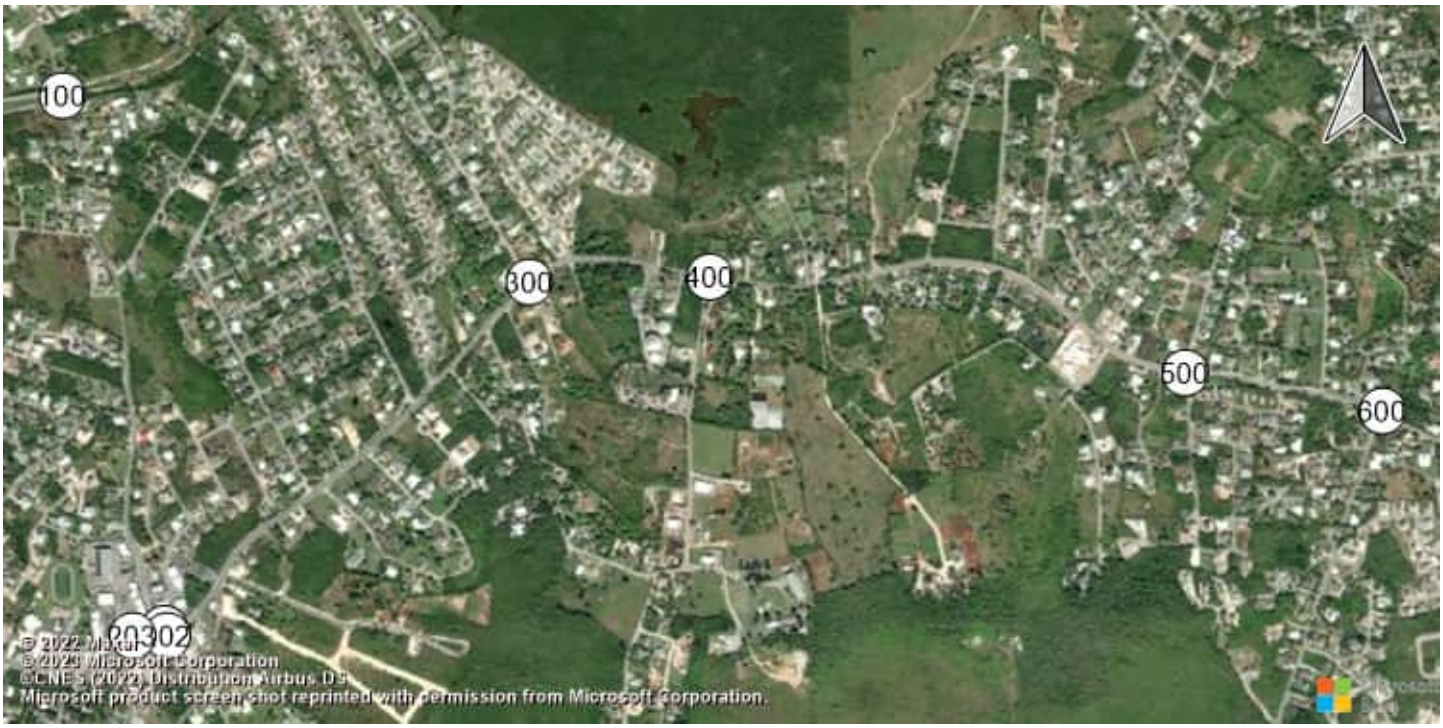
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



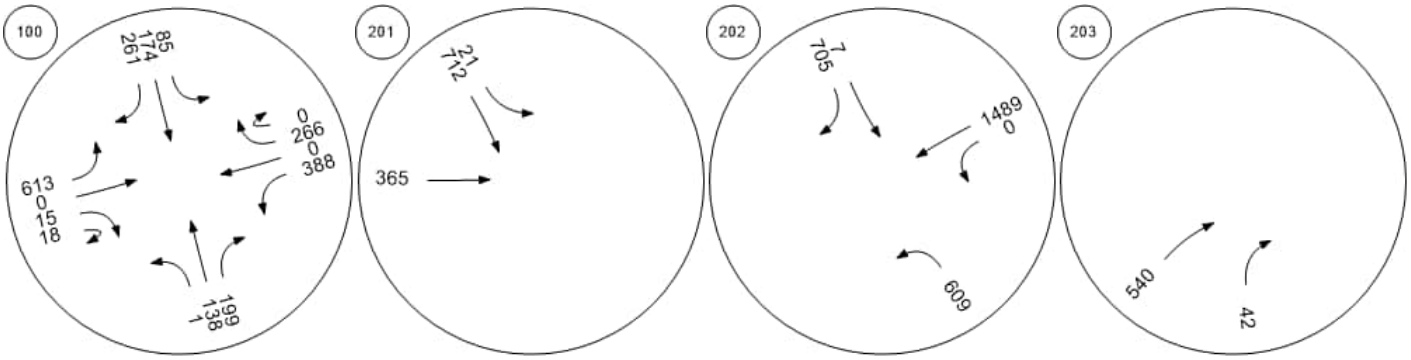
East-West Arterial at North A Frank Sound Road at East-W



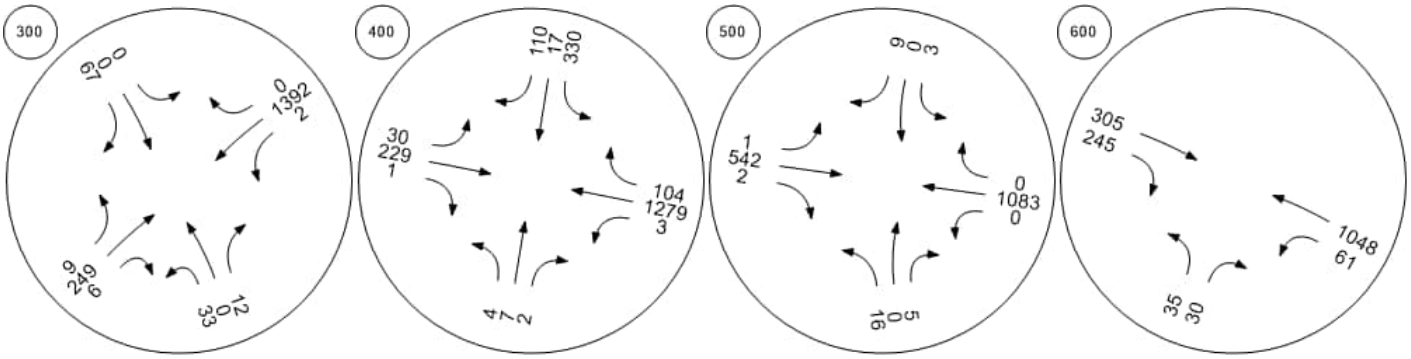
Traffic Volume - Base Volume



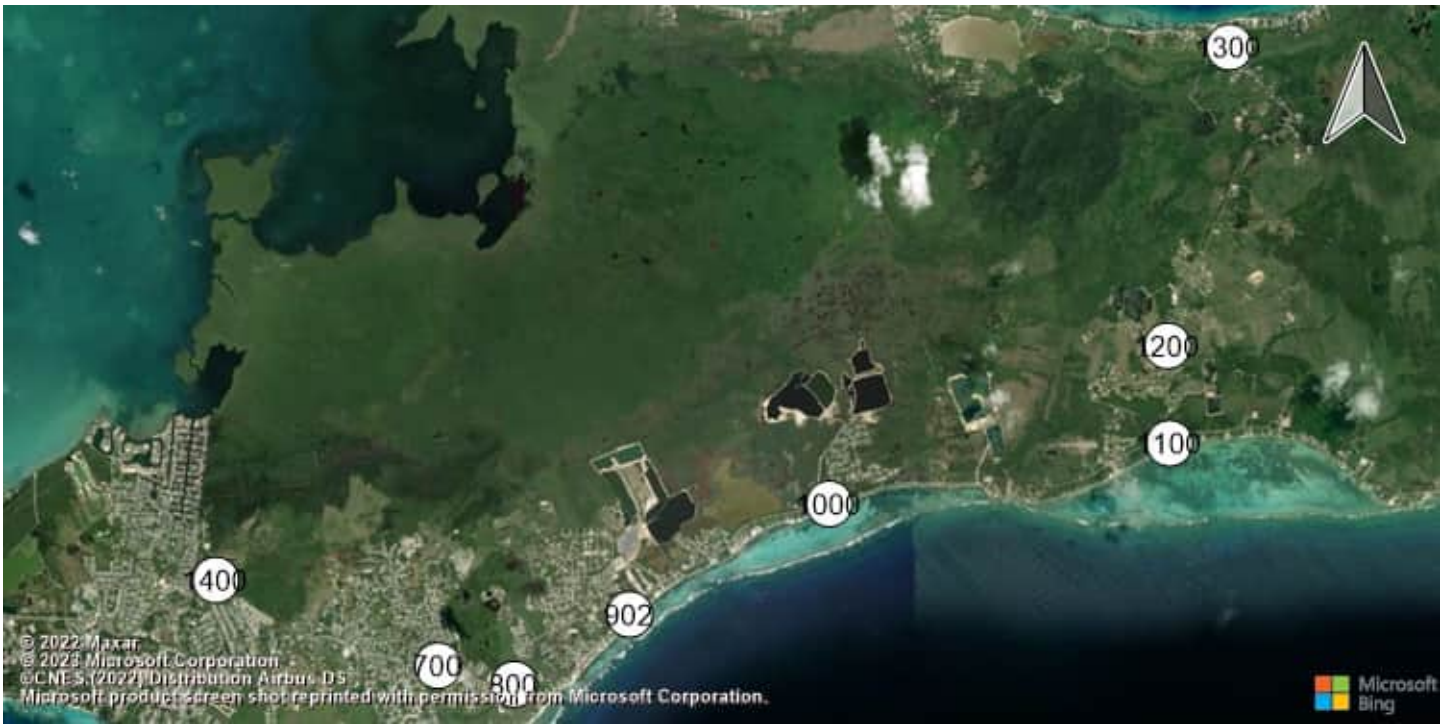
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



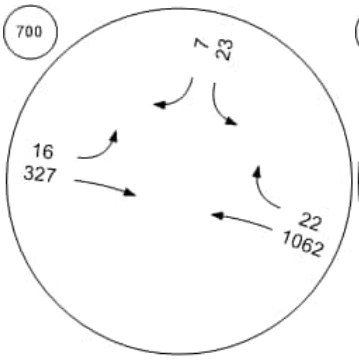
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



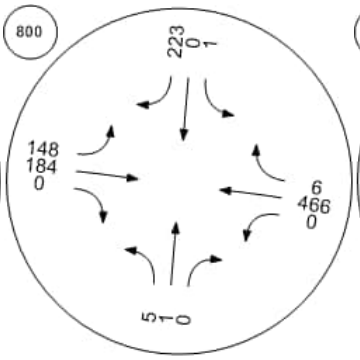
Traffic Volume - Base Volume



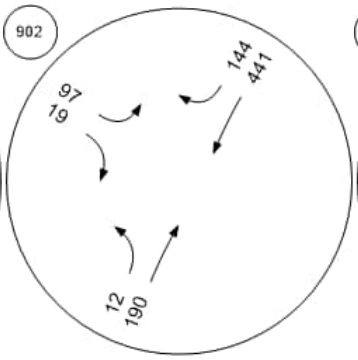
Shamrock Road at Northward



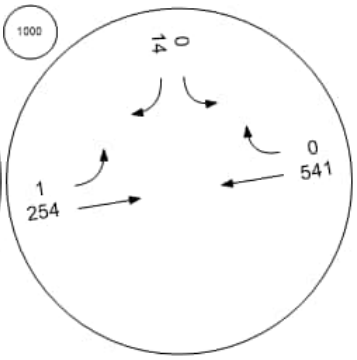
Shamrock Road at Condor R



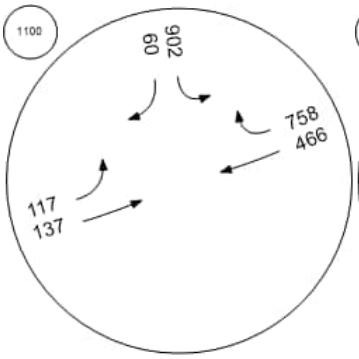
Bodden Town Road at Bodde



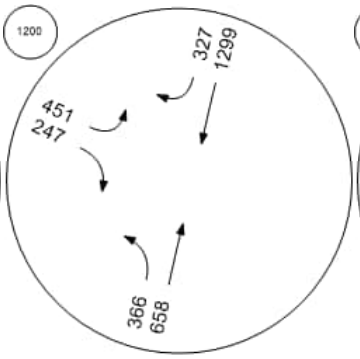
Bodden Town Road at Long



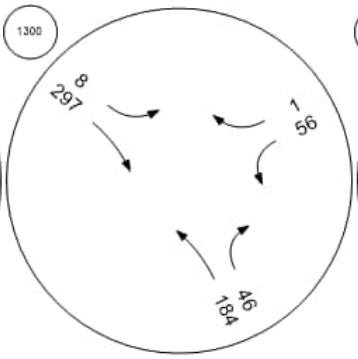
Bodden Town Road at Frank



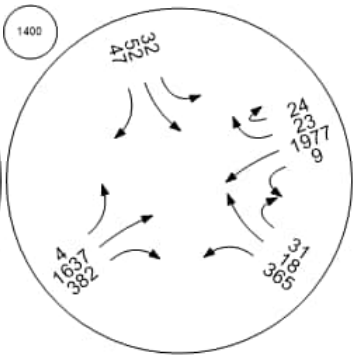
Frank Sound Road at Clifton



Frank Sound Road at North S



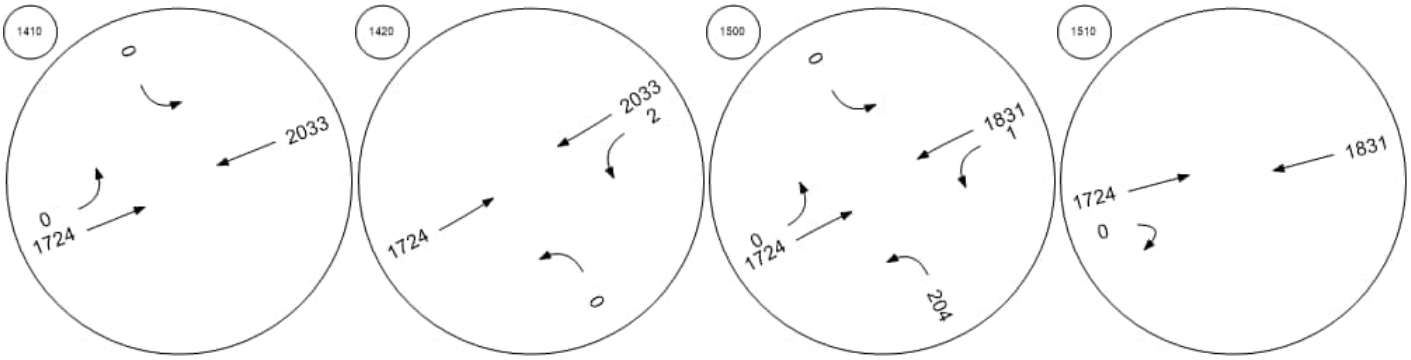
East-West Arterial at Agricola



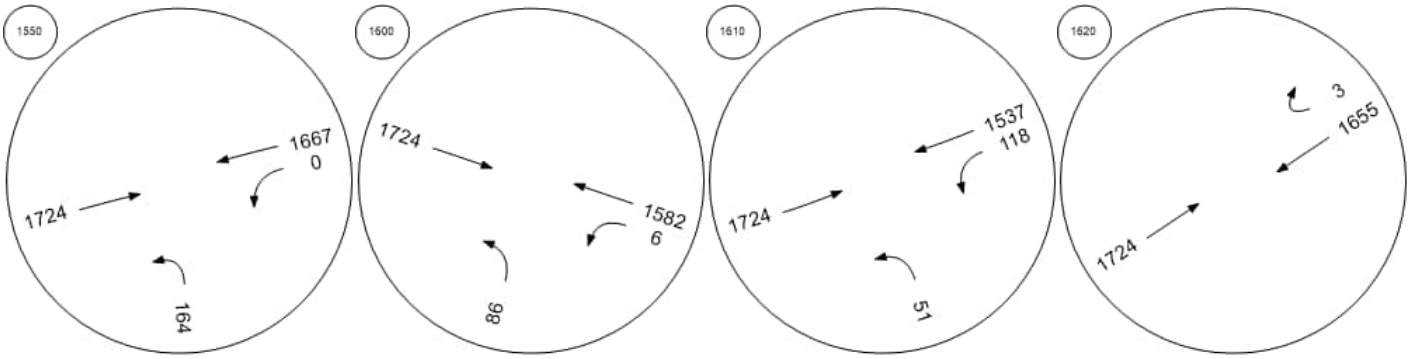
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



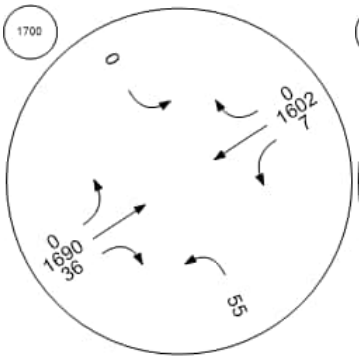
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



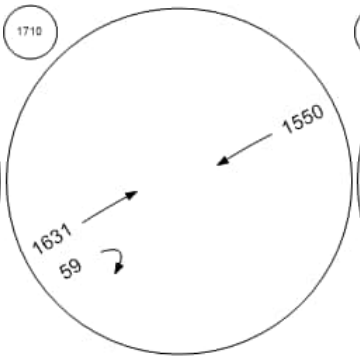
Traffic Volume - Base Volume



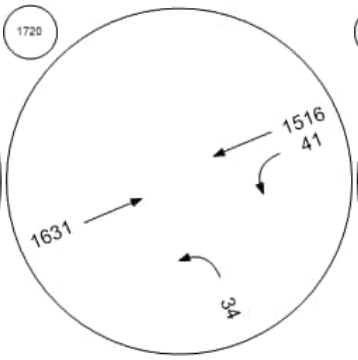
East-West Arterial at Lookout



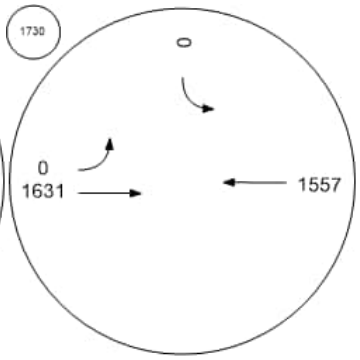
East-West Arterial at U-Turn



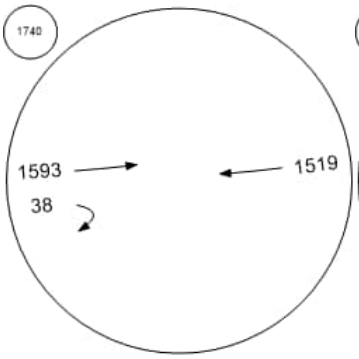
East-West Arterial at South A



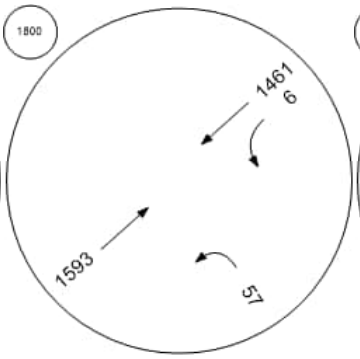
East-West Arterial at North A



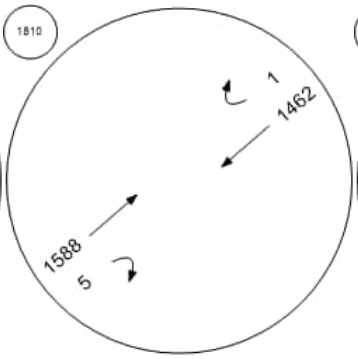
East-West Arterial at U-Turn



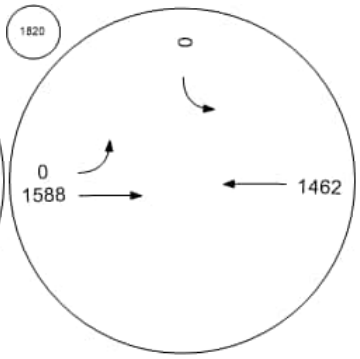
East-West Arterial at Long Fe



East-West Arterial at U-Turn



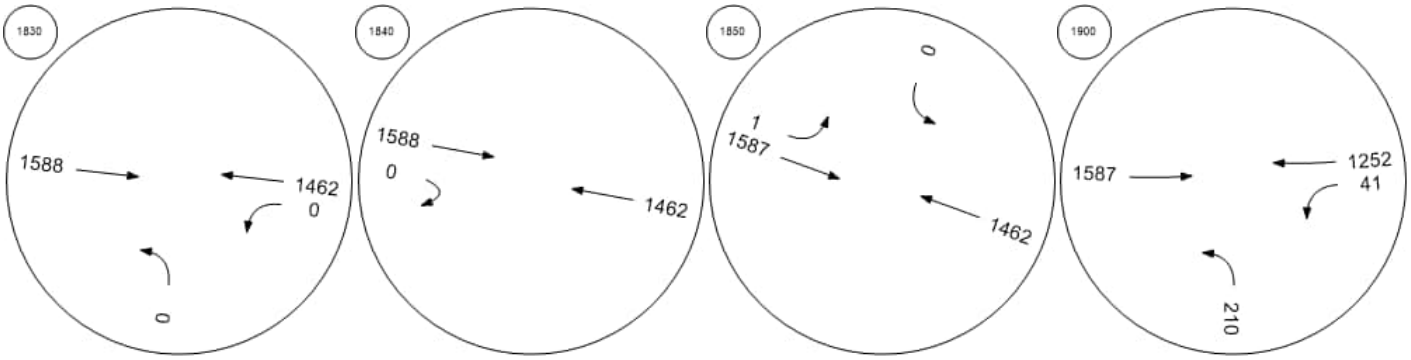
East-West Arterial at North A



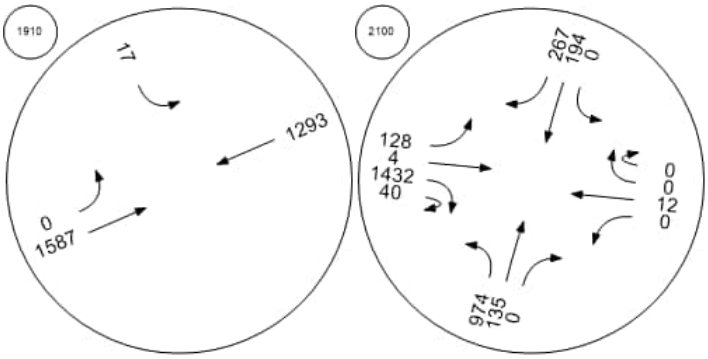
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	37.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	77	0	247	264	139	292	0	461	301	89	94	3	177	0	0	201	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	0	247	264	139	292	0	461	301	89	94	3	177	0	0	201	0
Peak Hour 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	1.0	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	19	0	62	66	35	73	0	115	75	22	24	1	44	0	0	50	0
Total Analysis Volume [veh/h]	77	0	247	264	139	292	0	461	301	89	94	3	177	0	0	201	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	665				450				712				850				
Exiting Flow Rate [veh/h]	563				749				541				492				
Demand Flow Rate [veh/h]	77	0	247	264	139	292	0	461	301	89	94	3	177	0	0	201	0
Adjusted Demand Flow Rate [veh/h]	77	0	247	264	139	292	0	461	301	89	94	3	177	0	0	201	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	588	892	487	378
Capacity of Entry and Bypass Lanes [veh/h]	701	873	668	580
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	701	873	668	580
X, volume / capacity	0.84	1.02	0.73	0.65

Movement, Approach, & Intersection Results

Lane LOS	D	F	C	C
95th-Percentile Queue Length [veh]	9.40	19.58	6.32	4.73
95th-Percentile Queue Length [ft]	235.12	489.48	158.04	118.26
Approach Delay [s/veh]	30.21	58.17	22.17	20.34
Approach LOS	D	F	C	C
Intersection Delay [s/veh]	37.59			
Intersection LOS	E			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	808.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.691

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	84	546	0	0	1010	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	84	546	0	0	1010	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	23	147	0	0	272	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	90	587	0	0	1086	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.34	2.69	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	25.37	808.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				D	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	1.44	50.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	36.11	1261.8	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			704.02			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	270.35											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	337	0	0	0	71	475	0	0	0	15	925	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	337	0	0	0	71	475	0	0	0	15	925	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	0	19	128	0	0	0	4	249	0
Total Analysis Volume [veh/h]	362	0	0	0	76	511	0	0	0	16	995	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.22	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	162.43	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	16.44	0.00	0.00	0.00	76.26	76.26	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	411.04	0.00	0.00	0.00	1906.5	1906.5	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	162.43			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3024.90											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	51.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	46	1454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	46	1454	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	391	0	0	0
Total Analysis Volume [veh/h]	0	49	1563	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.39	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	51.67	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	1.66	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	41.49	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	51.67		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.57					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	180.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	10	0	4	9	0	53	26	729	26	8	936	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	4	9	0	53	26	729	26	8	936	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1	2	0	14	7	182	7	2	234	0
Total Analysis Volume [veh/h]	10	0	4	9	0	55	27	729	27	8	936	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.06	0.02	0.00	0.87	0.00	0.01	0.04	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.63	51.83	63.63	132.17	167.34	180.33	0.00	0.00	10.09	0.00	0.00	9.17
Movement LOS	C	F	F	F	F	F	A	A	B	A	A	A
95th-Percentile Queue Length [veh/ln]	0.30	0.30	0.30	4.42	4.42	4.42	0.11	0.11	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.59	7.59	7.59	110.60	110.60	110.60	2.86	2.86	2.86	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	31.48			173.56			0.35			0.00		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	6.55											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	2	1	417	25	61	48	691	3	9	882	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	1	417	25	61	48	691	3	9	882	82
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	104	6	15	12	173	1	2	221	21
Total Analysis Volume [veh/h]	2	2	1	417	25	61	48	691	3	10	882	82
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	1025			695			85			89		
Exiting Flow Rate [veh/h]	38			132			945			1109		
Demand Flow Rate [veh/h]	2	2	1	417	25	61	48	691	3	9	882	82
Adjusted Demand Flow Rate [veh/h]	2	2	1	417	25	61	48	691	3	10	882	82

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	5	503	742	974
Capacity of Entry and Bypass Lanes [veh/h]	486	680	1266	1261
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	486	680	1266	1261
X, volume / capacity	0.01	0.74	0.59	0.77

Movement, Approach, & Intersection Results

Lane LOS	A	C	A	C
95th-Percentile Queue Length [veh]	0.03	6.59	4.01	8.29
95th-Percentile Queue Length [ft]	0.78	164.78	100.19	207.21
Approach Delay [s/veh]	7.55	22.56	9.73	15.66
Approach LOS	A	C	A	C
Intersection Delay [s/veh]	15.22			
Intersection LOS	C			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	56.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	5	0	1	0	0	3	19	731	26	50	784	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	1	0	0	3	19	731	26	50	784	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	0	0	1	5	183	7	13	196	5
Total Analysis Volume [veh/h]	5	0	1	0	0	3	19	731	26	50	784	20
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.04	0.00	0.01	0.03	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	14.81	45.39	53.50	15.64	47.91	55.98	0.00	0.00	9.60	0.00	0.00	9.24
Movement LOS	B	E	F	C	E	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.13	0.13	0.13	0.10	0.10	0.10	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	2.03	2.03	2.03	3.14	3.14	3.14	2.49	2.49	2.49	1.77	1.77	1.77
d_A, Approach Delay [s/veh]	21.26			55.98			0.32			0.22		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	0.45											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	214.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	27	52	619	113	26	827
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	52	619	113	26	827
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	14	170	31	7	227
Total Analysis Volume [veh/h]	30	57	680	124	29	909
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.95	0.01	0.17	0.00	0.01
d_M, Delay for Movement [s/veh]	166.04	214.87	0.00	10.85	0.00	0.00
Movement LOS	F	F	A	B	A	A
95th-Percentile Queue Length [veh/ln]	5.91	5.91	0.60	0.60	0.00	0.00
95th-Percentile Queue Length [ft/ln]	147.74	147.74	15.01	15.01	0.00	0.00
d_A, Approach Delay [s/veh]	198.03		1.67		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	10.16					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	39.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.231

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	52	29	26	554	858	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	29	26	554	858	17
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	7	7	143	221	4
Total Analysis Volume [veh/h]	54	30	27	571	885	18
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.23	0.00	0.01	0.01	0.02
d_M, Delay for Movement [s/veh]	19.09	39.81	0.00	0.00	0.00	8.71
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.42	1.42	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	35.48	35.48	0.00	0.00	1.39	1.39
d_A, Approach Delay [s/veh]	26.49		0.00		0.17	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	1.50					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	1	0	0	4	0	148	164	285	2	0	450	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	4	0	148	164	285	2	0	450	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	37	41	71	1	0	113	3
Total Analysis Volume [veh/h]	1	0	0	4	0	148	164	285	2	0	450	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	10.88	18.55	17.92	23.83	30.69	31.38	0.00	0.00	8.22	0.00	0.00	8.24
Movement LOS	B	C	C	C	D	D	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	2.92	2.92	2.92	0.01	0.01	0.01	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.12	0.12	0.12	72.91	72.91	72.91	0.13	0.13	0.13	0.81	0.81	0.81
d_A, Approach Delay [s/veh]	10.88			31.19			0.04			0.21		
Approach LOS	B			D			A			A		
d_I, Intersection Delay [s/veh]	4.57											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	40.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	78	44	29	238	392	263
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	44	29	238	392	263
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	12	8	63	104	70
Total Analysis Volume [veh/h]	83	47	31	253	417	280
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.34	0.00	0.00	0.00	0.22
d_M, Delay for Movement [s/veh]	19.17	40.42	0.00	0.00	0.00	8.56
Movement LOS	C	E	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.17	2.17	0.00	0.00	0.83	0.83
95th-Percentile Queue Length [ft/ln]	54.34	54.34	0.00	0.00	20.66	20.66
d_A, Approach Delay [s/veh]	26.85		0.00		3.44	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	5.30					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.046

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	0	12	24	257	615	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	12	24	257	615	0
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	7	71	169	0
Total Analysis Volume [veh/h]	0	13	26	282	676	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.42	18.34	0.00	0.00	0.00	7.85
Movement LOS	B	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.60	3.60	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.34		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Signalized	Delay (sec / veh):	334.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.243

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1038	92	98	146	514	572
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1038	92	98	146	514	572
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	279	25	26	39	138	154
Total Analysis Volume [veh/h]	1116	99	105	157	553	615
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	60	0	18	60	42
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	54	12	54
g / C, Green / Cycle	0.45	0.10	0.45
(v / s)_i Volume / Saturation Flow Rate	0.75	0.15	0.82
s, saturation flow rate [veh/h]	1629	1775	1425
c, Capacity [veh/h]	733	177	697
d1, Uniform Delay [s]	33.00	54.00	31.91
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	301.80	242.23	310.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.66	1.48	1.68
d, Delay for Lane Group [s/veh]	334.80	296.23	342.00
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	81.45	17.11	76.32
50th-Percentile Queue Length [ft/ln]	2036.34	427.68	1908.07
95th-Percentile Queue Length [veh/ln]	127.18	27.21	120.00
95th-Percentile Queue Length [ft/ln]	3179.51	680.30	3000.08

Movement, Approach, & Intersection Results

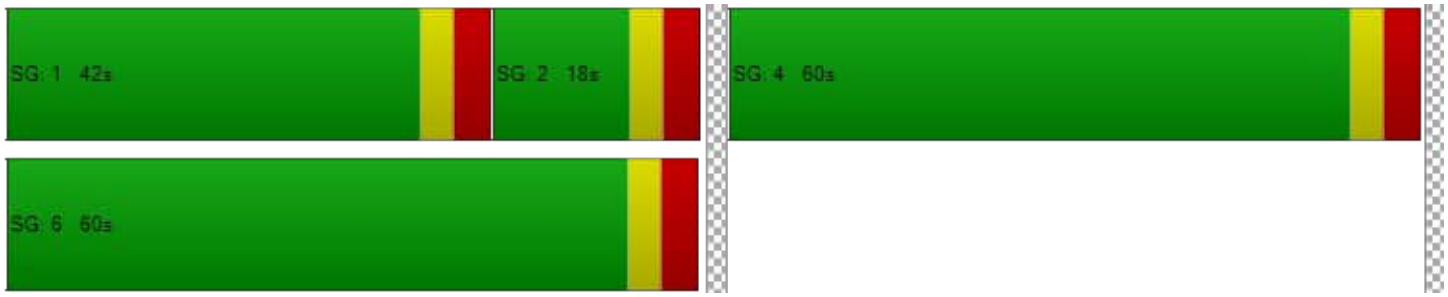
d_M, Delay for Movement [s/veh]	334.80	334.80	296.23	296.23	342.00	342.00
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	334.80		296.23		342.00	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	334.16					
Intersection LOS	F					
Intersection V/C	1.243					

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	54.0	54.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	18.15	18.15
l_p,int, Pedestrian LOS Score for Intersection	3.725	2.431	3.672
Crosswalk LOS	D	B	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	18.15	48.60	18.15
l_b,int, Bicycle LOS Score for Intersection	3.564	1.992	3.487
Bicycle LOS	D	A	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	147.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.140

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	232	955	1041	418	369	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	955	1041	418	369	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	239	260	105	92	67
Total Analysis Volume [veh/h]	232	955	1041	418	369	267
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	63	80	17	0	40
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	57	74	74	34
g / C, Green / Cycle	0.48	0.62	0.62	0.28
(v / s)_i Volume / Saturation Flow Rate	0.65	0.55	0.56	0.38
s, saturation flow rate [veh/h]	1837	1900	749	1691
c, Capacity [veh/h]	872	1172	324	479
d1, Uniform Delay [s]	31.50	19.50	47.44	43.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	169.71	10.18	151.23	161.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.36	0.89	1.29	1.33
d, Delay for Lane Group [s/veh]	201.21	29.68	198.67	204.15
Lane Group LOS	F	C	F	F
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	66.17	27.13	17.71	35.80
50th-Percentile Queue Length [ft/ln]	1654.13	678.29	442.82	894.97
95th-Percentile Queue Length [veh/ln]	97.47	35.67	29.09	53.27
95th-Percentile Queue Length [ft/ln]	2436.81	891.85	727.28	1331.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	201.21	201.21	29.68	198.67	204.15	204.15
Movement LOS	F	F	C	F	F	F
d_A, Approach Delay [s/veh]	201.21		78.09		204.15	
Approach LOS	F		E		F	
d_I, Intersection Delay [s/veh]	147.05					
Intersection LOS	F					
Intersection V/C	1.140					

Other Modes

g_Walk,mi, Effective Walk Time [s]	34.0	34.0	57.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	30.82	30.82	16.54
l_p,int, Pedestrian LOS Score for Intersection	2.521	2.578	2.395
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	1233	567
d_b, Bicycle Delay [s]	16.54	8.82	30.82
l_b,int, Bicycle LOS Score for Intersection	3.518	3.967	2.609
Bicycle LOS	D	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	316	50	31	234	86	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	316	50	31	234	86	21
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	14	9	66	24	6
Total Analysis Volume [veh/h]	355	56	35	263	97	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.00	0.13	0.07
d_M, Delay for Movement [s/veh]	0.00	7.95	0.00	0.00	11.09	16.31
Movement LOS	A	A	A	A	B	C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.71	0.71
95th-Percentile Queue Length [ft/ln]	3.44	3.44	0.00	0.00	17.78	17.78
d_A, Approach Delay [s/veh]	1.08		0.00		12.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.30					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.0	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	92	20	17	51	110	8	11	2054	554	16	1363	6	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	20	17	51	110	8	11	2054	554	16	1363	6	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	23	5	4	13	28	2	3	514	139	4	341	2	0
Total Analysis Volume [veh/h]	92	20	17	51	110	8	11	2054	554	16	1363	6	1
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1			
Circulating Flow Rate [veh/h]	1378			2626			44			672			
Exiting Flow Rate [veh/h]	680			37			1371			2072			
Demand Flow Rate [veh/h]	92	20	17	51	110	8	11	2054	554	16	1363	6	1
Adjusted Demand Flow Rate [veh/h]	92	20	17	51	110	8	11	2054	554	16	1363	6	1

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1380.00	1420	1420	1420	1420	1420.0	1420.0	1420.0	1420.0	1420.0	1420.0
B (coefficient)	0.00000	0.00102	0.00	0.00	0.00	0.00	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009
HV Adjustment 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
Entry Flow Rate [veh/h]	0	37	0	40	40	40	873	873	873	462	462	462
Capacity of Entry and Bypass Lanes [veh/h]	100000	339	245	131	131	131	1365	1365	1365	771	771	771
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	339	245	131	131	131	1365	1365	1365	771	771	771
X, volume / capacity	0.00	0.11	0.21	0.30	0.30	0.30	0.64	0.64	0.64	0.60	0.60	0.60

Movement, Approach, & Intersection Results

Lane LOS	A	B	C	E	E	E	B	B	B	B	B	B
95th-Percentile Queue Length [veh]	0.00	0.36	0.77	1.18	1.18	1.18	4.93	4.93	4.93	4.07	4.07	4.07
95th-Percentile Queue Length [ft]	0.00	9.12	19.2	29.4	29.4	29.4	123.36	123.36	123.36	101.64	101.64	101.64
Approach Delay [s/veh]	3.58		34.36				10.40			14.42		
Approach LOS	A		D				B			B		
Intersection Delay [s/veh]	12.43											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	2123	1387	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	2123	1387	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	531	347	0
Total Analysis Volume [veh/h]	0	0	0	2123	1387	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	21.14	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.14		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	1.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	2123	0	16	1387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	2123	0	16	1387
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	531	0	4	347
Total Analysis Volume [veh/h]	0	0	2123	0	16	1387
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.59	0.01	0.38
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.36	0.15	1.95
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.84	0.01	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.62	0.01	0.45
d, Delay for Lane Group [s/veh]	0.00	1.21	0.16	2.42
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.40	0.01	1.25
50th-Percentile Queue Length [ft/ln]	0.00	10.05	0.13	31.17
95th-Percentile Queue Length [veh/ln]	0.00	0.72	0.01	2.24
95th-Percentile Queue Length [ft/ln]	0.00	18.09	0.24	56.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	1.21	0.00	0.16	2.42
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		1.21		2.39	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					
Intersection V/C	0.587					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.585	3.575	3.464
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	3.311	2.717
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.606

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	16	0	0	0	0	0	0	2123	0	118	1387	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	0	0	0	0	0	2123	0	118	1387	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	0	0	0	0	531	0	30	347	0
Total Analysis Volume [veh/h]	16	0	0	0	0	0	0	2123	0	118	1387	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overla	Permis	Permis	Overla	Permis	Permis
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	28	0	0	28	0	0	28	62	0	28	62	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	22	22	84	56	84	56
g / C, Green / Cycle	0.24	0.24	0.93	0.62	0.93	0.62
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.00	0.59	0.07	0.38
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	395	395	1507	2251	1507	2251
d1, Uniform Delay [s]	25.95	0.00	0.00	15.54	0.22	10.42
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.00	0.00	9.64	0.10	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.00	0.00	0.94	0.08	0.62
d, Delay for Lane Group [s/veh]	26.14	0.00	0.00	25.18	0.32	11.69
Lane Group LOS	C	A	A	C	A	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	17.53	0.04	6.75
50th-Percentile Queue Length [ft/ln]	7.09	0.00	0.00	438.34	1.06	168.87
95th-Percentile Queue Length [veh/ln]	0.51	0.00	0.00	24.40	0.08	11.02
95th-Percentile Queue Length [ft/ln]	12.75	0.00	0.00	610.02	1.91	275.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.14	0.00	0.00	0.00	0.00	0.00	0.00	25.18	0.00	0.32	11.69	0.00
Movement LOS	C			A			A	C		A	B	
d_A, Approach Delay [s/veh]	26.14			0.00			25.18			10.80		
Approach LOS	C			A			C			B		
d_I, Intersection Delay [s/veh]	19.25											
Intersection LOS	B											
Intersection V/C	0.606											

Other Modes

g_Walk,mi, Effective Walk Time [s]	56.0	56.0	22.0	22.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	6.42	6.42	25.69	25.69
l_p,int, Pedestrian LOS Score for Intersection	1.701	1.647	3.433	3.466
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	489	1244	1244
d_b, Bicycle Delay [s]	25.69	25.69	6.42	6.42
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.311	2.801
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	3.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	2055	68	1437
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	2055	68	1437
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	514	17	359
Total Analysis Volume [veh/h]	2055	68	1437
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0
v_di, Inbound Pedestrian Volume crossing major street [	0		0
v_co, Outbound Pedestrian Volume crossing minor stree	0		0
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	0.57	0.04	0.40
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	0.57	43.97	4.01
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	10.55	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.47	0.51
d, Delay for Lane Group [s/veh]	1.40	54.52	4.67
Lane Group LOS	A	D	A
Critical Lane Group	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.39	1.96	3.02
50th-Percentile Queue Length [ft/ln]	9.76	49.05	75.55
95th-Percentile Queue Length [veh/ln]	0.70	3.53	5.44
95th-Percentile Queue Length [ft/ln]	17.57	88.28	135.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1.40	54.52	4.67
Movement LOS	A	D	A
d_A, Approach Delay [s/veh]	3.10		4.67
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	3.74		
Intersection LOS	A		
Intersection V/C	0.568		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
I_p,int, Pedestrian LOS Score for Intersection	3.471	3.564
Crosswalk LOS	C	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
I_b,int, Bicycle LOS Score for Intersection	3.311	2.745
Bicycle LOS	C	B

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	14	0	2055	0	1	1423
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	0	2055	0	1	1423
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	514	0	0	356
Total Analysis Volume [veh/h]	14	0	2055	0	1	1423
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.57	0.00	0.39
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.17	0.46	0.20	16.15
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.83	0.00	2.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.61	0.00	0.74
d, Delay for Lane Group [s/veh]	20.26	1.29	0.20	18.72
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.21	0.39	0.00	9.92
50th-Percentile Queue Length [ft/ln]	5.28	9.67	0.01	248.06
95th-Percentile Queue Length [veh/ln]	0.38	0.70	0.00	15.09
95th-Percentile Queue Length [ft/ln]	9.50	17.41	0.01	377.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.26	0.00	1.29	0.00	0.20	18.72
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	20.26		1.29		18.71	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	8.47					
Intersection LOS	A					
Intersection V/C	0.568					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.670	3.527	3.408
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.255	2.734
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	13	0	2055	0	10	1411
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	0	2055	0	10	1411
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	514	0	3	353
Total Analysis Volume [veh/h]	13	0	2055	0	10	1411
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.57	0.01	0.39
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.16	0.46	0.20	16.07
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.83	0.01	2.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.61	0.01	0.73
d, Delay for Lane Group [s/veh]	20.25	1.29	0.21	18.55
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.20	0.39	0.00	9.77
50th-Percentile Queue Length [ft/ln]	4.90	9.67	0.08	244.35
95th-Percentile Queue Length [veh/ln]	0.35	0.70	0.01	14.90
95th-Percentile Queue Length [ft/ln]	8.82	17.41	0.15	372.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.25	0.00	1.29	0.00	0.21	18.55
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	20.25		1.29		18.43	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	8.34					
Intersection LOS	A					
Intersection V/C	0.568					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.673	3.522	3.407
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.255	2.732
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	88	0	2055	0	175	1334
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	0	2055	0	175	1334
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	0	514	0	44	334
Total Analysis Volume [veh/h]	88	0	2055	0	175	1334
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.05	0.57	0.11	0.37
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	21.15	0.46	0.22	15.52
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.65	0.83	0.16	2.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.61	0.12	0.69
d, Delay for Lane Group [s/veh]	21.80	1.29	0.38	17.58
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.42	0.39	0.07	8.87
50th-Percentile Queue Length [ft/ln]	35.56	9.67	1.64	221.79
95th-Percentile Queue Length [veh/ln]	2.56	0.70	0.12	13.76
95th-Percentile Queue Length [ft/ln]	64.00	17.41	2.95	343.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.80	0.00	1.29	0.00	0.38	17.58
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	21.80		1.29		15.59	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	7.69					
Intersection LOS	A					
Intersection V/C	0.568					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.749	3.521	3.436
Crosswalk LOS	A	D	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.255	2.805
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	102.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.249

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	2055	1508	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	2055	1508	12
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	514	377	3
Total Analysis Volume [veh/h]	2055	1508	12
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.25
d_M, Delay for Movement [s/veh]	0.00	0.00	102.77
Movement LOS	A	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.84
95th-Percentile Queue Length [ft/ln]	0.00	0.00	20.96
d_A, Approach Delay [s/veh]	0.00	0.81	
Approach LOS	A	A	
d_I, Intersection Delay [s/veh]	0.34		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	65	0	0	0	0	0	0	1898	169	19	1455	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	0	0	0	0	0	0	1898	169	19	1455	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	0	0	0	0	475	42	5	364	0
Total Analysis Volume [veh/h]	65	0	0	0	0	0	0	1898	169	19	1455	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Protect	Permis	Permis	Protect
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.04	0.00	0.00	0.52	0.09	0.01	0.40	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	33.43	0.00	0.00	7.90	35.39	3.80	6.28	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.48	0.00	0.00	1.94	9.14	0.03	0.91	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.00	0.00	0.74	0.60	0.02	0.57	0.00
d, Delay for Lane Group [s/veh]	35.92	0.00	0.00	9.84	44.54	3.83	7.19	0.00
Lane Group LOS	D	A	A	A	D	A	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.44	0.00	0.00	7.54	3.94	0.07	4.50	0.00
50th-Percentile Queue Length [ft/ln]	35.96	0.00	0.00	188.47	98.58	1.86	112.44	0.00
95th-Percentile Queue Length [veh/ln]	2.59	0.00	0.00	12.04	7.10	0.13	7.98	0.00
95th-Percentile Queue Length [ft/ln]	64.72	0.00	0.00	301.04	177.44	3.35	199.39	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.92	0.00	0.00	0.00	0.00	0.00	0.00	9.84	44.54	3.83	7.19	0.00
Movement LOS	D			A			A	A	D	A	A	A
d_A, Approach Delay [s/veh]	35.92			0.00			12.67			7.15		
Approach LOS	D			A			B			A		
d_I, Intersection Delay [s/veh]	10.83											
Intersection LOS	B											
Intersection V/C	0.618											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
I_p,int, Pedestrian LOS Score for Intersection	1.707	1.625	3.421	3.363
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
I_b,int, Bicycle LOS Score for Intersection	1.560	1.560	3.265	2.776
Bicycle LOS	A	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	96.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.845

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1772	125	1349
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1772	125	1349
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	443	31	337
Total Analysis Volume [veh/h]	1772	125	1349
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.84	0.01
d_M, Delay for Movement [s/veh]	0.00	96.74	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	5.56	0.00
95th-Percentile Queue Length [ft/ln]	0.00	139.01	0.00
d_A, Approach Delay [s/veh]	6.37		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	3.73		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	34	0	1772	0	32	1315
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	0	1772	0	32	1315
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	443	0	8	329
Total Analysis Volume [veh/h]	34	0	1772	0	32	1315
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	54
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	84	84	48
g / C, Green / Cycle	0.33	0.93	0.93	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.49	0.02	0.36
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	538	3376	1507	1929
d1, Uniform Delay [s]	20.43	0.39	0.20	15.40
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.59	0.03	1.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.52	0.02	0.68
d, Delay for Lane Group [s/veh]	20.66	0.98	0.23	17.37
Lane Group LOS	C	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.53	0.28	0.01	8.66
50th-Percentile Queue Length [ft/ln]	13.20	6.88	0.27	216.54
95th-Percentile Queue Length [veh/ln]	0.95	0.50	0.02	13.49
95th-Percentile Queue Length [ft/ln]	23.76	12.39	0.49	337.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.66	0.00	0.98	0.00	0.23	17.37
Movement LOS	C		A		A	B
d_A, Approach Delay [s/veh]	20.66		0.98		16.96	
Approach LOS	C		A		B	
d_I, Intersection Delay [s/veh]	8.02					
Intersection LOS	A					
Intersection V/C	0.490					

Other Modes

g_Walk,mi, Effective Walk Time [s]	48.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	9.80	20.00	20.00
l_p,int, Pedestrian LOS Score for Intersection	1.685	3.376	3.291
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	1867	1067
d_b, Bicycle Delay [s]	20.00	0.20	9.80
l_b,int, Bicycle LOS Score for Intersection	1.560	3.022	2.671
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1772	1347	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1772	1347	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	443	337	0
Total Analysis Volume [veh/h]	0	0	0	1772	1347	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	17.35	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.35		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	33.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1744	28	1319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1744	28	1319
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	436	7	330
Total Analysis Volume [veh/h]	1744	28	1319
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.18	0.01
d_M, Delay for Movement [s/veh]	0.00	33.26	0.00
Movement LOS	A	D	A
95th-Percentile Queue Length [veh/ln]	0.00	0.64	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.89	0.00
d_A, Approach Delay [s/veh]	0.53		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.30		
Intersection LOS	D		

Intersection Level Of Service Report
Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Pond)

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	15	0	1744	0	41	1303
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	1744	0	41	1303
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	436	0	10	326
Total Analysis Volume [veh/h]	15	0	1744	0	41	1303
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	37	0	37	0	37	53
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	31	84	84	47
g / C, Green / Cycle	0.34	0.93	0.93	0.52
(v / s)_i Volume / Saturation Flow Rate	0.01	0.48	0.03	0.36
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	556	3376	1507	1889
d1, Uniform Delay [s]	19.52	0.39	0.21	16.05
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.57	0.03	2.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.52	0.03	0.69
d, Delay for Lane Group [s/veh]	19.61	0.95	0.24	18.14
Lane Group LOS	B	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.23	0.27	0.01	8.85
50th-Percentile Queue Length [ft/ln]	5.63	6.66	0.35	221.20
95th-Percentile Queue Length [veh/ln]	0.41	0.48	0.03	13.73
95th-Percentile Queue Length [ft/ln]	10.13	11.99	0.63	343.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.61	0.00	0.95	0.00	0.24	18.14
Movement LOS	B		A		A	B
d_A, Approach Delay [s/veh]	19.61		0.95		17.60	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	8.25					
Intersection LOS	A					
Intersection V/C	0.482					

Other Modes

g_Walk,mi, Effective Walk Time [s]	47.0	31.0	31.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	10.27	19.34	19.34
I_p,int, Pedestrian LOS Score for Intersection	1.684	3.351	3.280
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	1867	1044
d_b, Bicycle Delay [s]	19.34	0.20	10.27
I_b,int, Bicycle LOS Score for Intersection	1.560	2.998	2.668
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	50.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	1705	39	1306	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	1705	39	1306	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	426	10	327	1
Total Analysis Volume [veh/h]	1705	39	1306	5
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.01	0.06
d_M, Delay for Movement [s/veh]	0.00	35.03	0.00	50.34
Movement LOS	A	E	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.92	0.00	0.19
95th-Percentile Queue Length [ft/ln]	0.00	23.09	0.00	4.64
d_A, Approach Delay [s/veh]	0.78		0.19	
Approach LOS	A		A	
d_I, Intersection Delay [s/veh]	0.53			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	1710	1310	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	1710	1310	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	428	328	0
Total Analysis Volume [veh/h]	0	0	0	1710	1310	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	16.78	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.78		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	1.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1710	0	0	1310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1710	0	0	1310
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	428	0	0	328
Total Analysis Volume [veh/h]	0	0	1710	0	0	1310
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	0.47	0.00	0.36
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	0.28	0.00	1.89
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.52	0.00	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.50	0.00	0.42
d, Delay for Lane Group [s/veh]	0.00	0.80	0.00	2.31
Lane Group LOS	A	A	A	A
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	1.14
50th-Percentile Queue Length [ft/ln]	0.00	6.18	0.00	28.41
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	2.05
95th-Percentile Queue Length [ft/ln]	0.00	11.12	0.00	51.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.80	0.00	0.00	2.31
Movement LOS	A		A		A	A
d_A, Approach Delay [s/veh]	0.00		0.80		2.31	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.46					
Intersection LOS	A					
Intersection V/C	0.473					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	3.376	3.299
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	2.970	2.640
Bicycle LOS	A	C	B

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	1710	0	1310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	1710	0	1310
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	428	0	328
Total Analysis Volume [veh/h]	1710	0	1310
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	27.89	0.00
Movement LOS	A	D	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	12	1698	1310	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	1698	1310	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	425	328	0
Total Analysis Volume [veh/h]	0	0	12	1698	1310	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	16.67	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.67		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	72	0	1698	0	250	1238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	0	1698	0	250	1238
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	425	0	63	310
Total Analysis Volume [veh/h]	72	0	1698	0	250	1238
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	36	0	36	0	36	84
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	30	114	114	78
g / C, Green / Cycle	0.25	0.95	0.95	0.65
(v / s)_i Volume / Saturation Flow Rate	0.04	0.47	0.15	0.34
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	404	3437	1534	2351
d1, Uniform Delay [s]	35.32	0.28	0.18	11.17
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.97	0.51	0.23	0.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.49	0.16	0.53
d, Delay for Lane Group [s/veh]	36.29	0.79	0.41	12.02
Lane Group LOS	D	A	A	B
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.81	0.24	0.10	8.11
50th-Percentile Queue Length [ft/ln]	45.22	6.09	2.43	202.87
95th-Percentile Queue Length [veh/ln]	3.26	0.44	0.18	12.79
95th-Percentile Queue Length [ft/ln]	81.40	10.96	4.38	319.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.29	0.00	0.79	0.00	0.41	12.02
Movement LOS	D		A		A	B
d_A, Approach Delay [s/veh]	36.29		0.79		10.07	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	5.81					
Intersection LOS	A					
Intersection V/C	0.469					

Other Modes

g_Walk,mi, Effective Walk Time [s]	78.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	7.35	33.75	33.75
l_p,int, Pedestrian LOS Score for Intersection	1.757	3.107	3.127
Crosswalk LOS	A	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	1900	1300
d_b, Bicycle Delay [s]	33.75	0.15	7.35
l_b,int, Bicycle LOS Score for Intersection	1.560	2.960	2.787
Bicycle LOS	A	C	C

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4	0	0	1698	1489	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	1698	1489	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	425	372	0
Total Analysis Volume [veh/h]	4	0	0	1698	1489	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	16.82	0.00	0.00	0.00	0.00	0.00
Movement LOS	C		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.98	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.82		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1111	213	0	0	195	196	256	0	1264	182	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1111	213	0	0	195	196	256	0	1264	182	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	278	53	0	0	49	49	64	0	316	46	0	0	0	0
Total Analysis Volume [veh/h]	1111	213	0	0	195	196	256	0	1264	182	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	378			1446			213				1837			
Exiting Flow Rate [veh/h]	1459			469			1489				0			
Demand Flow Rate [veh/h]	1111	213	0	0	195	196	256	0	1264	182	0	0	0	0
Adjusted Demand Flow Rate [veh/h]	1111	213	0	0	195	196	256	0	1264	182	0	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	702	623	195	196	800	903	0
Capacity of Entry and Bypass Lanes [veh/h]	1030	954	416	357	1170	1170	298
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1030	954	416	357	1170	1170	298
X, volume / capacity	0.68	0.65	0.47	0.55	0.68	0.77	0.00

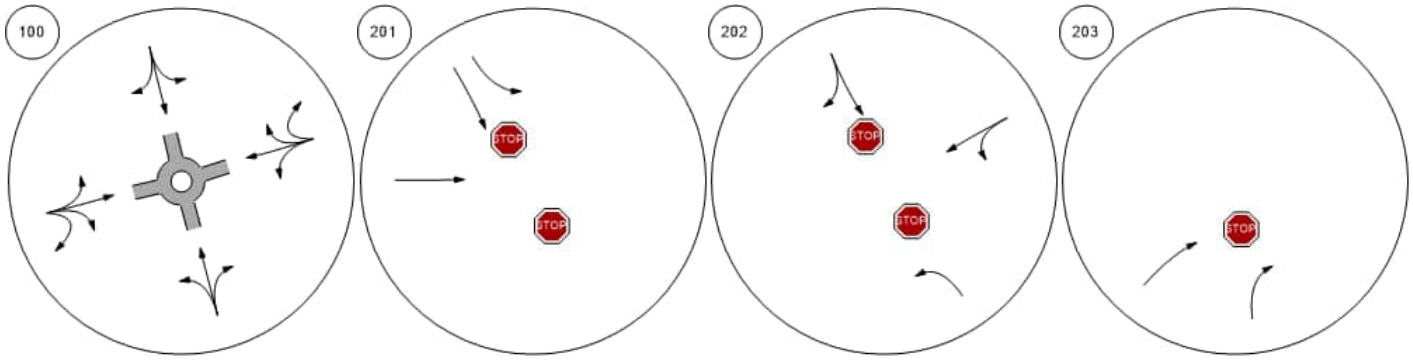
Movement, Approach, & Intersection Results

Lane LOS	B	B	C	C	B	C	B
95th-Percentile Queue Length [veh]	5.64	5.03	2.44	3.16	5.77	8.13	0.00
95th-Percentile Queue Length [ft]	141.02	125.66	60.95	78.95	144.22	203.30	0.00
Approach Delay [s/veh]	13.94		21.46		14.75		12.08
Approach LOS	B		C		B		B
Intersection Delay [s/veh]	15.20						
Intersection LOS	C						

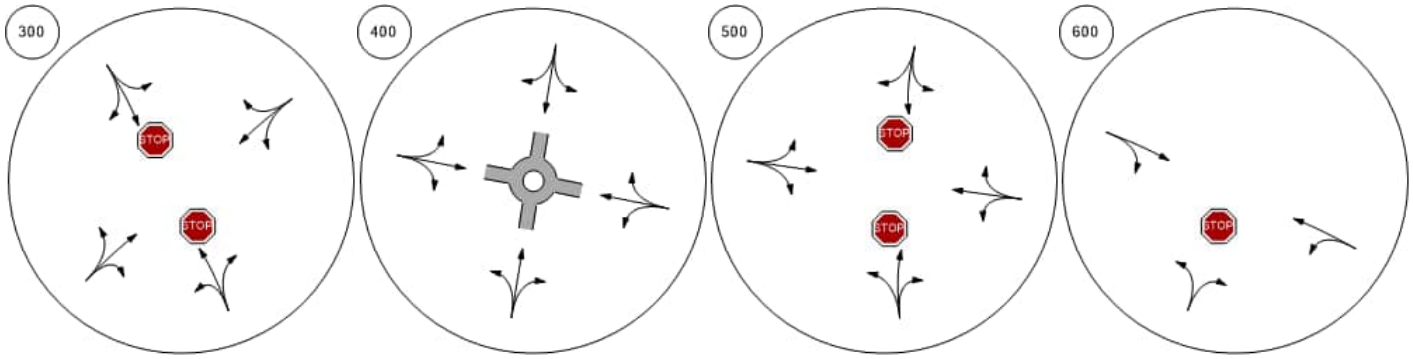
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



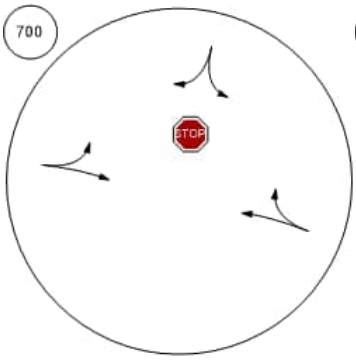
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



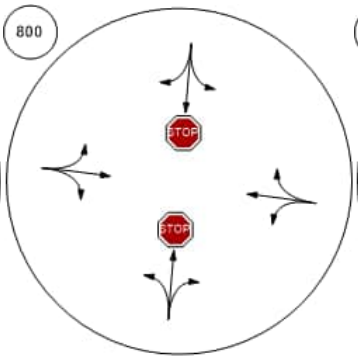
Lane Configuration and Traffic Control



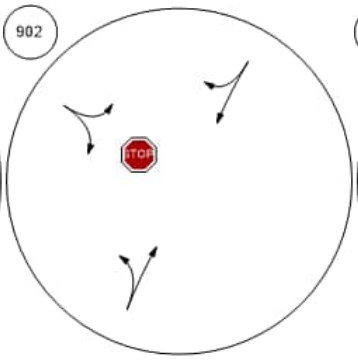
Shamrock Road at Northward



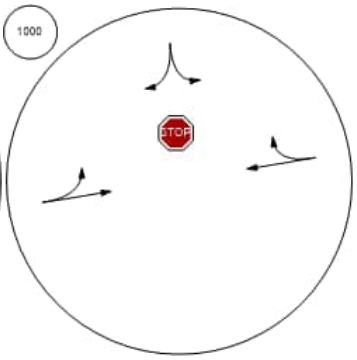
Shamrock Road at Condor R



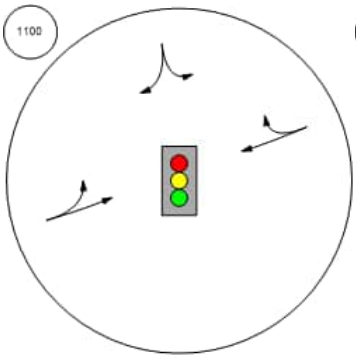
Bodden Town Road at Bodde



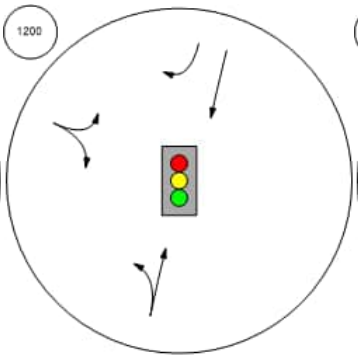
Bodden Town Road at Long



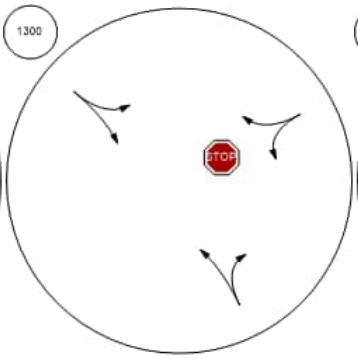
Bodden Town Road at Frank



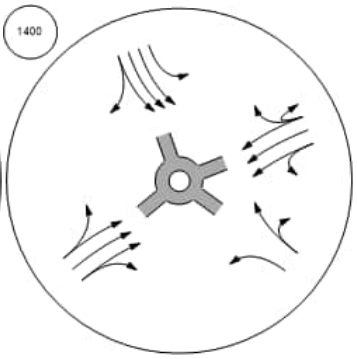
Frank Sound Road at Clifton



Frank Sound Road at North S



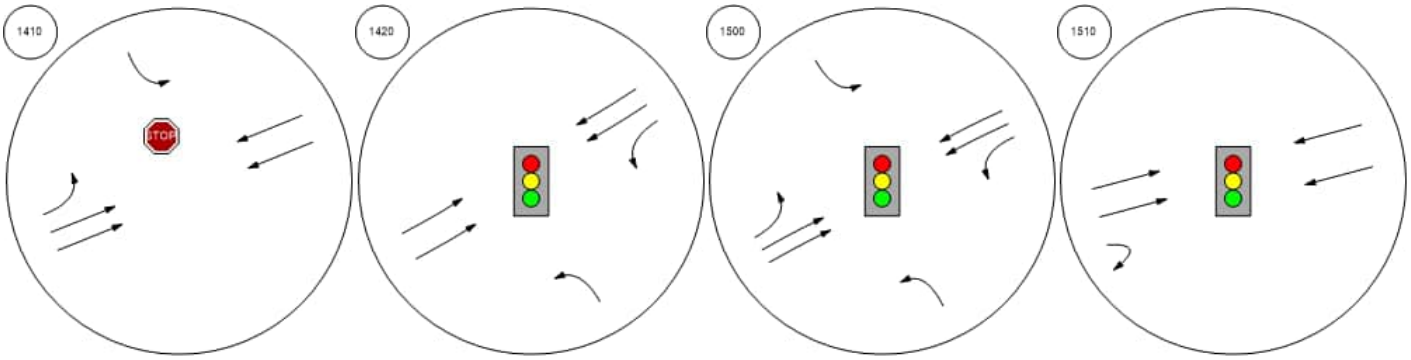
East-West Arterial at Agricola



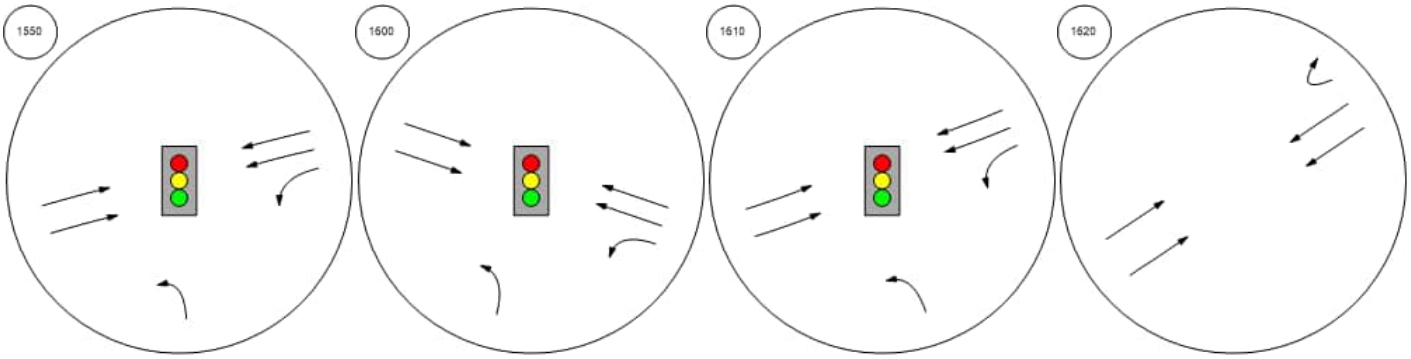
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



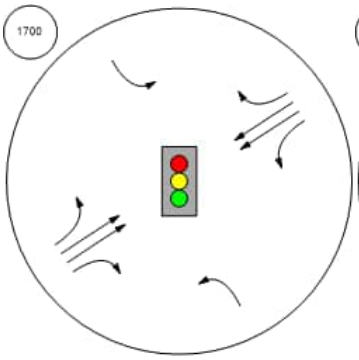
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



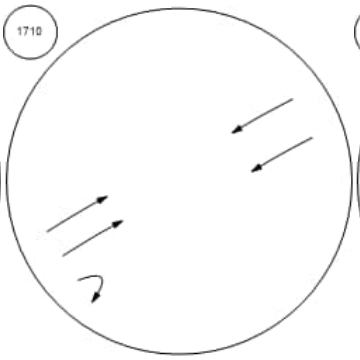
Lane Configuration and Traffic Control



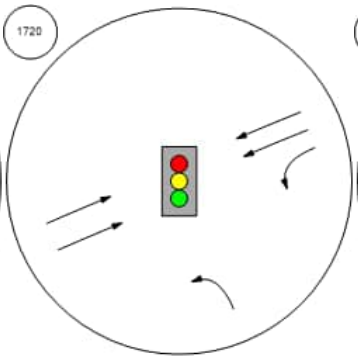
East-West Arterial at Lookout



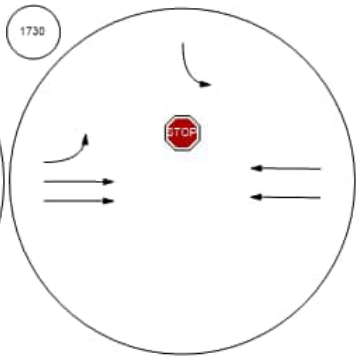
East-West Arterial at U-Turn



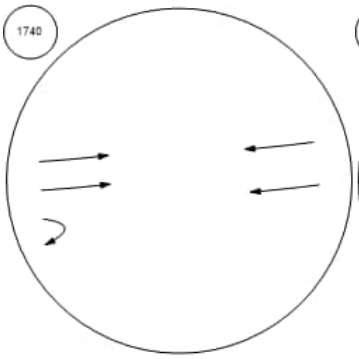
East-West Arterial at South A



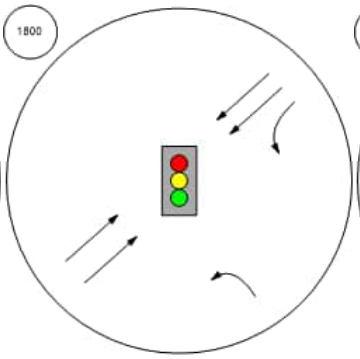
East-West Arterial at North A



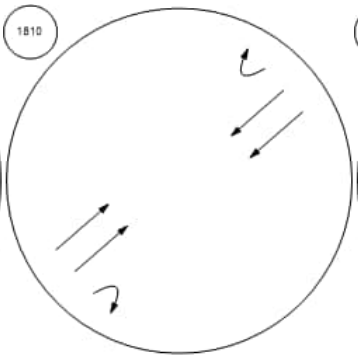
East-West Arterial at U-Turn



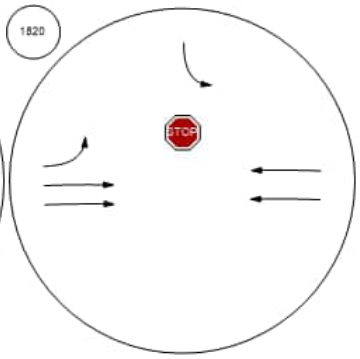
East-West Arterial at Long Fe



East-West Arterial at U-Turn



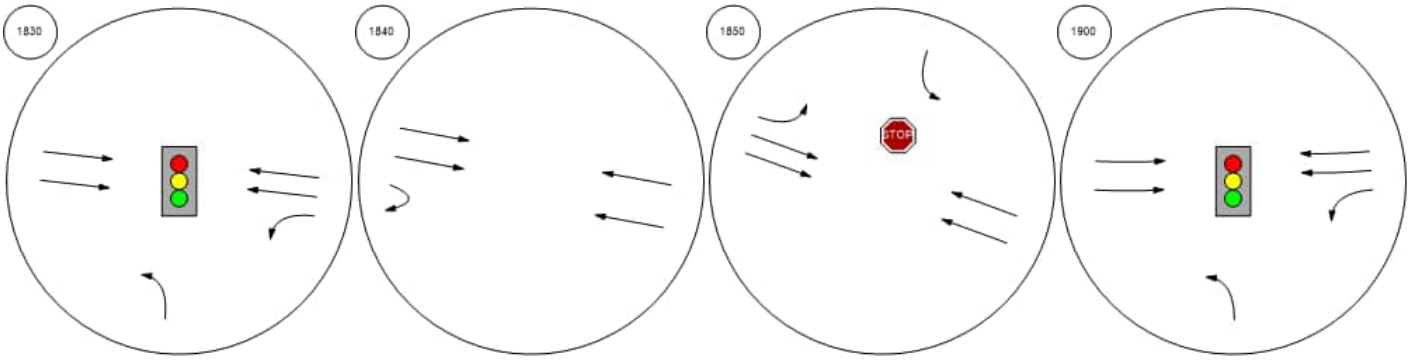
East-West Arterial at North A



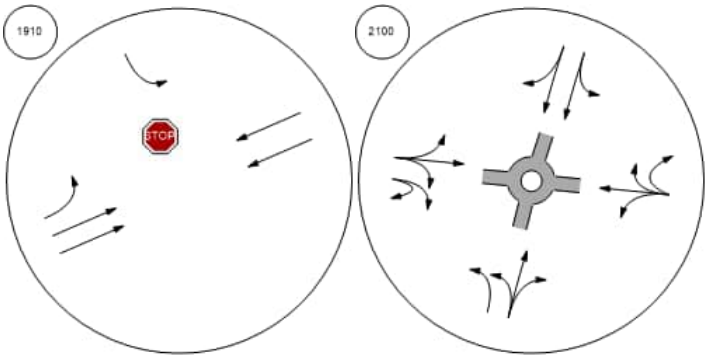
Lane Configuration and Traffic Control



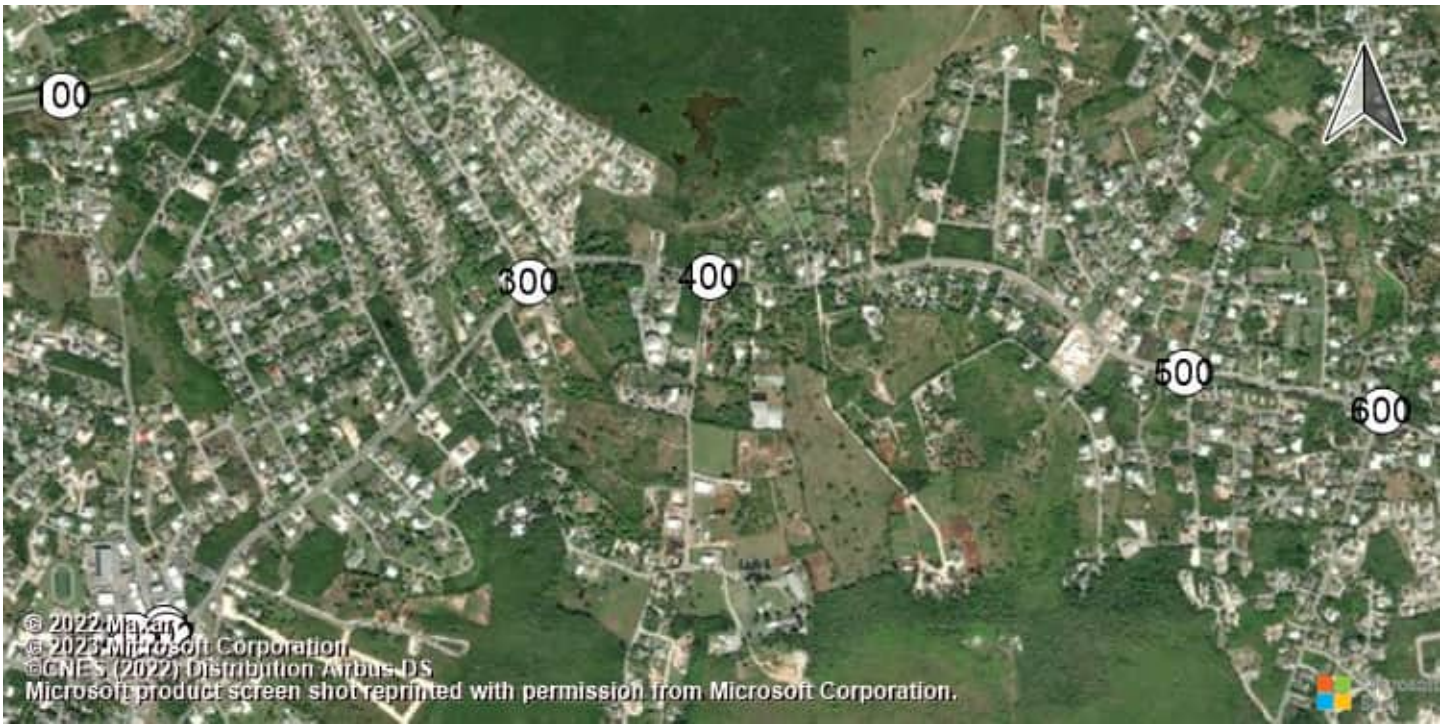
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



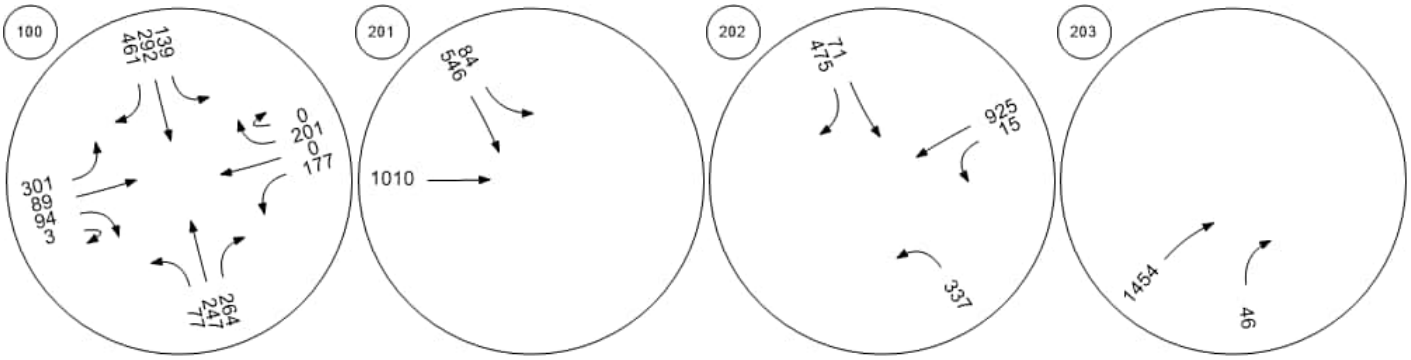
East-West Arterial at North A Frank Sound Road at East-W



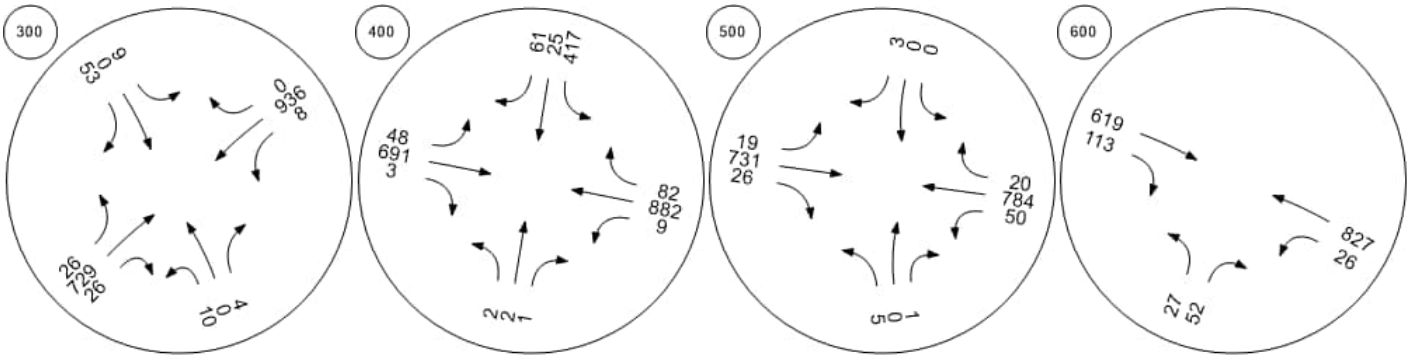
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



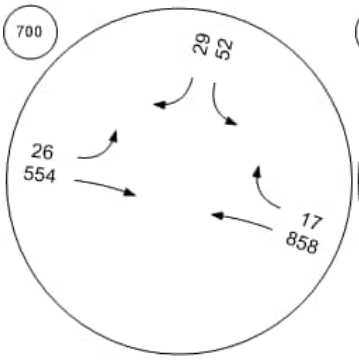
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



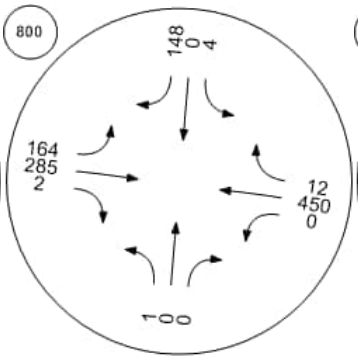
Traffic Volume - Base Volume



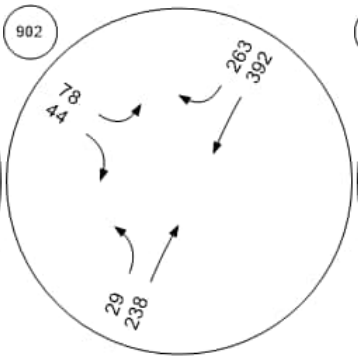
Shamrock Road at Northward



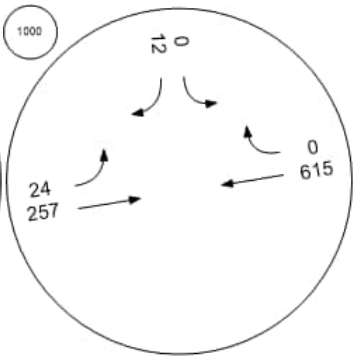
Shamrock Road at Condor R



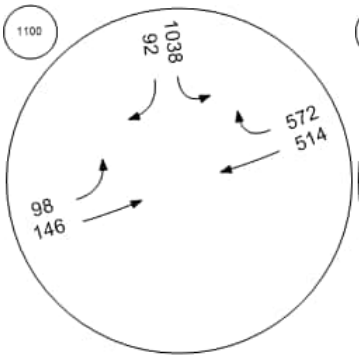
Bodden Town Road at Bodde



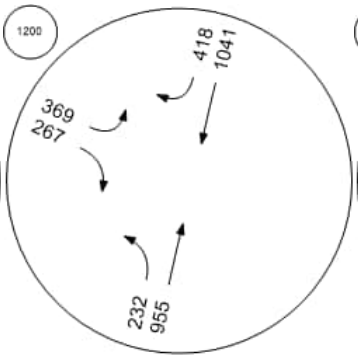
Bodden Town Road at Long



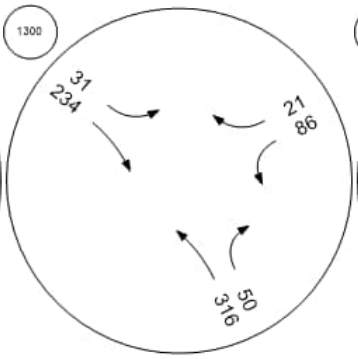
Bodden Town Road at Frank



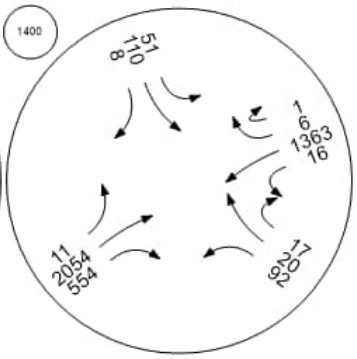
Frank Sound Road at Clifton



Frank Sound Road at North S



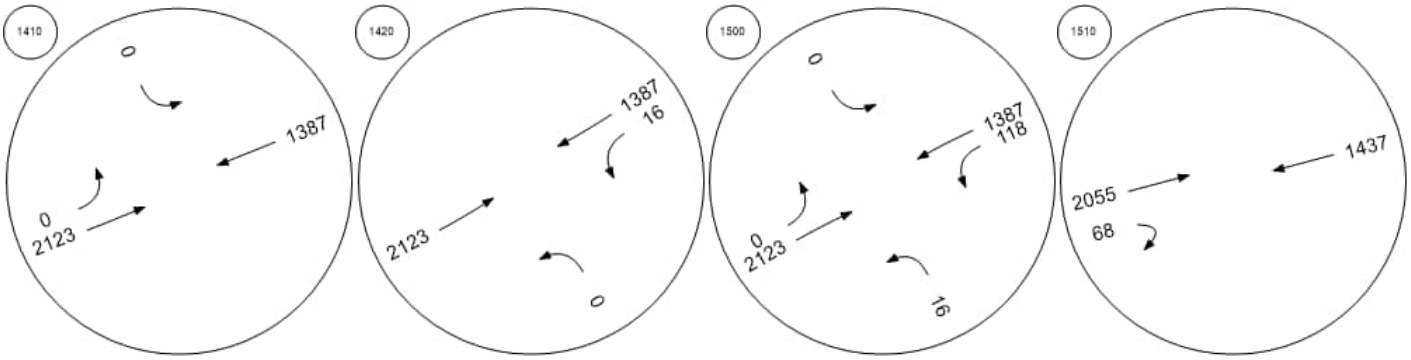
East-West Arterial at Agricola



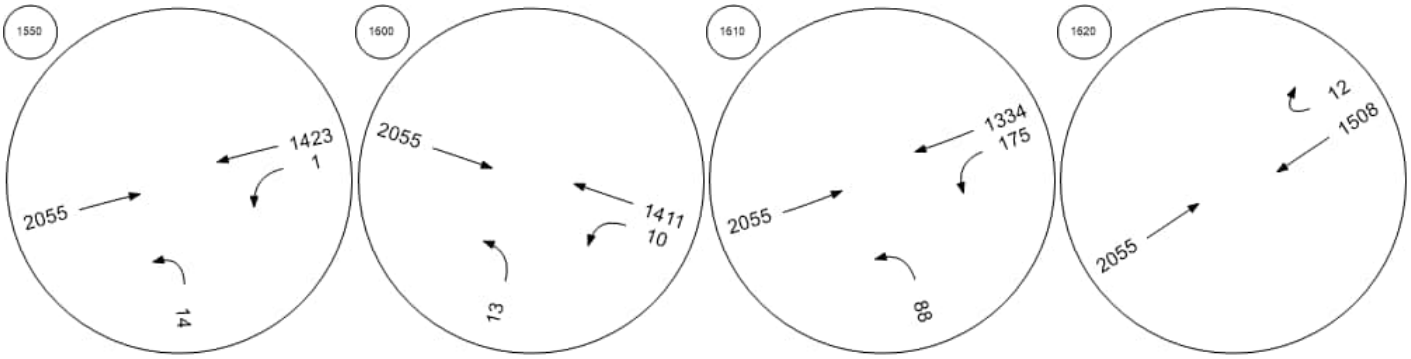
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



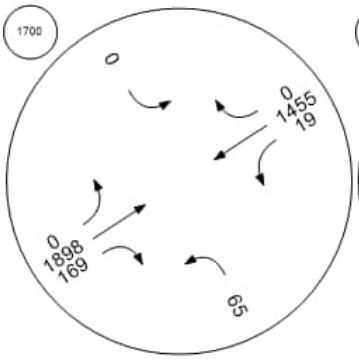
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



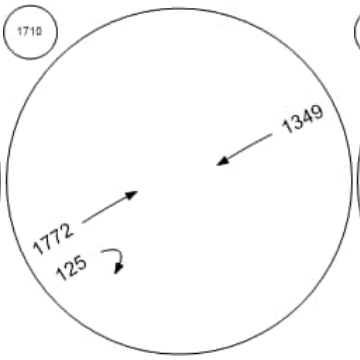
Traffic Volume - Base Volume



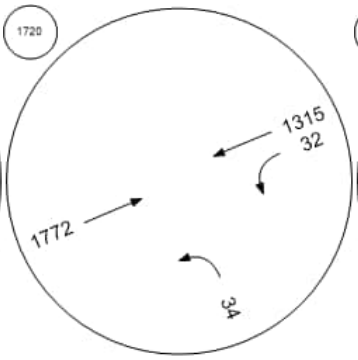
East-West Arterial at Lookout



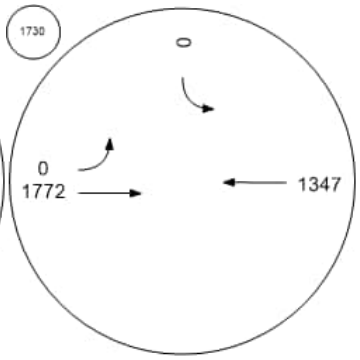
East-West Arterial at U-Turn



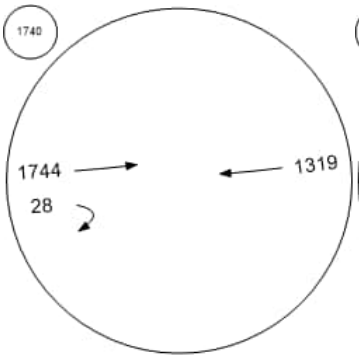
East-West Arterial at South A



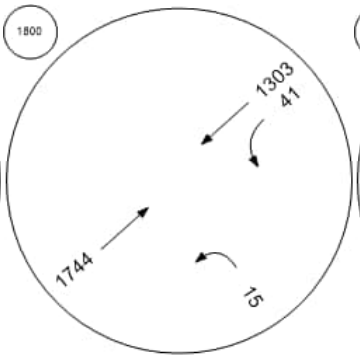
East-West Arterial at North A



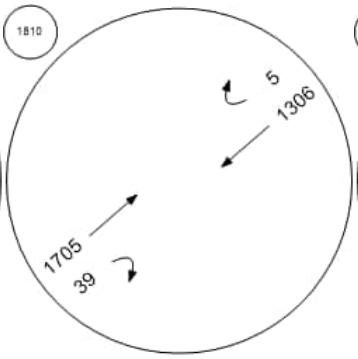
East-West Arterial at U-Turn



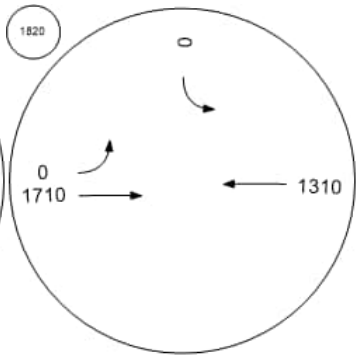
East-West Arterial at Long Fe



East-West Arterial at U-Turn



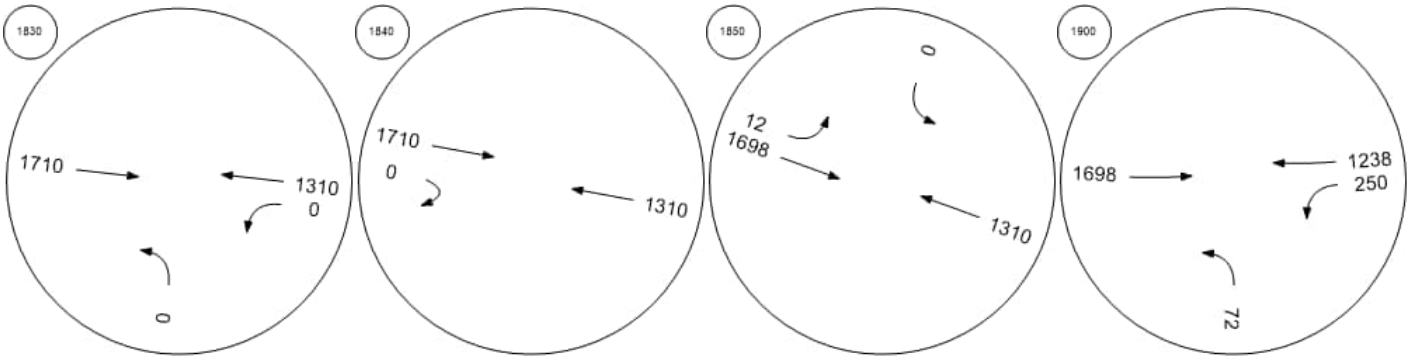
East-West Arterial at North A



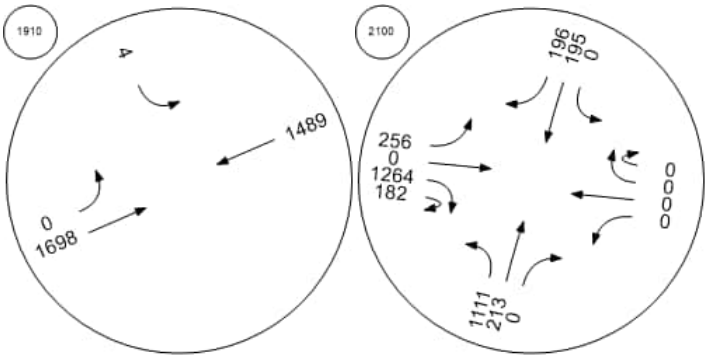
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Appendix G.1.7

2074 (High Growth)

VISTRO Reports

Intersection Level Of Service Report
Intersection 100: East-West Arterial Road at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	11,622.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	863	0	103	0	1	84	0	319	0	145	18	0	340	138	22	13	302	0	32	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	863	0	103	0	1	84	0	319	0	145	18	0	340	138	22	13	302	0	32	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	216	0	26	0	0	21	0	80	0	364	5	0	850	345	6	3	757	0	8	0
Total Analysis Volume [veh/h]	863	0	103	0	1	84	0	319	0	145	18	0	340	138	22	13	302	0	32	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	4534					4805					136					3176				
Exiting Flow Rate [veh/h]	1713					153					5365					3486				
Demand Flow Rate [veh/h]	863	0	103	0	1	84	0	319	0	145	18	0	340	138	22	13	302	0	32	0
Adjusted Demand Flow Rate [veh/h]	863	0	103	0	1	84	0	319	0	145	18	0	340	138	22	13	302	0	32	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	967	1857	3419	1403	3071
Capacity of Entry and Bypass Lanes [veh/h]	31	24	1265	1192	96
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	31	24	1265	1192	96
X, volume / capacity	32.13	77.68	2.70	1.18	32.17

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F	F
95th-Percentile Queue Length [veh]	120.13	232.14	273.93	39.72	375.01
95th-Percentile Queue Length [ft]	3003.28	5803.41	6848.32	992.95	9375.30
Approach Delay [s/veh]	14253.98	34811.98	582.50		14106.75
Approach LOS	F	F	F		F
Intersection Delay [s/veh]	11622.66				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	89.137

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	192	1310	0	0	2707	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	192	1310	0	0	2707	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	52	352	0	0	728	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	206	1409	0	0	2911	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	9.91	89.14	0.00	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	4369.8	10000.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	26.11	177.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	652.73	4428.3	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			9281.85			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	3312.02											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	102.601

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1017	0	0	0	1307	3	0	0	0	123	2673	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1017	0	0	0	1307	3	0	0	0	123	2673	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	273	0	0	0	351	1	0	0	0	33	719	0
Total Analysis Volume [veh/h]	1094	0	0	0	1405	3	0	0	0	132	2874	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	54.86	0.00	0.00	0.00	102.60	0.00	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	10000.	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	137.25	0.00	0.00	0.00	178.95	178.95	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3431.1	0.00	0.00	0.00	4473.7	4473.7	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	4542.48											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	54.514

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	486	3078	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	486	3078	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	131	827	0	0	0
Total Analysis Volume [veh/h]	0	523	3310	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	54.51	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	67.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1677.47	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1364.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	30	11	2	132	3	591	1232	82	4	1	1749	498
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	11	2	132	3	591	1232	82	4	1	1749	498
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	1	33	1	152	318	21	1	0	437	125
Total Analysis Volume [veh/h]	31	11	2	132	3	609	1270	82	4	1	1749	498
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.00	0.00	0.30	0.00	0.00	0.01	0.00	0.01	0.00	0.02	0.97
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	15.02	0.00	0.00	59.94
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	F
95th-Percentile Queue Length [veh/ln]	7.66	7.66	7.66	95.91	95.91	95.91	0.03	0.03	0.03	12.61	12.61	12.61
95th-Percentile Queue Length [ft/ln]	191.38	191.38	191.38	2397.7	2397.7	2397.7	0.83	0.83	0.83	315.28	315.28	315.28
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.04			13.28		
Approach LOS	F			F			A			B		
d_I, Intersection Delay [s/veh]	1800.98											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	1,751.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	257	50	43	3424	41	6	0	214	1	3	1984	2851
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	257	50	43	3424	41	6	0	214	1	3	1984	2851
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	13	12	856	10	2	0	54	0	1	496	713
Total Analysis Volume [veh/h]	257	50	47	3424	41	6	0	214	1	3	1984	2851
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	4841			262			2948			48		
Exiting Flow Rate [veh/h]	45			2901			2247			3685		
Demand Flow Rate [veh/h]	257	50	43	3424	41	6	0	214	1	3	1984	2851
Adjusted Demand Flow Rate [veh/h]	257	50	47	3424	41	6	0	214	1	3	1984	2851

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	354	3471	215	4838
Capacity of Entry and Bypass Lanes [veh/h]	10	1057	69	1315
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	10	1057	69	1315
X, volume / capacity	35.78	3.29	3.15	3.68

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	45.90	306.08	22.01	444.57
95th-Percentile Queue Length [ft]	1147.62	7652.02	550.24	11114.33
Approach Delay [s/veh]	16383.78	1041.88	1097.71	1218.26
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	1751.09			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.588

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	10	6	0	6	1	3669	1	2	3930	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	10	6	0	6	1	3669	1	2	3930	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	2	0	2	0	917	0	1	983	0
Total Analysis Volume [veh/h]	12	0	10	6	0	6	1	3669	1	2	3930	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.59	0.00	0.00	0.88	0.00	0.00	0.00	0.04	0.02	0.00	0.04	0.02
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	79.86	0.00	0.00	63.22
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	4.56	4.56	4.56	3.00	3.00	3.00	0.06	0.06	0.06	0.05	0.05	0.05
95th-Percentile Queue Length [ft/ln]	113.99	113.99	113.99	75.00	75.00	75.00	1.54	1.54	1.54	1.21	1.21	1.21
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.02			0.02		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	44.53											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	19.449

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	30	36	3594	91	565	3902
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	36	3594	91	565	3902
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	10	987	25	155	1072
Total Analysis Volume [veh/h]	33	40	3949	100	621	4288
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	19.45	0.00	0.04	5.19	0.01	0.04
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	2283.98	0.00	0.00
Movement LOS	F	F	A	F	A	A
95th-Percentile Queue Length [veh/ln]	11.50	11.50	12.98	12.98	0.00	0.00
95th-Percentile Queue Length [ft/ln]	287.61	287.61	324.48	324.48	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		56.41		0.00	
Approach LOS	F		F		A	
d_I, Intersection Delay [s/veh]	106.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.767

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	35	107	30	3605	4317	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	107	30	3605	4317	85
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	28	8	929	1113	22
Total Analysis Volume [veh/h]	36	110	31	3716	4451	88
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	5.77	0.00	0.00	0.04	0.04	1.51
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	414.22
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	20.87	20.87	0.00	0.00	7.88	7.88
95th-Percentile Queue Length [ft/ln]	521.83	521.83	0.00	0.00	197.04	197.04
d_A, Approach Delay [s/veh]	10000.00		0.00		8.03	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	177.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	24.976

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	0	0	264	0	101	0	3375	0	0	2980	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	0	264	0	101	0	3375	0	0	2980	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	66	0	25	0	844	0	0	745	17
Total Analysis Volume [veh/h]	5	0	0	264	0	101	0	3375	0	0	2980	66
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.00	0.00	24.98	0.00	0.00	0.00	0.03	0.00	0.00	0.03	0.80
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	35.15	0.00	0.00	135.81
Movement LOS	F	F	F	F	F	F	A	A	E	A	A	F
95th-Percentile Queue Length [veh/ln]	1.72	1.72	1.72	48.45	48.45	48.45	0.00	0.00	0.00	4.03	4.03	4.03
95th-Percentile Queue Length [ft/ln]	42.93	42.93	42.93	1211.2	1211.2	1211.2	0.00	0.00	0.00	100.87	100.87	100.87
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			2.94		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	546.16											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	18.301

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	112	22	4	3480	3810	428
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	22	4	3480	3810	428
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	6	1	926	1013	114
Total Analysis Volume [veh/h]	119	23	4	3702	4053	455
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	18.30	0.00	0.00	0.04	0.04	7.49
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	3051.94
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	20.36	20.36	0.00	0.00	52.53	52.53
95th-Percentile Queue Length [ft/ln]	509.12	509.12	0.00	0.00	1313.26	1313.26
d_A, Approach Delay [s/veh]	10000.00		0.00		308.04	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	336.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.729

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	25	26	113	3056	3985	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	26	113	3056	3985	136
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	7	31	840	1095	37
Total Analysis Volume [veh/h]	27	29	124	3358	4379	149
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.73	0.00	0.00	0.03	0.04	1.99
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	579.54
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	9.27	9.27	0.00	0.00	13.42	13.42
95th-Percentile Queue Length [ft/ln]	231.66	231.66	0.00	0.00	335.55	335.55
d_A, Approach Delay [s/veh]	10000.00		0.00		19.07	
Approach LOS	F		A		C	
d_I, Intersection Delay [s/veh]	80.13					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	1057	1425	1017	3997	981
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1057	1425	1017	3997	981
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	284	383	273	1074	264
Total Analysis Volume [veh/h]	0	1137	1532	1094	4298	1055
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.04	1.63
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	309.77
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	145.06	145.06	0.00	0.00	58.01	58.01
95th-Percentile Queue Length [ft/ln]	3626.61	3626.61	0.00	0.00	1450.22	1450.22
d_A, Approach Delay [s/veh]	10000.00		0.00		61.05	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	1283.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.166

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	819	747	516	949	523	1282
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	819	747	516	949	523	1282
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	187	129	237	131	321
Total Analysis Volume [veh/h]	819	747	516	949	523	1282
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	2.22	2.17	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	577.89	10000.00	10000.00
Movement LOS	A	A	A	F	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	70.28	70.28	228.59	228.59
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1757.07	1757.07	5714.65	5714.65
d_A, Approach Delay [s/veh]	0.00		374.35		10000.00	
Approach LOS	A		F		F	
d_I, Intersection Delay [s/veh]	3845.83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.486

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	261	565	692	348	527	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	565	692	348	527	78
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	159	194	98	148	22
Total Analysis Volume [veh/h]	293	635	778	391	592	88
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.05	0.01	0.00	1.49	0.00
d_M, Delay for Movement [s/veh]	0.00	76.40	0.00	0.00	10000.00	10000.00
Movement LOS	A	F	A	A	F	F
95th-Percentile Queue Length [veh/ln]	17.43	17.43	0.00	0.00	87.90	87.90
95th-Percentile Queue Length [ft/ln]	435.85	435.85	0.00	0.00	2197.52	2197.52
d_A, Approach Delay [s/veh]	52.28		0.00		10000.00	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	2466.16					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	676.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	2974	0	2	13	0	97	0	3486	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2974	0	2	13	0	97	0	3486	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	744	0	1	3	0	24	0	872	0
Total Analysis Volume [veh/h]	2974	0	2	13	0	97	0	3486	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	97			3486			2		
Exiting Flow Rate [veh/h]	3499			2			3071		
Demand Flow Rate [veh/h]	2974	0	2	13	0	97	0	3486	0
Adjusted Demand Flow Rate [veh/h]	2974	0	2	13	0	97	0	3486	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2976	110	3486
Capacity of Entry and Bypass Lanes [veh/h]	1250	40	1378
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1250	40	1378
X, volume / capacity	2.38	2.79	2.53

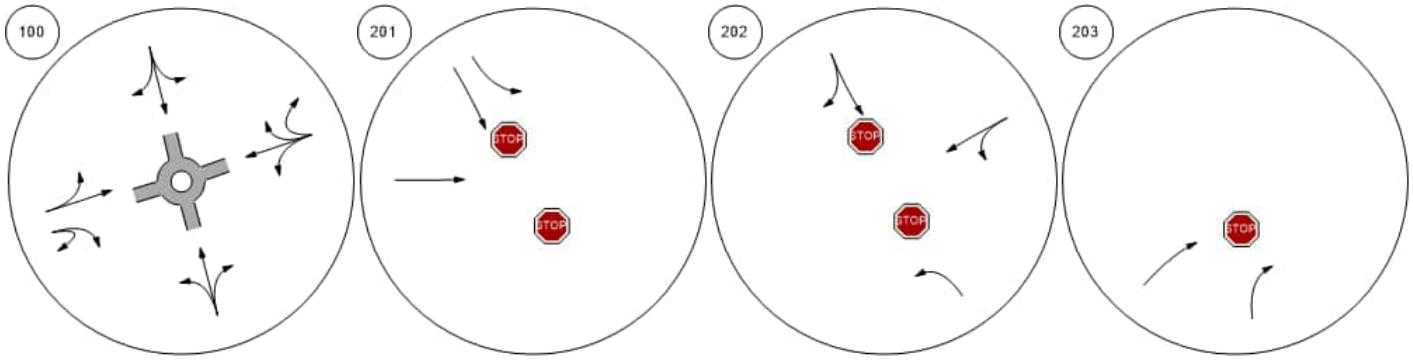
Movement, Approach, & Intersection Results

Lane LOS	F	F	F
95th-Percentile Queue Length [veh]	220.80	12.20	268.47
95th-Percentile Queue Length [ft]	5520.11	305.09	6711.77
Approach Delay [s/veh]	634.17	1025.67	700.97
Approach LOS	F	F	F
Intersection Delay [s/veh]	676.15		
Intersection LOS	F		

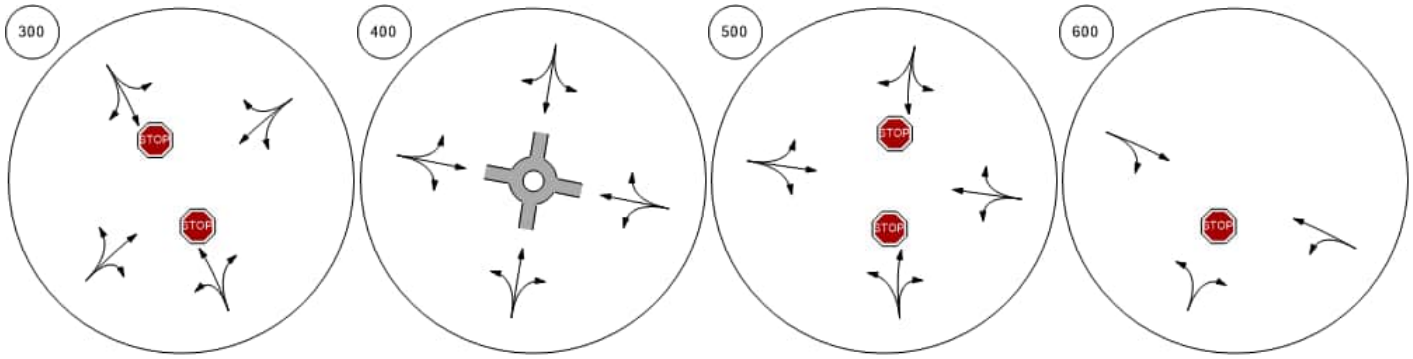
Lane Configuration and Traffic Control



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



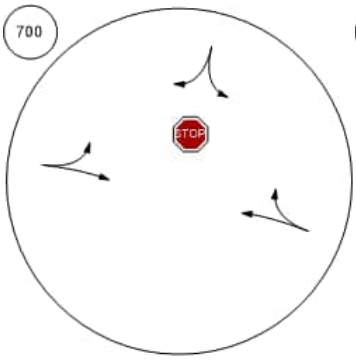
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



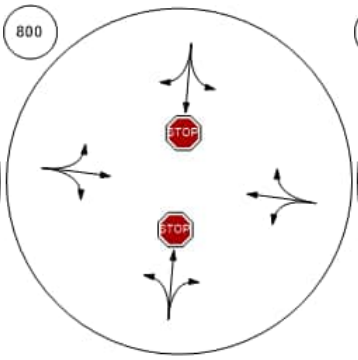
Lane Configuration and Traffic Control



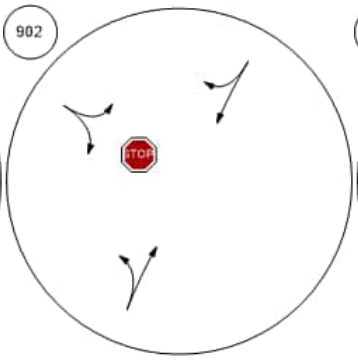
Shamrock Road at Northward



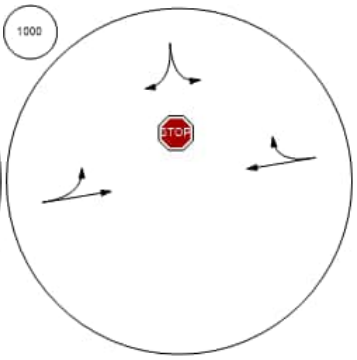
Shamrock Road at Condor R



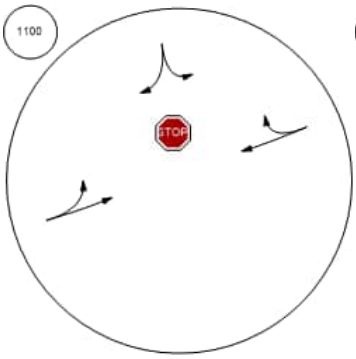
Bodden Town Road at Bodde



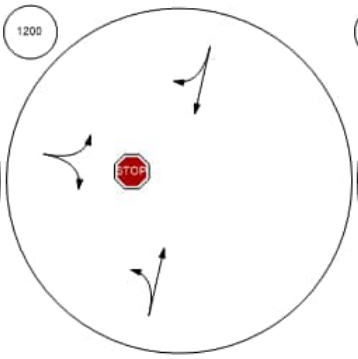
Bodden Town Road at Long



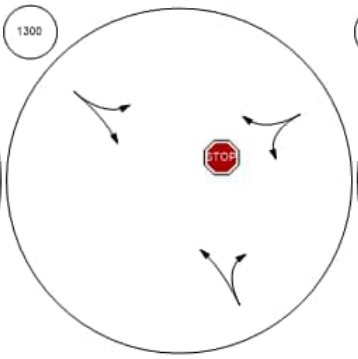
Bodden Town Road at Frank



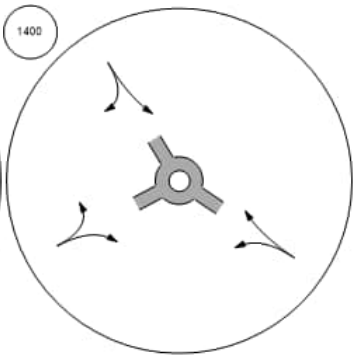
Frank Sound Road at Clifton



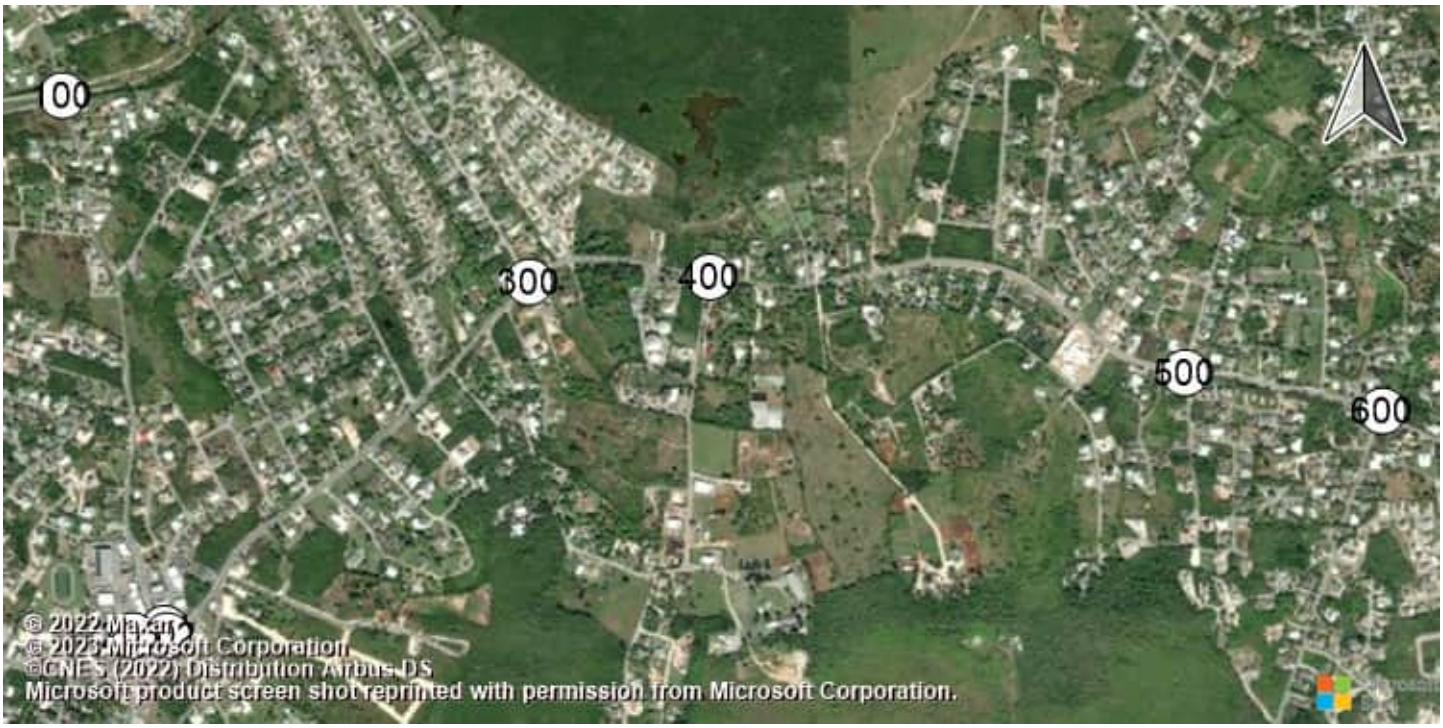
Frank Sound Road at North S



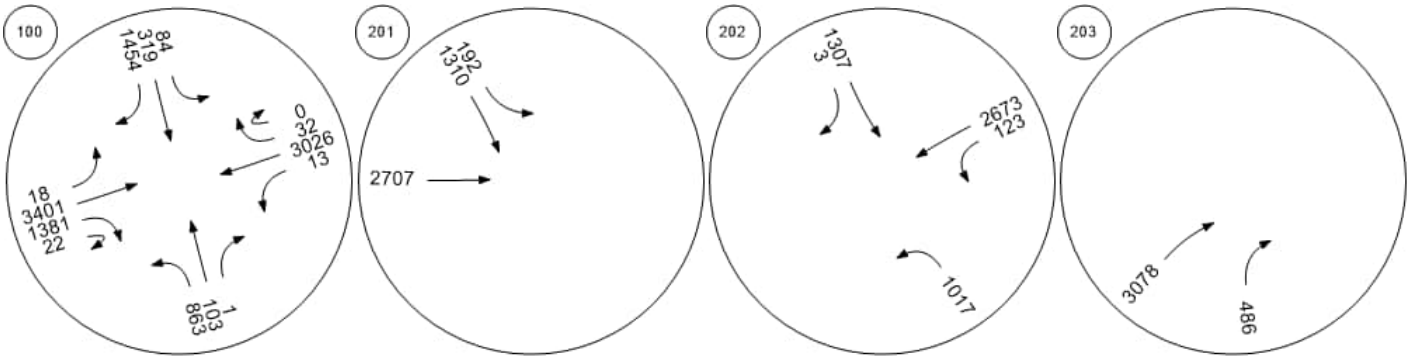
East-West Arterial at Agricola



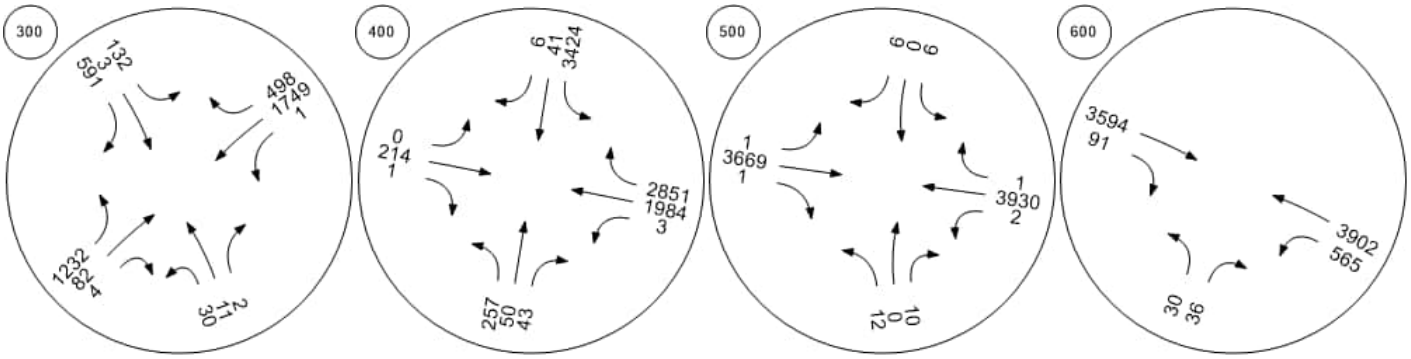
Traffic Volume - Base Volume



East-West Arterial Road at Hi Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



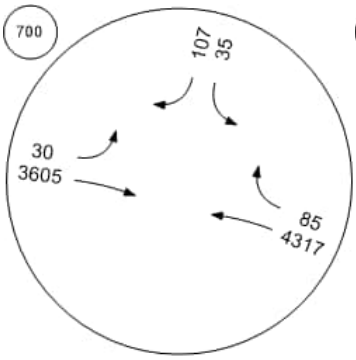
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



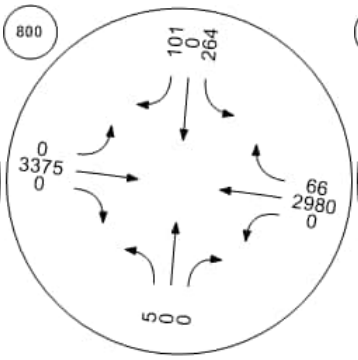
Traffic Volume - Base Volume



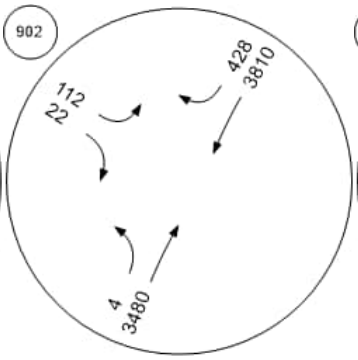
Shamrock Road at Northward



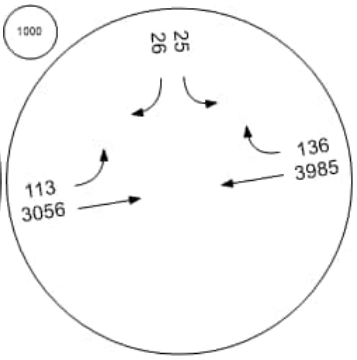
Shamrock Road at Condor R



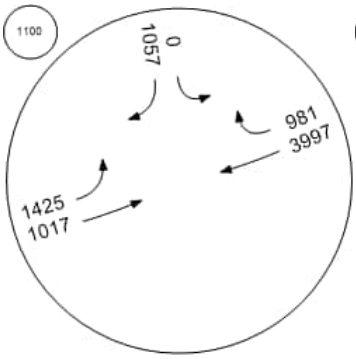
Bodden Town Road at Bodde



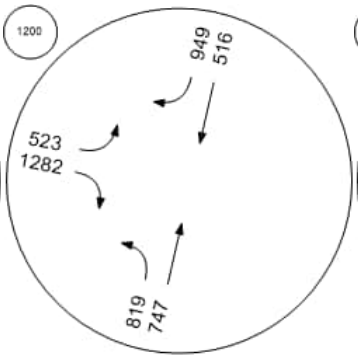
Bodden Town Road at Long



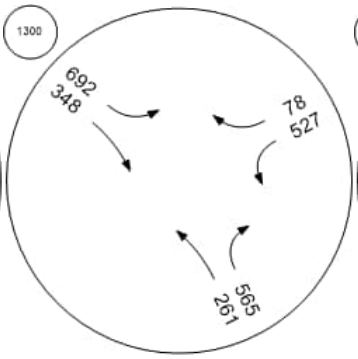
Bodden Town Road at Frank



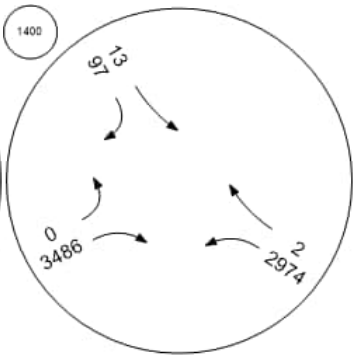
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	1,272.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Approach	Northbound					Southbound					Eastbound					Westbound				
Lane Configuration																				
Turning Movement	Left	Left	Thr	Rig	Rig	Left	Left	Thr	Rig	Rig	Left	Thr	Thr	Rig	U-t	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00					30.00					40.00					40.00				
Grade [%]	0.00					0.00					0.00					0.00				
Crosswalk	Yes					Yes					Yes					Yes				

Volumes

Name	Hirst Rd					Hirst Rd					East-West Arterial					East-West Arterial				
Base Volume Input [veh/h]	662	0	272	0	2	0	0	19	0	59	118	0	251	117	5	72	260	0	0	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	662	0	272	0	2	0	0	19	0	59	118	0	251	117	5	72	260	0	0	0
Peak Hour 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	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	166	0	68	0	1	0	0	5	0	15	30	0	629	294	1	18	652	0	0	0
Total Analysis Volume [veh/h]	662	0	272	0	2	0	0	19	0	59	118	0	251	117	5	72	260	0	0	0
Pedestrian Volume [ped/h]	0					0					0					0				

Intersection Settings

Number of Conflicting Circulating Lanes	2					2					2					2				
Circulating Flow Rate [veh/h]	2672					3695					274					1257				
Exiting Flow Rate [veh/h]	1265					390					3334					2516				
Demand Flow Rate [veh/h]	662	0	272	0	2	0	0	19	0	59	118	0	251	117	5	72	260	0	0	0
Adjusted Demand Flow Rate [veh/h]	662	0	272	0	2	0	0	19	0	59	118	0	251	117	5	72	260	0	0	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00092	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	936	78	2632	1179	2680
Capacity of Entry and Bypass Lanes [veh/h]	147	62	1125	1050	488
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	147	62	1125	1050	488
X, volume / capacity	6.39	1.27	2.34	1.12	5.49

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F	F
95th-Percentile Queue Length [veh]	102.12	6.54	193.48	30.65	277.64
95th-Percentile Queue Length [ft]	2553.03	163.58	4837.00	766.26	6941.03
Approach Delay [s/veh]	2482.90	317.23	452.54		2043.55
Approach LOS	F	F	F		F
Intersection Delay [s/veh]	1272.49				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	77.443

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	160	863	0	0	2877	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	160	863	0	0	2877	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	43	232	0	0	773	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	172	928	0	0	3094	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	10.79	77.44	0.00	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	4871.3	10000.	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	22.39	117.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	559.70	2936.6	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			9198.07			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	2412.46											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	18.652

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1296	0	0	0	861	3	0	0	0	0	1988	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1296	0	0	0	861	3	0	0	0	0	1988	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	348	0	0	0	231	1	0	0	0	0	534	0
Total Analysis Volume [veh/h]	1394	0	0	0	926	3	0	0	0	0	2138	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	22.26	0.00	0.00	0.00	18.65	0.00	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	9687.0	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	169.50	0.00	0.00	0.00	119.05	119.05	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4237.6	0.00	0.00	0.00	2976.2	2976.2	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9687.05			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	5109.56											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	36.960

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	401	2958	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	401	2958	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	108	795	0	0	0
Total Analysis Volume [veh/h]	0	431	3181	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	36.96	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	55.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1383.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1193.24					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.432

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	7	8	1	339	9	1173	617	853	23	2	1208	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	8	1	339	9	1173	617	853	23	2	1208	336
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	85	2	302	159	213	6	1	302	84
Total Analysis Volume [veh/h]	7	8	1	339	9	1209	636	853	24	2	1208	336
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	1.43	0.00	0.00	0.01	0.01	0.04	0.00	0.01	0.73
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	11.43	0.00	0.00	31.72
Movement LOS	F	F	F	F	F	F	A	A	B	A	A	D
95th-Percentile Queue Length [veh/ln]	3.65	3.65	3.65	197.58	197.58	197.58	0.13	0.13	0.13	5.97	5.97	5.97
95th-Percentile Queue Length [ft/ln]	91.14	91.14	91.14	4939.5	4939.5	4939.5	3.21	3.21	3.21	149.17	149.17	149.17
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.18			6.89		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	3398.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	1,922.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	166	9	5	2535	45	47	86	1102	4	21	1333	2425
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	9	5	2535	45	47	86	1102	4	21	1333	2425
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	2	1	634	11	12	22	276	1	6	333	606
Total Analysis Volume [veh/h]	166	9	5	2535	45	47	86	1102	4	23	1333	2425
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	3805			1111			2439			96		
Exiting Flow Rate [veh/h]	72			2520			1546			3642		
Demand Flow Rate [veh/h]	166	9	5	2535	45	47	86	1102	4	21	1333	2425
Adjusted Demand Flow Rate [veh/h]	166	9	5	2535	45	47	86	1102	4	23	1333	2425

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	180	2627	1192	3781
Capacity of Entry and Bypass Lanes [veh/h]	29	445	115	1252
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	29	445	115	1252
X, volume / capacity	6.32	5.91	10.40	3.02

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	22.01	276.40	137.91	320.64
95th-Percentile Queue Length [ft]	550.22	6909.88	3447.69	8015.94
Approach Delay [s/veh]	2668.71	2233.20	4298.62	921.93
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	1922.46			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2	0	4	2	0	1	14	2958	29	46	3547	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	4	2	0	1	14	2958	29	46	3547	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	0	4	740	7	12	887	6
Total Analysis Volume [veh/h]	2	0	4	2	0	1	14	2958	29	46	3547	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.00	0.10	0.00	0.00	0.00	0.03	0.43	0.00	0.04	0.21
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	93.57	0.00	0.00	42.62
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	E
95th-Percentile Queue Length [veh/ln]	1.92	1.92	1.92	1.26	1.26	1.26	1.68	1.68	1.68	0.74	0.74	0.74
95th-Percentile Queue Length [ft/ln]	48.03	48.03	48.03	31.62	31.62	31.62	41.88	41.88	41.88	18.53	18.53	18.53
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.90			0.29		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	14.15											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	42.895

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	212	507	2905	59	151	3405
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	212	507	2905	59	151	3405
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	139	798	16	41	935
Total Analysis Volume [veh/h]	233	557	3192	65	166	3742
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	42.90	0.00	0.03	1.29	0.00	0.04
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	357.78	0.00	0.00
Movement LOS	F	F	A	F	A	A
95th-Percentile Queue Length [veh/ln]	101.66	101.66	5.95	5.95	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2541.60	2541.60	148.68	148.68	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		7.14		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	996.01					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.686

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	78	62	71	3249	3523	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	62	71	3249	3523	82
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	16	18	837	908	21
Total Analysis Volume [veh/h]	80	64	73	3349	3632	85
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	7.69	0.00	0.00	0.03	0.04	1.07
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	215.74
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	20.62	20.62	0.00	0.00	6.02	6.02
95th-Percentile Queue Length [ft/ln]	515.47	515.47	0.00	0.00	150.42	150.42
d_A, Approach Delay [s/veh]	10000.00		0.00		4.93	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	200.24					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	22.808

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	2	0	0	280	0	38	0	3273	3	0	2431	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	280	0	38	0	3273	3	0	2431	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	70	0	10	0	818	1	0	608	2
Total Analysis Volume [veh/h]	2	0	0	280	0	38	0	3273	3	0	2431	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	22.81	0.00	0.00	0.00	0.03	0.02	0.00	0.02	0.10
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	23.54	0.00	0.00	48.84
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	E
95th-Percentile Queue Length [veh/ln]	1.00	1.00	1.00	42.55	42.55	42.55	0.05	0.05	0.05	0.32	0.32	0.32
95th-Percentile Queue Length [ft/ln]	25.00	25.00	25.00	1063.8	1063.8	1063.8	1.16	1.16	1.16	7.98	7.98	7.98
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.02			0.18		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	530.24											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	39.232

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	210	58	22	3556	3032	544
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	58	22	3556	3032	544
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	15	6	946	806	145
Total Analysis Volume [veh/h]	223	62	23	3783	3226	579
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	39.23	0.00	0.00	0.04	0.03	10.47
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	4403.66
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	38.41	38.41	0.00	0.00	68.63	68.63
95th-Percentile Queue Length [ft/ln]	960.19	960.19	0.00	0.00	1715.70	1715.70
d_A, Approach Delay [s/veh]	10000.00		0.00		670.10	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	683.85					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	20.509

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	100	107	46	3465	3127	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	107	46	3465	3127	57
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	29	13	952	859	16
Total Analysis Volume [veh/h]	110	118	51	3808	3436	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	20.51	0.00	0.00	0.04	0.03	1.20
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	315.17
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	31.24	31.24	0.00	0.00	5.55	5.55
95th-Percentile Queue Length [ft/ln]	780.93	780.93	0.00	0.00	138.86	138.86
d_A, Approach Delay [s/veh]	10000.00		0.00		5.67	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	303.17					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	0	318	2274	1846	2575	393
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	318	2274	1846	2575	393
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	85	611	496	692	106
Total Analysis Volume [veh/h]	0	342	2445	1985	2769	423
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.02	0.03	1.44
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	247.70
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	45.56	45.56	0.00	0.00	22.96	22.96
95th-Percentile Queue Length [ft/ln]	1139.12	1139.12	0.00	0.00	574.07	574.07
d_A, Approach Delay [s/veh]	10000.00		0.00		32.83	
Approach LOS	F		A		D	
d_I, Intersection Delay [s/veh]	442.59					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	87.739

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	1243	2588	338	233	1182	225
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1243	2588	338	233	1182	225
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	311	647	85	58	296	56
Total Analysis Volume [veh/h]	1243	2588	338	233	1182	225
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.00	4.31	87.74	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	1645.62	10000.00	10000.00
Movement LOS	A	A	A	F	F	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	25.77	25.77	178.83	178.83
95th-Percentile Queue Length [ft/ln]	0.00	0.00	644.16	644.16	4470.64	4470.64
d_A, Approach Delay [s/veh]	0.00		671.51		10000.00	
Approach LOS	A		F		F	
d_I, Intersection Delay [s/veh]	2488.11					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	791	725	296	208	288	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	791	725	296	208	288	106
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	222	204	83	58	81	30
Total Analysis Volume [veh/h]	889	815	333	234	324	119
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.80	0.00	0.00	0.50	0.00
d_M, Delay for Movement [s/veh]	0.00	21.19	0.00	0.00	10000.00	10000.00
Movement LOS	A	C	A	A	F	F
95th-Percentile Queue Length [veh/ln]	8.99	8.99	0.00	0.00	58.23	58.23
95th-Percentile Queue Length [ft/ln]	224.72	224.72	0.00	0.00	1455.70	1455.70
d_A, Approach Delay [s/veh]	10.13		0.00		10000.00	
Approach LOS	B		A		F	
d_I, Intersection Delay [s/veh]	1638.64					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	593.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Approach	Northbound			Southbound			Eastbound		
Lane Configuration									
Turning Movement	Left	Left	Thru	Thru	Right	Right	Left	Right	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00		
Grade [%]	0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes		

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial		
Base Volume Input [veh/h]	2448	0	103	145	0	231	0	2516	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2448	0	103	145	0	231	0	2516	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	612	0	26	36	0	58	0	629	0
Total Analysis Volume [veh/h]	2448	0	103	145	0	231	0	2516	0
Pedestrian Volume [ped/h]	0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1		
Circulating Flow Rate [veh/h]	231			2516			103		
Exiting Flow Rate [veh/h]	2661			103			2679		
Demand Flow Rate [veh/h]	2448	0	103	145	0	231	0	2516	0
Adjusted Demand Flow Rate [veh/h]	2448	0	103	145	0	231	0	2516	0

Lanes

Overwrite Calculated Critical Headway	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00
Entry Flow Rate [veh/h]	2551	376	2516
Capacity of Entry and Bypass Lanes [veh/h]	1091	107	1243
Pedestrian Impedance	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1091	107	1243
X, volume / capacity	2.34	3.55	2.03

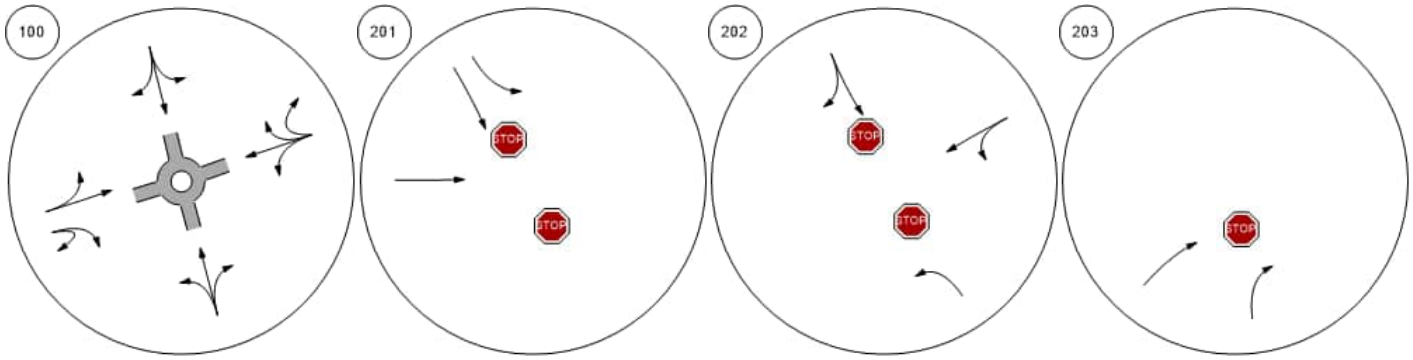
Movement, Approach, & Intersection Results

Lane LOS	F	F	F
95th-Percentile Queue Length [veh]	187.68	37.51	164.92
95th-Percentile Queue Length [ft]	4692.08	937.70	4123.10
Approach Delay [s/veh]	616.88	1230.55	474.87
Approach LOS	F	F	F
Intersection Delay [s/veh]	593.63		
Intersection LOS	F		

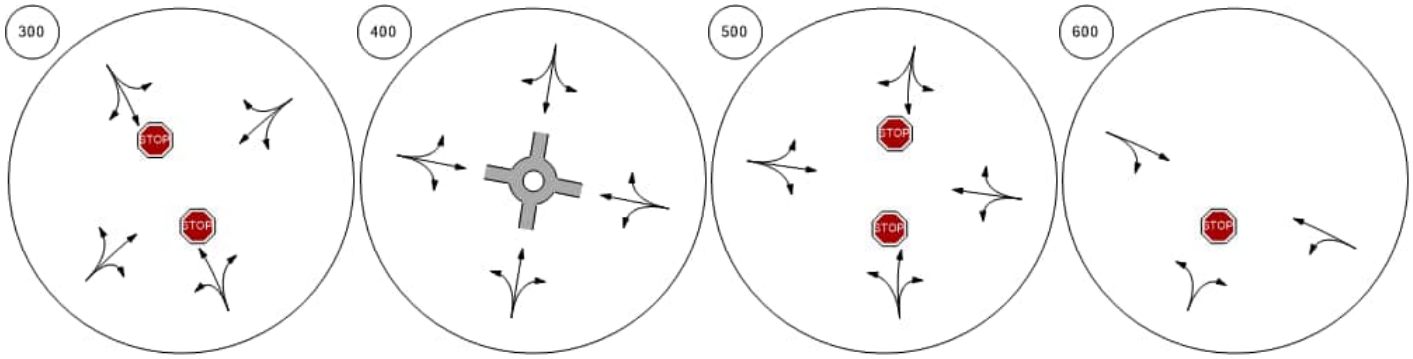
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



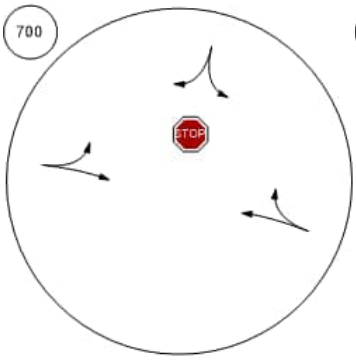
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



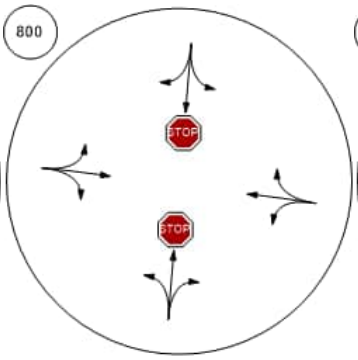
Lane Configuration and Traffic Control



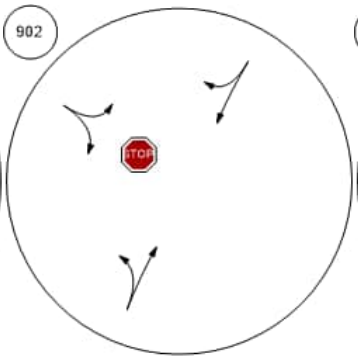
Shamrock Road at Northward



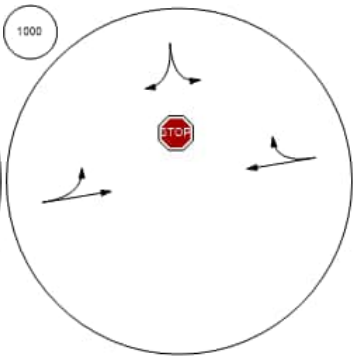
Shamrock Road at Condor R



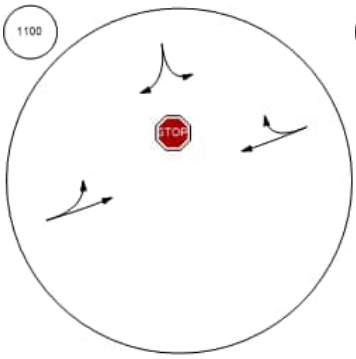
Bodden Town Road at Bodde



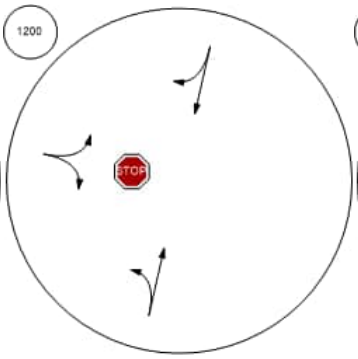
Bodden Town Road at Long



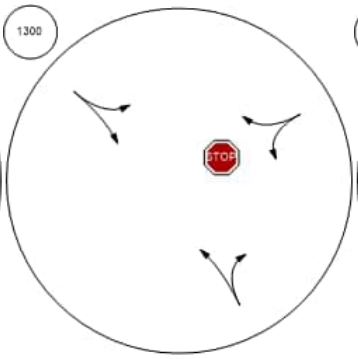
Bodden Town Road at Frank



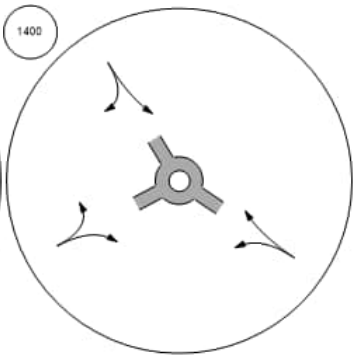
Frank Sound Road at Clifton



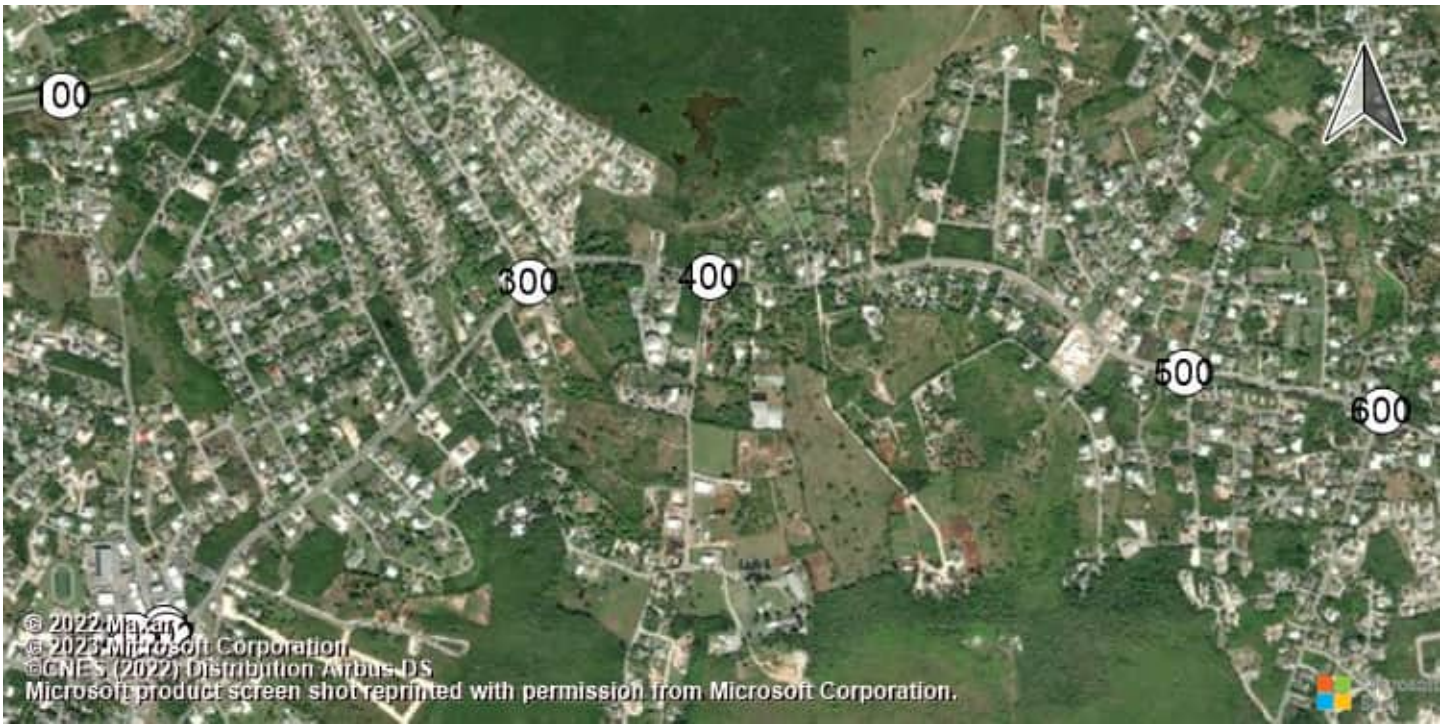
Frank Sound Road at North S



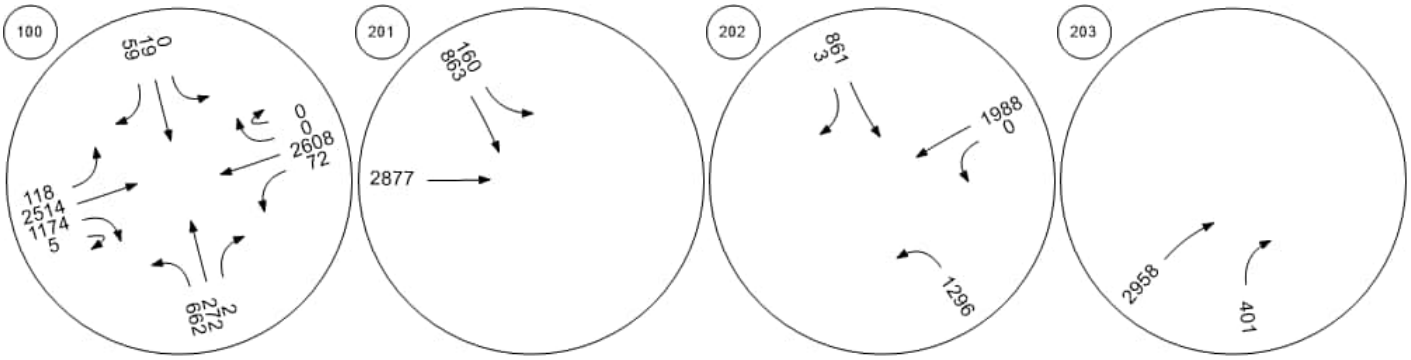
East-West Arterial at Agricola



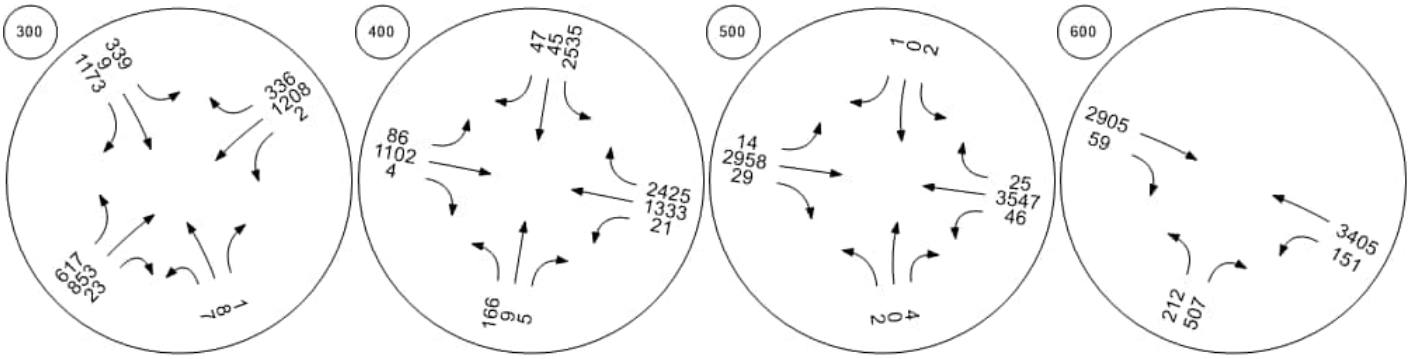
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



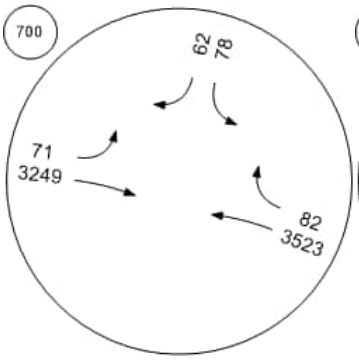
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



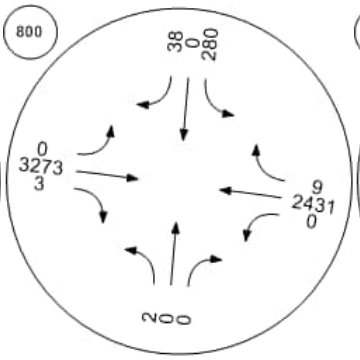
Traffic Volume - Base Volume



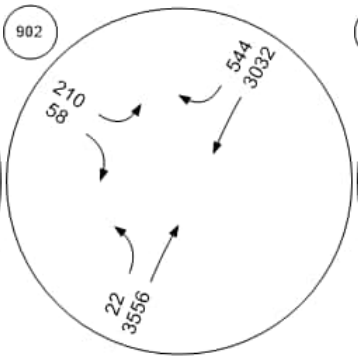
Shamrock Road at Northward



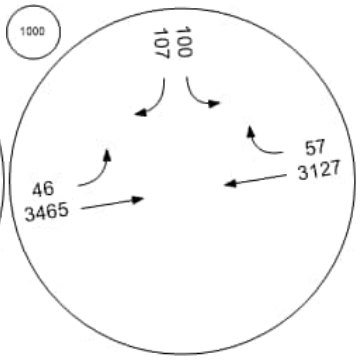
Shamrock Road at Condor R



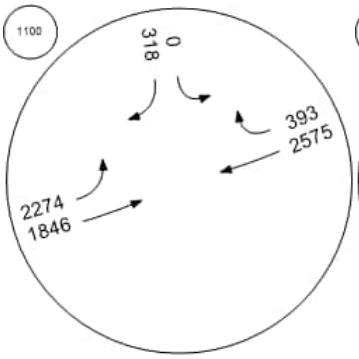
Bodden Town Road at Bodde



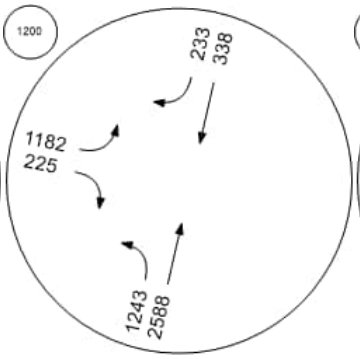
Bodden Town Road at Long



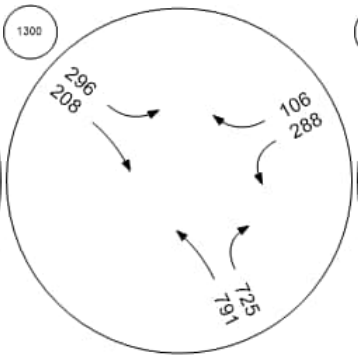
Bodden Town Road at Frank



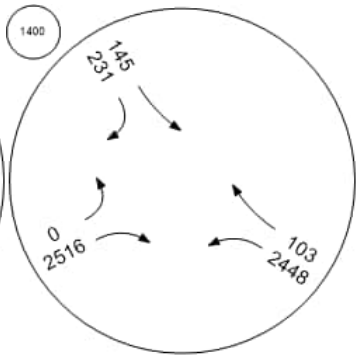
Frank Sound Road at Clifton



Frank Sound Road at North S



East-West Arterial at Agricola



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	448.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thru	Thru	Righ	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	4	0	118	557	0	442	0	510	0	1040	1	0	627	0	0	4	0
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	118	557	0	442	0	510	0	1040	1	0	627	0	0	4	0
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	1	0	30	139	0	111	0	128	0	260	0	0	157	0	0	1	0
Total Analysis Volume [veh/h]	4	0	118	557	0	442	0	510	0	1040	1	0	627	0	0	4	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1						
Circulating Flow Rate [veh/h]	514				1598				679				953						
Exiting Flow Rate [veh/h]	1070				122				514				1597						
Demand Flow Rate [veh/h]	4	0	118	557	0	442	0	510	0	1040	1	0	627	0	0	4	0		
Adjusted Demand Flow Rate [veh/h]	4	0	118	557	0	442	0	510	0	1040	1	0	627	0	0	4	0		

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	679	952	1041	631
Capacity of Entry and Bypass Lanes [veh/h]	817	271	691	523
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	817	271	691	523
X, volume / capacity	0.83	3.52	1.51	1.21

Movement, Approach, & Intersection Results

Lane LOS	D	F	F	F
95th-Percentile Queue Length [veh]	9.52	89.20	51.42	23.63
95th-Percentile Queue Length [ft]	237.90	2230.07	1285.46	590.78
Approach Delay [s/veh]	26.17	1170.97	253.30	136.02
Approach LOS	D	F	F	F
Intersection Delay [s/veh]	448.70			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5,697.258

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	466	1013	0	0	5308	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	466	1013	0	0	5308	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	125	272	0	0	1427	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	501	1089	0	0	5708	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance		No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	1623.06	5697.26	0.00	0.00	0.06	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				F	F			A				
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	65.46	139.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1636.42	3475.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			10000.00			0.00			0.00		
Approach LOS	A			F			A			A		
d_I, Intersection Delay [s/veh]	2178.68											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	167,708.466

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1490	0	0	0	2	1011	0	0	0	0	7359	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1490	0	0	0	2	1011	0	0	0	0	7359	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	401	0	0	0	1	272	0	0	0	0	1978	0
Total Analysis Volume [veh/h]	1602	0	0	0	2	1087	0	0	0	0	7913	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	167708.	0.00	0.00	0.00	405.08	0.00	0.00	0.00	0.00	0.00	0.08	0.00
d_M, Delay for Movement [s/veh]	10000.0	0.00	0.00	0.00	10000.0	10000.0	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	203.21	0.00	0.00	0.00	139.06	139.06	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5080.13	0.00	0.00	0.00	3476.54	3476.54	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2537.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4,447.728

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	414	5774	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	414	5774	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	1552	0	0	0
Total Analysis Volume [veh/h]	0	445	6209	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	4447.73	0.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	58.47	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1461.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	668.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	860.442

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	33	0	12	17	0	42	42	4497	6	3	7018	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	0	12	17	0	42	42	4497	6	3	7018	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	3	4	0	11	11	1124	2	1	1755	0
Total Analysis Volume [veh/h]	34	0	12	17	0	43	43	4497	6	3	7018	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	860.44	0.00	0.00	8.87	0.00	0.00	0.00	0.04	2.50	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	3188.67	0.00	0.00	135.86
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	7.93	7.93	7.93	9.80	9.80	9.80	1.74	1.74	1.74	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	198.16	198.16	198.16	244.92	244.92	244.92	43.55	43.55	43.55	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00			10000.00			4.21			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	92.45											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	8,150.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	4	2	20	285	30	1281	490	4034	2	4	5735	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	2	20	285	30	1281	490	4034	2	4	5735	78
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	71	8	320	123	1009	1	1	1434	20
Total Analysis Volume [veh/h]	4	2	22	285	30	1281	490	4034	2	4	5735	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	7094			4058			102			1313		
Exiting Flow Rate [veh/h]	36			570			7020			4341		
Demand Flow Rate [veh/h]	4	2	20	285	30	1281	490	4034	2	4	5735	78
Adjusted Demand Flow Rate [veh/h]	4	2	22	285	30	1281	490	4034	2	4	5735	78

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	28	1596	4526	5817
Capacity of Entry and Bypass Lanes [veh/h]	1	22	1244	362
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1	22	1244	362
X, volume / capacity	28.17	72.57	3.64	16.09

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	5.34	199.75	414.39	685.11
95th-Percentile Queue Length [ft]	133.54	4993.68	10359.77	17127.68
Approach Delay [s/veh]	18865.90	32541.16	1199.56	6814.34
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	8150.09			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	19.935

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	12	0	10	6	0	7	1	4445	1	2	5275	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	10	6	0	7	1	4445	1	2	5275	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	3	2	0	2	0	1111	0	1	1319	0
Total Analysis Volume [veh/h]	12	0	10	6	0	7	1	4445	1	2	5275	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	19.93	0.00	0.00	2.80	0.00	0.00	0.00	0.04	0.07	0.00	0.05	0.03
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	292.29	0.00	0.00	128.66
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	4.56	4.56	4.56	3.17	3.17	3.17	0.21	0.21	0.21	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	113.99	113.99	113.99	79.13	79.13	79.13	5.29	5.29	5.29	2.51	2.51	2.51
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.07			0.02		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	35.90											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	226.698

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	2	34	3477	984	488	5275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	34	3477	984	488	5275
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	955	270	134	1449
Total Analysis Volume [veh/h]	2	37	3821	1081	536	5797
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	11.29	0.00	0.04	226.70	0.01	0.06
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	10000.00	0.00	0.00
Movement LOS	F	F	A	F	A	A
95th-Percentile Queue Length [veh/ln]	6.97	6.97	137.48	137.48	0.00	0.00
95th-Percentile Queue Length [ft/ln]	174.31	174.31	3436.94	3436.94	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		2205.22		0.00	
Approach LOS	F		F		A	
d_I, Intersection Delay [s/veh]	993.44					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	8.645

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	62	36	30	3493	5689	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	36	30	3493	5689	90
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	9	8	900	1466	23
Total Analysis Volume [veh/h]	64	37	31	3601	5865	93
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	8.65	0.00	0.00	0.04	0.06	1.43
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	368.37
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	15.13	15.13	0.00	0.00	7.90	7.90
95th-Percentile Queue Length [ft/ln]	378.21	378.21	0.00	0.00	197.51	197.51
d_A, Approach Delay [s/veh]	10000.00		0.00		5.75	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	107.76					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.278

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	5	1	0	199	0	85	280	1760	0	0	4240	243
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	1	0	199	0	85	280	1760	0	0	4240	243
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	50	0	21	70	440	0	0	1060	61
Total Analysis Volume [veh/h]	5	1	0	199	0	85	280	1760	0	0	4240	243
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.71	0.00	0.00	2.28	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.87
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	0.00	0.00	103.24	0.00	0.00	64.67
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	1.92	1.92	1.92	38.28	38.28	38.28	0.00	0.00	0.00	7.49	7.49	7.49
95th-Percentile Queue Length [ft/ln]	48.03	48.03	48.03	957.05	957.05	957.05	0.00	0.00	0.00	187.24	187.24	187.24
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			3.51		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	427.96											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.061

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	291	50	44	1664	4923	243
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	50	44	1664	4923	243
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	13	12	443	1309	65
Total Analysis Volume [veh/h]	310	53	47	1770	5237	259
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.06	0.00	0.00	0.02	0.05	0.76
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	41.93
Movement LOS	F	F	A	A	A	E
95th-Percentile Queue Length [veh/ln]	48.20	48.20	0.00	0.00	5.95	5.95
95th-Percentile Queue Length [ft/ln]	1204.98	1204.98	0.00	0.00	148.63	148.63
d_A, Approach Delay [s/veh]	10000.00		0.00		1.98	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	474.32					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	63	47	223	975	5031	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	47	223	975	5031	134
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	13	61	268	1382	37
Total Analysis Volume [veh/h]	69	52	245	1071	5529	147
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.00	0.00	0.01	0.06	0.28
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	14.33
Movement LOS	F	F	A	A	A	B
95th-Percentile Queue Length [veh/ln]	17.69	17.69	0.00	0.00	1.12	1.12
95th-Percentile Queue Length [ft/ln]	442.25	442.25	0.00	0.00	27.98	27.98
d_A, Approach Delay [s/veh]	10000.00		0.00		0.37	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	170.41					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Frank Sound Road at Bodden Town Road

Control Type:	Signalized	Delay (sec / veh):	2,418.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.657

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1394	929	551	431	4183	2272
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1394	929	551	431	4183	2272
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	375	250	148	116	1124	611
Total Analysis Volume [veh/h]	1499	999	592	463	4498	2443
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	34	0	18	86	68
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	28	12	80
g / C, Green / Cycle	0.23	0.10	0.67
(v / s)_i Volume / Saturation Flow Rate	1.48	0.61	4.43
s, saturation flow rate [veh/h]	1688	1729	1566
c, Capacity [veh/h]	394	173	1101
d1, Uniform Delay [s]	46.00	54.00	23.89
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2410.19	2308.50	2388.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	6.34	6.10	6.30
d, Delay for Lane Group [s/veh]	2456.19	2362.50	2412.72
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	275.03	115.89	750.23
50th-Percentile Queue Length [ft/ln]	6875.83	2897.35	18755.73
95th-Percentile Queue Length [veh/ln]	417.18	170.17	1238.54
95th-Percentile Queue Length [ft/ln]	10429.61	4254.31	30963.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2456.19	2456.19	2362.50	2362.50	2412.72	2412.72
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	2456.19		2362.50		2412.72	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	2418.02					
Intersection LOS	F					
Intersection V/C	2.657					

Other Modes

g_Walk,mi, Effective Walk Time [s]	12.0	28.0	28.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.60	35.27	35.27
l_p,int, Pedestrian LOS Score for Intersection	13.693	7.039	8.949
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	35.27	48.60	6.67
l_b,int, Bicycle LOS Score for Intersection	5.681	3.300	13.012
Bicycle LOS	F	C	F

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	907.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.687

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		20.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	1212	1361	2374	758	1256	628
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1212	1361	2374	758	1256	628
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	303	340	594	190	314	157
Total Analysis Volume [veh/h]	1212	1361	2374	758	1256	628
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	58	69	11	0	46
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	115	115	115	115
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	52	63	63	40
g / C, Green / Cycle	0.45	0.55	0.55	0.35
(v / s)_i Volume / Saturation Flow Rate	1.47	1.25	2.08	1.12
s, saturation flow rate [veh/h]	1754	1900	365	1675
c, Capacity [veh/h]	793	1041	238	583
d1, Uniform Delay [s]	31.50	26.00	45.35	37.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1013.00	579.42	995.01	1009.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.24	2.28	3.19	3.23
d, Delay for Lane Group [s/veh]	1044.50	605.42	1040.36	1047.11
Lane Group LOS	F	F	F	F
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	245.01	195.18	69.03	179.83
50th-Percentile Queue Length [ft/ln]	6125.29	4879.42	1725.72	4495.79
95th-Percentile Queue Length [veh/ln]	396.64	317.86	120.41	286.59
95th-Percentile Queue Length [ft/ln]	9916.11	7946.52	3010.27	7164.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1044.50	1044.50	605.42	1040.36	1047.11	1047.11
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	1044.50		710.68		1047.11	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	907.38					
Intersection LOS	F					
Intersection V/C	2.687					

Other Modes

g_Walk,mi, Effective Walk Time [s]	40.0	40.0	52.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.46	24.46	17.26
l_p,int, Pedestrian LOS Score for Intersection	3.512	3.051	3.771
Crosswalk LOS	D	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	904	1096	696
d_b, Bicycle Delay [s]	17.26	11.76	24.46
l_b,int, Bicycle LOS Score for Intersection	5.805	6.727	4.668
Bicycle LOS	F	F	E

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	303	438	31	1492	59	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	303	438	31	1492	59	61
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	123	9	419	17	17
Total Analysis Volume [veh/h]	340	492	35	1676	66	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	1.31	0.00	0.02	0.57	0.00
d_M, Delay for Movement [s/veh]	0.00	186.43	0.00	0.00	10000.00	10000.00
Movement LOS	A	F	A	A	F	F
95th-Percentile Queue Length [veh/ln]	22.66	22.66	0.00	0.00	19.47	19.47
95th-Percentile Queue Length [ft/ln]	566.46	566.46	0.00	0.00	486.86	486.86
d_A, Approach Delay [s/veh]	110.25		0.00		10000.00	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	538.36					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	3,431.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	60	36	240	243	663	311	8	5177	431	340	4760	50	225
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	36	240	243	663	311	8	5177	431	340	4760	50	225
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	15	9	60	61	166	78	2	1294	108	85	1190	13	56
Total Analysis Volume [veh/h]	60	36	240	243	663	311	8	5177	431	340	4760	50	225
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	5346			6073			551			1405			
Exiting Flow Rate [veh/h]	1434			94			5071			5642			
Demand Flow Rate [veh/h]	60	36	240	243	663	311	8	5177	431	340	4760	50	225
Adjusted Demand Flow Rate [veh/h]	60	36	240	243	663	311	8	5177	431	340	4760	50	225

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420.	1420.	1350.	1350.	1420.00	1420.00	1420.00	1420.00	1350.00	1350.00
B (coefficient)	0.00000	0.00085	0.000	0.000	0.000	0.000	0.00091	0.00091	0.00091	0.00085	0.00092	0.00092
HV Adjustment 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
Entry Flow Rate [veh/h]	0	276	0	325	325	325	1872	1872	1872	1792	1792	1792
Capacity of Entry and Bypass Lanes [veh/h]	100000	16	12	9	6	6	861	861	861	431	371	371
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	16	12	9	6	6	861	861	861	431	371	371
X, volume / capacity	0.00	18.29	20.70	39.90	64.21	64.21	2.18	2.18	2.18	4.17	4.83	4.83

Movement, Approach, & Intersection Results

Lane LOS	A	F	F	F	F	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh]	0.00	35.53	31.78	42.44	42.80	42.80	131.82	131.82	131.82	174.05	181.33	181.33
95th-Percentile Queue Length [ft]	0.00	888.16	794.3	1060.	1069.	1069.	3295.45	3295.45	3295.45	4351.21	4533.31	4533.31
Approach Delay [s/veh]	6790.28		23714.29				546.29			1643.31		
Approach LOS	F		F				F			F		
Intersection Delay [s/veh]	3431.33											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name			East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name			East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1245	4640	5375	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1245	4640	5375	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	311	1160	1344	0
Total Analysis Volume [veh/h]	0	0	1245	4640	5375	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.05	0.05	0.00
d_M, Delay for Movement [s/veh]	121.64	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	121.64		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	250.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.768

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	4640	0	252	5375
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4640	0	252	5375
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1160	0	63	1344
Total Analysis Volume [veh/h]	0	0	4640	0	252	5375
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	1.28	0.16	1.49
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	3.00	0.18	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	159.55	0.23	330.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	1.35	0.16	1.73
d, Delay for Lane Group [s/veh]	0.00	162.55	0.41	338.83
Lane Group LOS	A	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	76.16	0.10	152.64
50th-Percentile Queue Length [ft/ln]	0.00	1903.92	2.46	3816.09
95th-Percentile Queue Length [veh/ln]	0.00	115.94	0.18	248.24
95th-Percentile Queue Length [ft/ln]	0.00	2898.58	4.42	6206.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	162.55	0.00	0.41	338.83
Movement LOS	A		F		A	F
d_A, Approach Delay [s/veh]	0.00		162.55		323.67	
Approach LOS	A		F		F	
d_I, Intersection Delay [s/veh]	250.85					
Intersection LOS	F					
Intersection V/C	2.768					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.662	6.218	5.655
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.388	6.202
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	435.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.696

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	190	0	0	312	0	0	0	4640	0	8	5437	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	0	0	312	0	0	0	4640	0	8	5437	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	0	0	78	0	0	0	1160	0	2	1359	0
Total Analysis Volume [veh/h]	190	0	0	312	0	0	0	4640	0	8	5437	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.00	1.28	0.00	1.50
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	36.37	38.00	0.00	13.00	0.20	13.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.96	137.90	0.00	363.22	0.01	502.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	1.24	0.00	1.80	0.01	2.11
d, Delay for Lane Group [s/veh]	55.33	175.90	0.00	376.22	0.21	515.40
Lane Group LOS	E	F	A	F	A	F
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.30	15.11	0.00	145.05	0.00	194.77
50th-Percentile Queue Length [ft/ln]	132.41	377.83	0.00	3626.14	0.07	4869.32
95th-Percentile Queue Length [veh/ln]	9.07	23.61	0.00	234.82	0.00	322.57
95th-Percentile Queue Length [ft/ln]	226.77	590.21	0.00	5870.43	0.12	8064.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.33	0.00	0.00	175.90	0.00	0.00	0.00	376.22	0.00	0.21	515.40	0.00
Movement LOS	E			F			A	F		A	F	
d_A, Approach Delay [s/veh]	55.33			175.90			376.22			514.64		
Approach LOS	E			F			F			F		
d_I, Intersection Delay [s/veh]	435.75											
Intersection LOS	F											
Intersection V/C	1.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.706	1.752	5.633	5.675
Crosswalk LOS	A	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	5.388	6.052
Bicycle LOS	A	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	299.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.764

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4753	198	5247
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4753	198	5247
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1188	50	1312
Total Analysis Volume [veh/h]	4753	198	5247
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0
v_di, Inbound Pedestrian Volume crossing m	0		0
v_co, Outbound Pedestrian Volume crossing	0		0
v_ci, Inbound Pedestrian Volume crossing mi	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	1.31	0.11	1.45
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	3.50	46.00	11.00
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	187.55	203.16	388.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.41	1.37	1.86
d, Delay for Lane Group [s/veh]	191.05	249.16	399.15
Lane Group LOS	F	F	F
Critical Lane Group	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	87.64	11.59	166.99
50th-Percentile Queue Length [ft/ln]	2190.92	289.85	4174.65
95th-Percentile Queue Length [veh/ln]	135.48	18.95	273.49
95th-Percentile Queue Length [ft/ln]	3386.94	473.76	6837.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	191.05	249.16	399.15
Movement LOS	F	F	F
d_A, Approach Delay [s/veh]	193.37		399.15
Approach LOS	F		F
d_I, Intersection Delay [s/veh]	299.25		
Intersection LOS	F		
Intersection V/C	2.764		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
l_p,int, Pedestrian LOS Score for Intersection	5.628	6.208
Crosswalk LOS	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
l_b,int, Bicycle LOS Score for Intersection	5.644	5.888
Bicycle LOS	F	F

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	255.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.719

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	163	0	4753	0	3	5084
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	0	4753	0	3	5084
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	0	1188	0	1	1271
Total Analysis Volume [veh/h]	163	0	4753	0	3	5084
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	15	0	15	0	15	105
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	9	114	114	99
g / C, Green / Cycle	0.08	0.95	0.95	0.83
(v / s)_i Volume / Saturation Flow Rate	0.10	1.31	0.00	1.41
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	121	3437	1534	2985
d1, Uniform Delay [s]	55.50	3.00	0.15	10.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	200.46	174.22	0.00	318.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.35	1.38	0.00	1.70
d, Delay for Lane Group [s/veh]	255.96	177.22	0.15	328.51
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	10.43	83.16	0.00	149.22
50th-Percentile Queue Length [ft/ln]	260.86	2079.01	0.02	3730.51
95th-Percentile Queue Length [veh/ln]	17.23	127.68	0.00	240.70
95th-Percentile Queue Length [ft/ln]	430.71	3191.97	0.04	6017.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	255.96	0.00	177.22	0.00	0.15	328.51
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	255.96		177.22		328.32	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	255.34					
Intersection LOS	F					
Intersection V/C	2.719					

Other Modes

g_Walk,mi, Effective Walk Time [s]	99.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.84	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersection	1.664	6.209	5.513
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	150	1900	1650
d_b, Bicycle Delay [s]	51.34	0.15	1.84
l_b,int, Bicycle LOS Score for Intersection	1.560	5.481	5.756
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	233.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.704

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	57	0	4753	0	41	5030
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	0	4753	0	41	5030
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	1188	0	10	1258
Total Analysis Volume [veh/h]	57	0	4753	0	41	5030
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.04	1.31	0.03	1.39
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	57.12	3.00	0.15	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	72.27	174.22	0.03	280.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	1.38	0.03	1.62
d, Delay for Lane Group [s/veh]	129.39	177.22	0.19	288.97
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.08	83.16	0.01	131.14
50th-Percentile Queue Length [ft/ln]	77.03	2079.01	0.34	3278.54
95th-Percentile Queue Length [veh/ln]	5.55	127.68	0.02	209.79
95th-Percentile Queue Length [ft/ln]	138.65	3191.97	0.62	5244.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	129.39	0.00	177.22	0.00	0.19	288.97
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	129.39		177.22		286.63	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	233.10					
Intersection LOS	F					
Intersection V/C	2.704					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.619	6.147	5.511
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.481	5.743
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	230.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.701

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	52	0	4753	0	97	5019
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	4753	0	97	5019
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	1188	0	24	1255
Total Analysis Volume [veh/h]	52	0	4753	0	97	5019
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.03	1.31	0.06	1.39
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	56.94	3.00	0.16	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	58.03	174.22	0.08	278.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	1.38	0.06	1.62
d, Delay for Lane Group [s/veh]	114.97	177.22	0.24	287.38
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.67	83.16	0.03	130.46
50th-Percentile Queue Length [ft/ln]	66.76	2079.01	0.84	3261.41
95th-Percentile Queue Length [veh/ln]	4.81	127.68	0.06	208.57
95th-Percentile Queue Length [ft/ln]	120.17	3191.97	1.52	5214.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	114.97	0.00	177.22	0.00	0.24	287.38
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	114.97		177.22		281.93	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	230.89					
Intersection LOS	F					
Intersection V/C	2.701					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.628	6.140	5.525
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.481	5.780
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	78.588

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	4753	5115	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4753	5115	42
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1188	1279	11
Total Analysis Volume [veh/h]	4753	5115	42
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.05	78.59
d_M, Delay for Movement [s/veh]	0.00	0.00	10000.00
Movement LOS	A	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	7.33
95th-Percentile Queue Length [ft/ln]	0.00	0.00	183.29
d_A, Approach Delay [s/veh]	0.00	81.44	
Approach LOS	A	F	
d_I, Intersection Delay [s/veh]	42.38		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	345.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.580

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	450	0	0	0	0	0	0	4339	456	370	4707	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	450	0	0	0	0	0	0	4339	456	370	4707	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	0	0	0	0	0	0	1085	114	93	1177	0
Total Analysis Volume [veh/h]	450	0	0	0	0	0	0	4339	456	370	4707	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.28	0.00	0.00	1.20	0.25	0.23	1.30	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	38.00	0.00	0.00	13.00	38.00	4.87	13.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	371.60	0.00	0.00	310.71	294.81	0.74	374.91	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.79	0.00	0.00	1.69	1.62	0.32	1.83	0.00
d, Delay for Lane Group [s/veh]	409.60	0.00	0.00	323.71	332.81	5.61	387.91	0.00
Lane Group LOS	F	A	A	F	F	A	F	A
Critical Lane Group	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	31.49	0.00	0.00	126.29	28.82	1.88	149.22	0.00
50th-Percentile Queue Length [ft/ln]	787.21	0.00	0.00	3157.13	720.60	47.08	3730.59	0.00
95th-Percentile Queue Length [veh/ln]	49.84	0.00	0.00	201.65	45.12	3.39	242.21	0.00
95th-Percentile Queue Length [ft/ln]	1245.97	0.00	0.00	5041.24	1127.95	84.74	6055.27	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	409.60	0.00	0.00	0.00	0.00	0.00	0.00	323.71	332.81	5.61	387.91	0.00
Movement LOS	F			A			A	F	F	A	F	A
d_A, Approach Delay [s/veh]	409.60			0.00			324.58			360.05		
Approach LOS	F			A			F			F		
d_I, Intersection Delay [s/veh]	345.73											
Intersection LOS	F											
Intersection V/C	1.580											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	2.040	1.625	5.145	4.999
Crosswalk LOS	B	A	F	E
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	5.515	5.748
Bicycle LOS	A	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	66.397

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4319	21	5057
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4319	21	5057
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1080	5	1264
Total Analysis Volume [veh/h]	4319	21	5057
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	66.40	0.05
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	4.38	0.00
95th-Percentile Queue Length [ft/ln]	0.00	109.56	0.00
d_A, Approach Delay [s/veh]	48.39		0.00
Approach LOS	E		A
d_I, Intersection Delay [s/veh]	22.35		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	249.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.438

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	555	0	4319	0	360	4502
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	555	0	4319	0	360	4502
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	139	0	1080	0	90	1126
Total Analysis Volume [veh/h]	555	0	4319	0	360	4502
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	29	0	29	0	29	86
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	115	115	115	115
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	23	109	109	80
g / C, Green / Cycle	0.20	0.95	0.95	0.70
(v / s)_i Volume / Saturation Flow Rate	0.34	1.19	0.22	1.24
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	323	3429	1531	2517
d1, Uniform Delay [s]	46.00	3.00	0.20	17.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	336.04	119.32	0.36	356.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.72	1.26	0.24	1.79
d, Delay for Lane Group [s/veh]	382.04	122.32	0.56	374.13
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	39.49	56.82	0.15	149.17
50th-Percentile Queue Length [ft/ln]	987.16	1420.54	3.84	3729.18
95th-Percentile Queue Length [veh/ln]	61.75	84.46	0.28	240.15
95th-Percentile Queue Length [ft/ln]	1543.70	2111.50	6.91	6003.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	382.04	0.00	122.32	0.00	0.56	374.13
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	382.04		122.32		346.47	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	249.06					
Intersection LOS	F					
Intersection V/C	2.438					

Other Modes

g_Walk,mi, Effective Walk Time [s]	80.0	23.0	23.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	5.33	36.80	36.80
l_p,int, Pedestrian LOS Score for Intersection	1.937	5.942	5.286
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	1896	1391
d_b, Bicycle Delay [s]	36.80	0.16	5.33
l_b,int, Bicycle LOS Score for Intersection	1.560	5.123	5.571
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	4319	4862	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4319	4862	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1080	1216	0
Total Analysis Volume [veh/h]	0	0	0	4319	4862	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.05	0.00
d_M, Delay for Movement [s/veh]	95.15	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	95.15		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	107.333

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4267	52	4810
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4267	52	4810
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1067	13	1203
Total Analysis Volume [veh/h]	4267	52	4810
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	107.33	0.05
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	8.68	0.00
95th-Percentile Queue Length [ft/ln]	0.00	217.12	0.00
d_A, Approach Delay [s/veh]	120.40		0.00
Approach LOS	F		A
d_I, Intersection Delay [s/veh]	56.96		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	184.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.493

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	56	0	4267	0	5	4753
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	0	4267	0	5	4753
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	1067	0	1	1188
Total Analysis Volume [veh/h]	56	0	4267	0	5	4753
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.03	1.18	0.00	1.31
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	57.08	3.00	0.15	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	69.22	111.34	0.00	240.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	1.24	0.00	1.53
d, Delay for Lane Group [s/veh]	126.30	114.34	0.15	248.98
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.01	53.15	0.00	113.90
50th-Percentile Queue Length [ft/ln]	75.14	1328.67	0.04	2847.38
95th-Percentile Queue Length [veh/ln]	5.41	78.63	0.00	179.25
95th-Percentile Queue Length [ft/ln]	135.26	1965.78	0.07	4481.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	126.30	0.00	114.34	0.00	0.15	248.98
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	126.30		114.34		248.72	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	184.82					
Intersection LOS	F					
Intersection V/C	2.493					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.599	5.836	5.251
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.080	5.485
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	9.372

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4262	5	4754	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	4262	5	4754	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1066	1	1189	2
Total Analysis Volume [veh/h]	4262	5	4754	8
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	9.37	0.05	6.46
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00	7291.46
Movement LOS	A	F	A	F
95th-Percentile Queue Length [veh/ln]	0.00	1.68	0.00	2.21
95th-Percentile Queue Length [ft/ln]	0.00	41.92	0.00	55.13
d_A, Approach Delay [s/veh]	11.72		12.25	
Approach LOS	B		B	
d_I, Intersection Delay [s/veh]	12.00			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	4270	4762	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4270	4762	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1068	1191	0
Total Analysis Volume [veh/h]	0	0	0	4270	4762	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.05	0.00
d_M, Delay for Movement [s/veh]	91.68	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	91.68		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	186.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.497

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	4270	0	0	4762
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4270	0	0	4762
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1068	0	0	1191
Total Analysis Volume [veh/h]	0	0	4270	0	0	4762
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	1.18	0.00	1.32
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	3.00	0.00	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	111.73	0.00	241.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	1.24	0.00	1.53
d, Delay for Lane Group [s/veh]	0.00	114.73	0.00	250.28
Lane Group LOS	A	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.00	53.33	0.00	114.46
50th-Percentile Queue Length [ft/ln]	0.00	1333.28	0.00	2861.38
95th-Percentile Queue Length [veh/ln]	0.00	78.92	0.00	180.24
95th-Percentile Queue Length [ft/ln]	0.00	1973.03	0.00	4505.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	114.73	0.00	0.00	250.28
Movement LOS	A		F		A	F
d_A, Approach Delay [s/veh]	0.00		114.73		250.28	
Approach LOS	A		F		F	
d_I, Intersection Delay [s/veh]	186.19					
Intersection LOS	F					
Intersection V/C	2.497					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	5.818	5.253
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.082	5.488
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4270	0	4762
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4270	0	4762
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1068	0	1191
Total Analysis Volume [veh/h]	4270	0	4762
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.05
d_M, Delay for Movement [s/veh]	0.00	6846.29	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report

Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	1	4269	4762	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	1	4269	4762	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1067	1191	0
Total Analysis Volume [veh/h]	0	0	1	4269	4762	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.05	0.00
d_M, Delay for Movement [s/veh]	91.61	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	91.61		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	258.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.759

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	477	0	4269	0	2833	4285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	477	0	4269	0	2833	4285
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	0	1067	0	708	1071
Total Analysis Volume [veh/h]	477	0	4269	0	2833	4285
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	27	0	27	0	27	93
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	21	114	114	87
g / C, Green / Cycle	0.18	0.95	0.95	0.73
(v / s)_i Volume / Saturation Flow Rate	0.30	1.18	1.75	1.18
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	283	3437	1534	2623
d1, Uniform Delay [s]	49.50	3.00	3.00	16.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	324.40	111.60	383.47	286.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.69	1.24	1.85	1.63
d, Delay for Lane Group [s/veh]	373.90	114.60	386.47	303.46
Lane Group LOS	F	F	F	F
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	34.05	53.27	163.43	132.33
50th-Percentile Queue Length [ft/ln]	851.37	1331.74	4085.68	3308.17
95th-Percentile Queue Length [veh/ln]	53.30	78.82	272.98	208.96
95th-Percentile Queue Length [ft/ln]	1332.47	1970.61	6824.62	5224.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	373.90	0.00	114.60	0.00	386.47	303.46
Movement LOS	F		F		F	F
d_A, Approach Delay [s/veh]	373.90		114.60		336.50	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	258.16					
Intersection LOS	F					
Intersection V/C	2.759					

Other Modes

g_Walk,mi, Effective Walk Time [s]	87.0	21.0	21.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.54	40.84	40.84
l_p,int, Pedestrian LOS Score for Intersection	2.709	5.072	5.267
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	1900	1450
d_b, Bicycle Delay [s]	40.84	0.15	4.54
l_b,int, Bicycle LOS Score for Intersection	1.560	5.082	7.432
Bicycle LOS	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	142.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	17	0	0	4269	7118	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	0	4269	7118	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	1067	1780	0
Total Analysis Volume [veh/h]	17	0	0	4269	7118	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.00	0.00	0.04	0.07	0.00
d_M, Delay for Movement [s/veh]	142.01	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	1.42	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.49	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	142.01		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	22,054.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	2194	417	6	12	992	2744	454	59	2139	1633	0	548	26	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2194	417	6	12	992	2744	454	59	2139	1633	0	548	26	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	549	104	2	3	248	686	114	15	535	408	0	137	7	0
Total Analysis Volume [veh/h]	2194	417	6	12	992	2744	454	59	2139	1633	0	548	26	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	4951			3837			449				7508			
Exiting Flow Rate [veh/h]	3131			897			7119				77			
Demand Flow Rate [veh/h]	2194	417	6	12	992	2744	454	59	2139	1633	0	548	26	0
Adjusted Demand Flow Rate [veh/h]	2194	417	6	12	992	2744	454	59	2139	1633	0	548	26	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1388	1230	1004	2744	2014	2272	574
Capacity of Entry and Bypass Lanes [veh/h]	22	15	55	40	944	944	3
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	22	15	55	40	944	944	3
X, volume / capacity	65.68	86.65	18.44	69.36	2.13	2.41	238.89

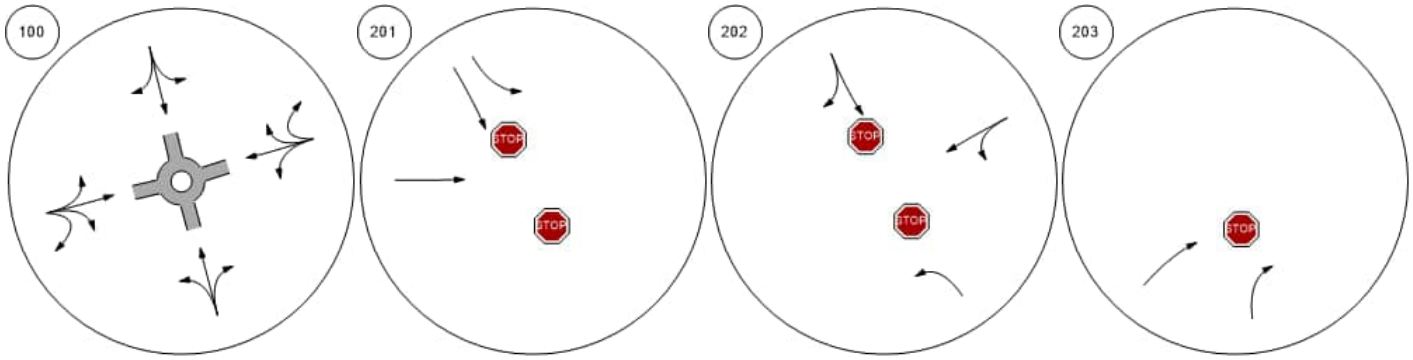
Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh]	173.73	154.95	121.79	341.07	139.20	170.90	74.34
95th-Percentile Queue Length [ft]	4343.26	3873.78	3044.68	8526.80	3480.12	4272.51	1858.62
Approach Delay [s/veh]	33966.45		24800.73		590.87		110039.31
Approach LOS	F		F		F		F
Intersection Delay [s/veh]	22054.33						
Intersection LOS	F						

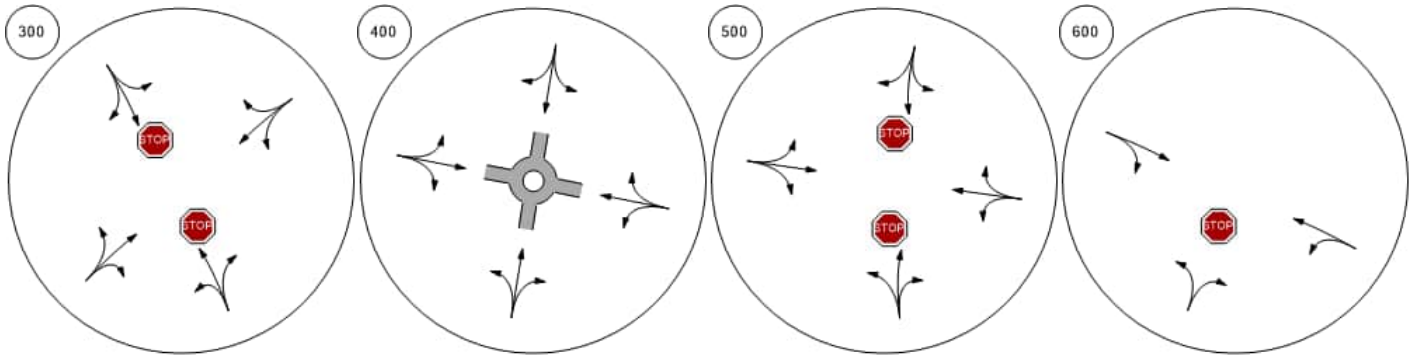
Lane Configuration and Traffic Control



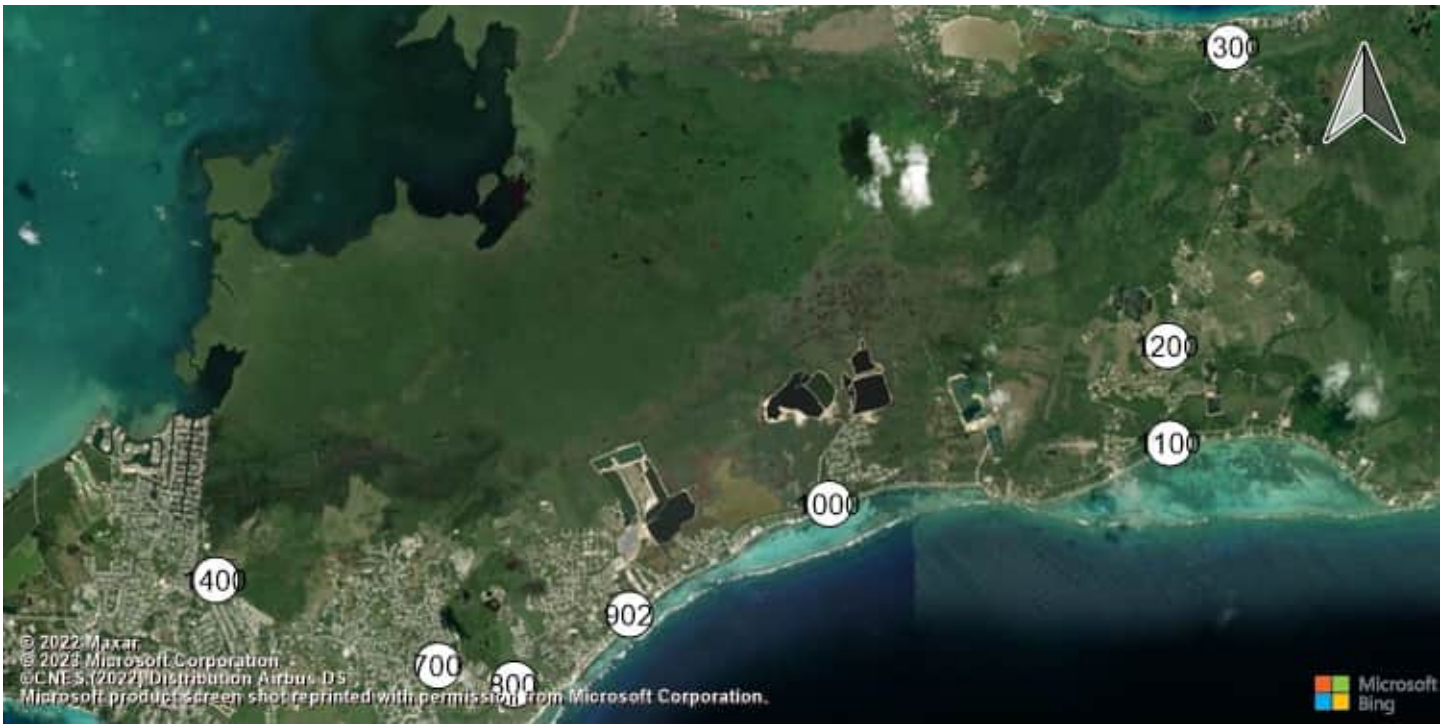
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



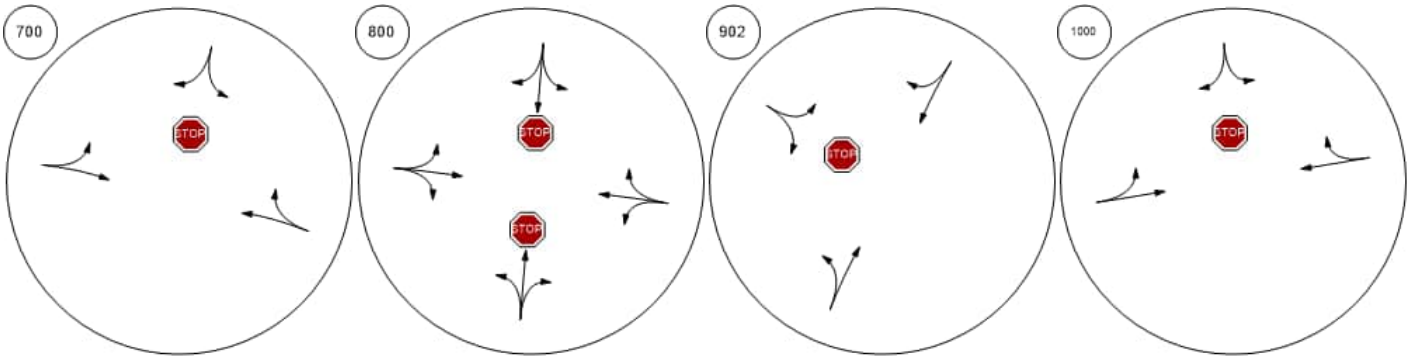
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



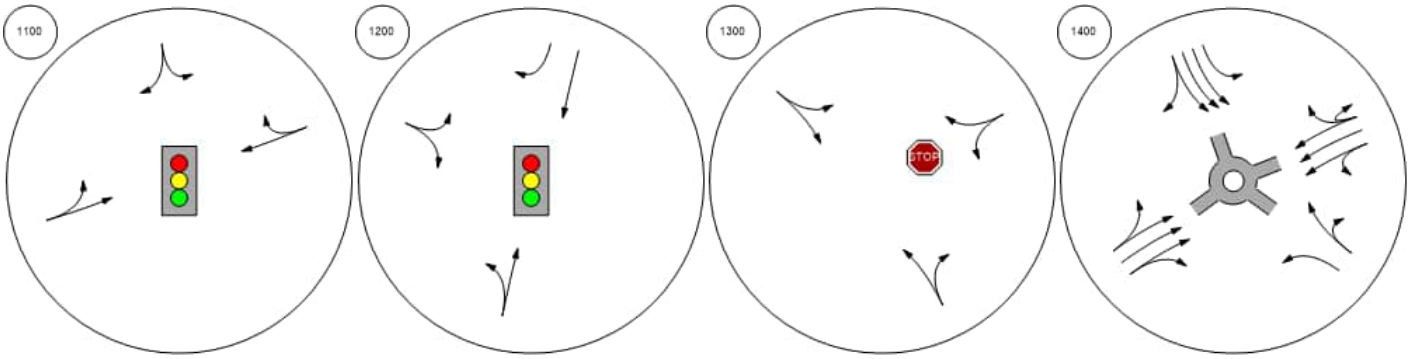
Lane Configuration and Traffic Control



Shamrock Road at Northward | Shamrock Road at Condor R | Bodden Town Road at Bodde | Bodden Town Road at Long



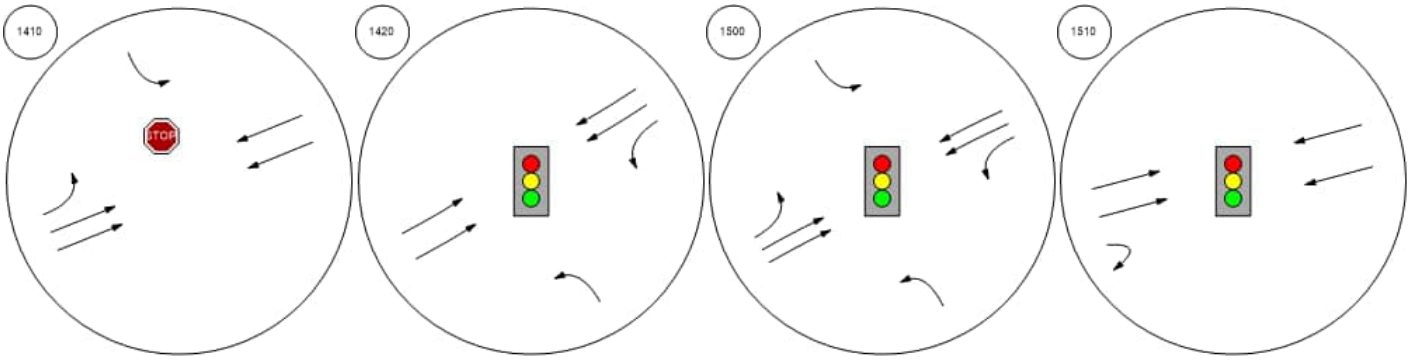
Frank Sound Road at Bodde | Frank Sound Road at Clifton | Frank Sound Road at North S | East-West Arterial at Agricola



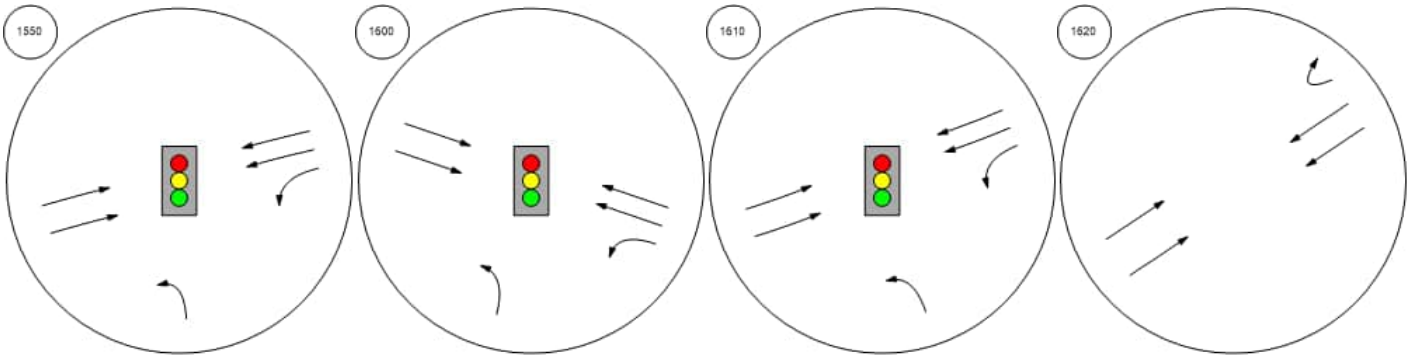
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



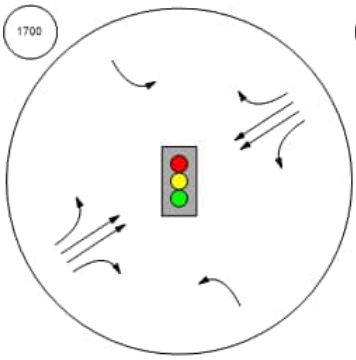
East West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



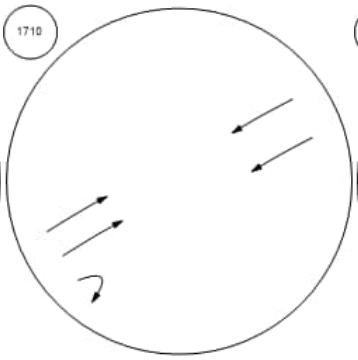
Lane Configuration and Traffic Control



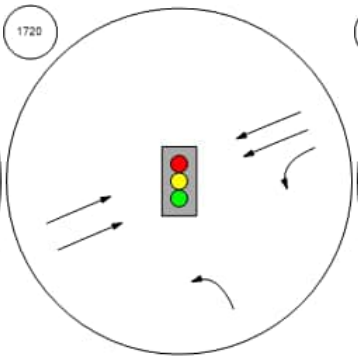
East-West Arterial at Lookout



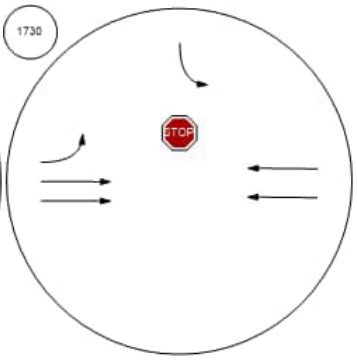
East-West Arterial at U-Turn



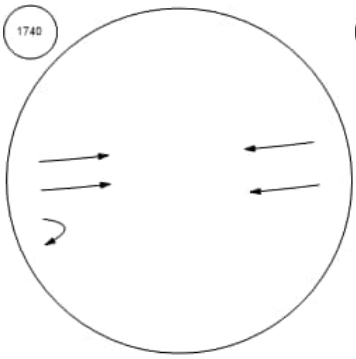
East-West Arterial at South A



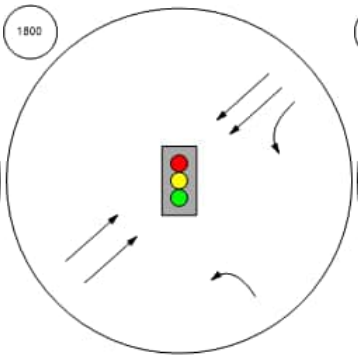
East-West Arterial at North A



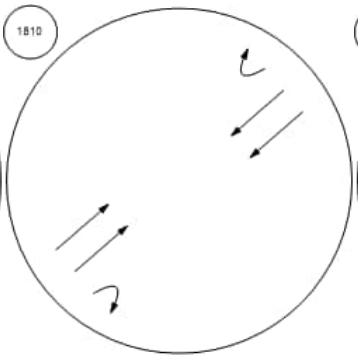
East-West Arterial at U-Turn



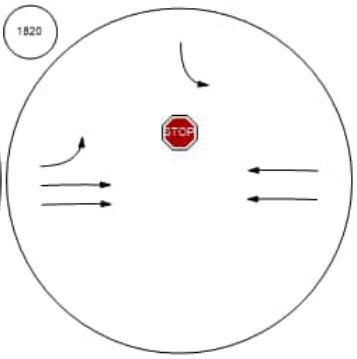
East-West Arterial at Long Fe



East-West Arterial at U-Turn



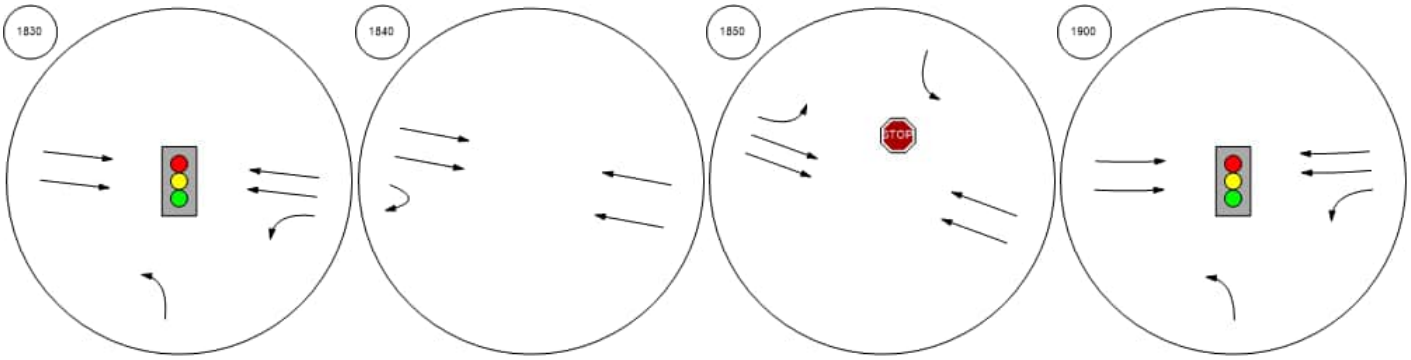
East-West Arterial at North A



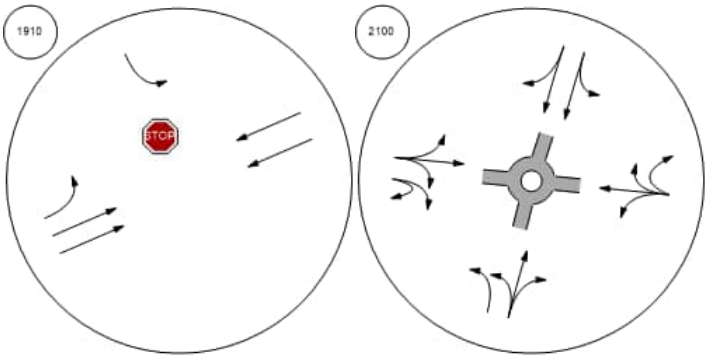
Lane Configuration and Traffic Control



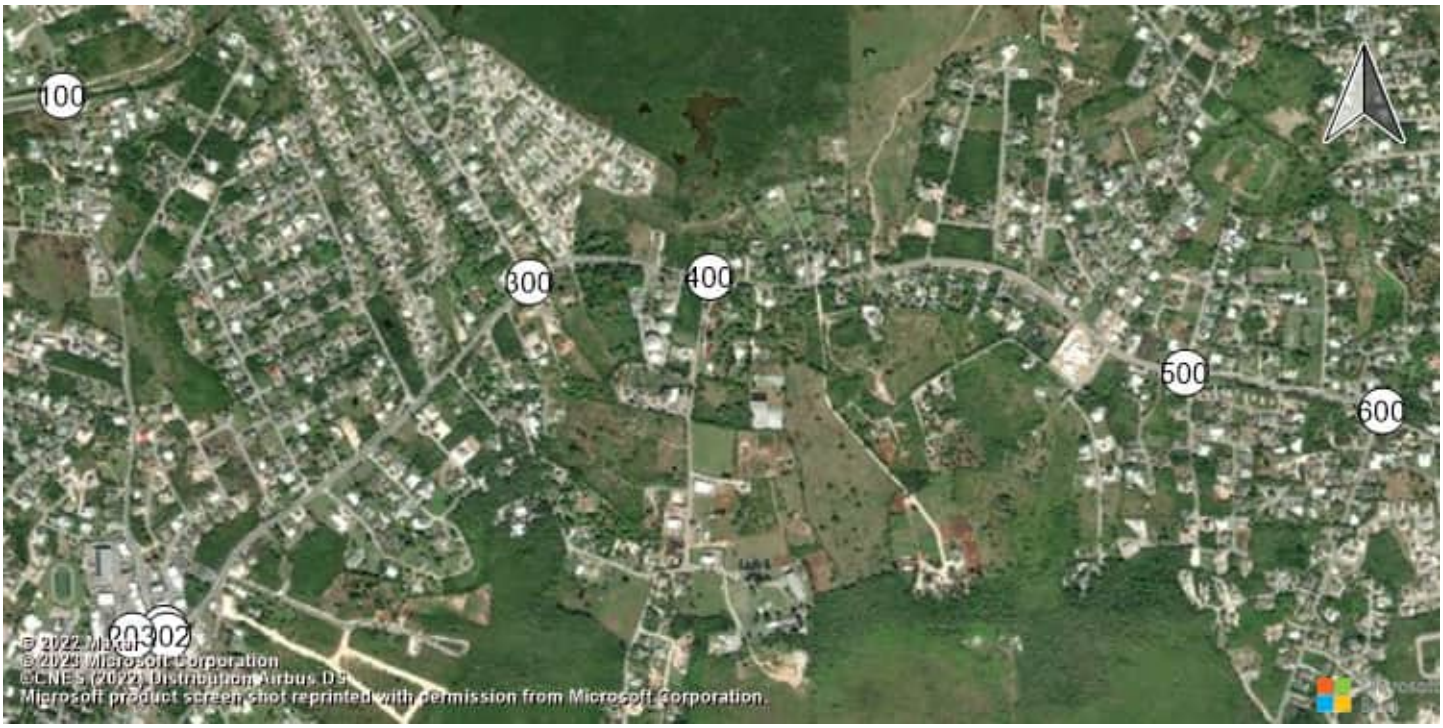
East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



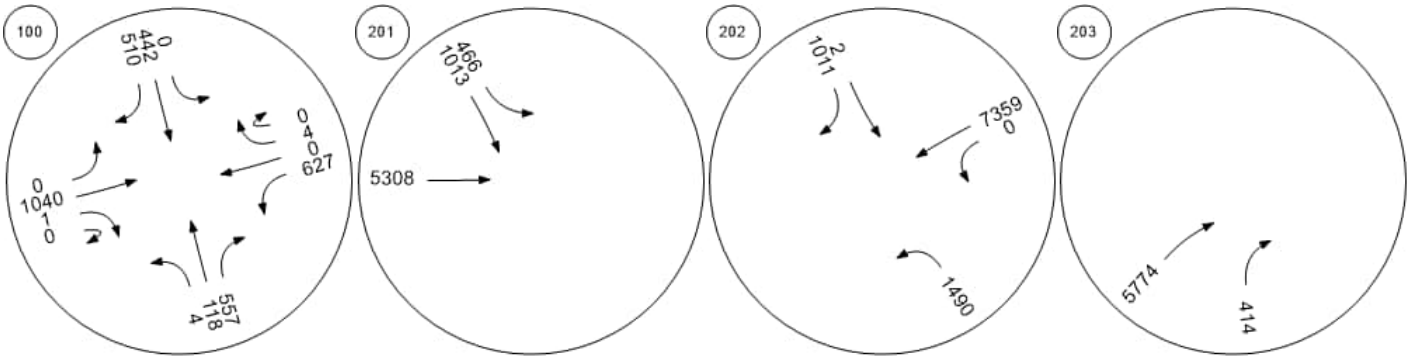
East-West Arterial at North A Frank Sound Road at East-W



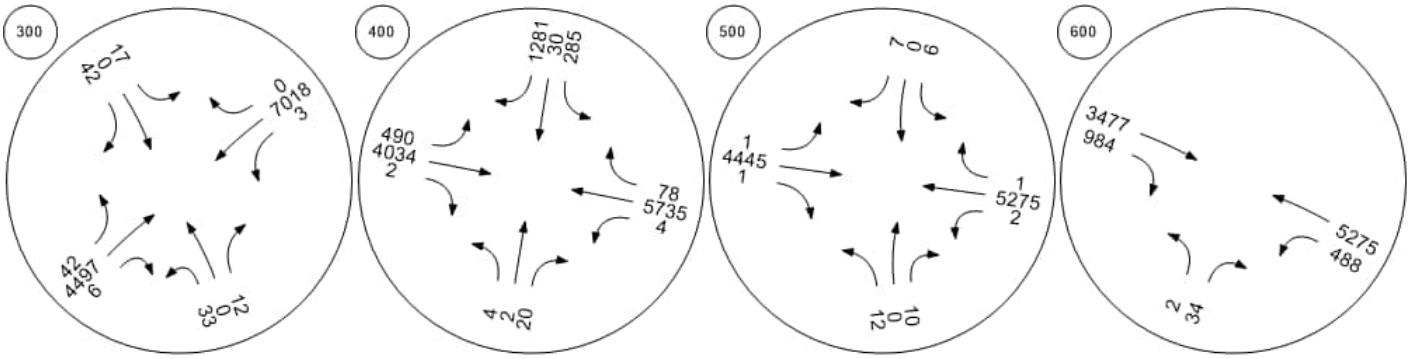
Traffic Volume - Base Volume



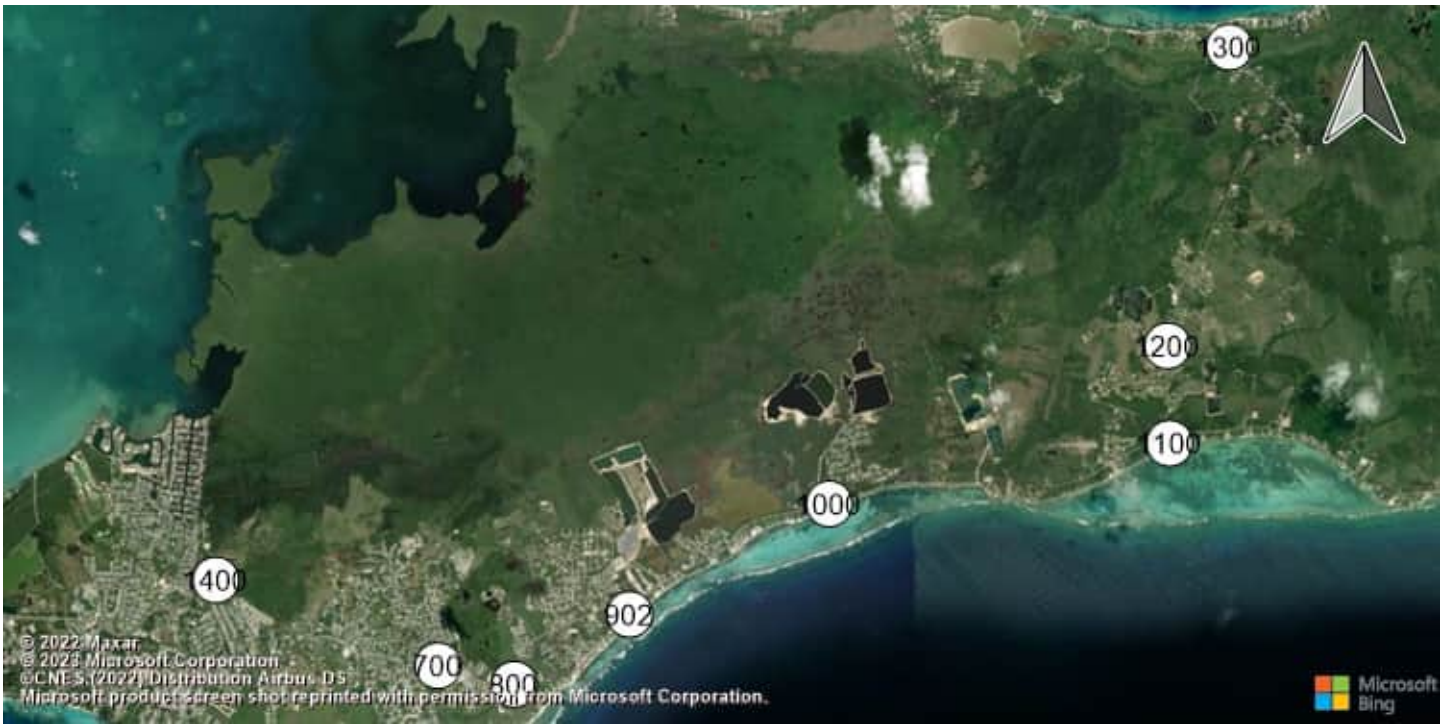
East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



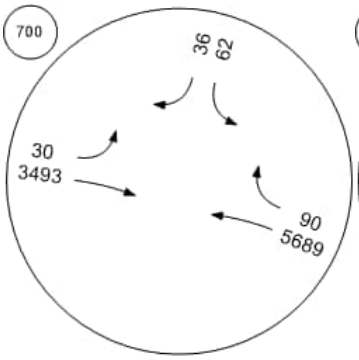
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



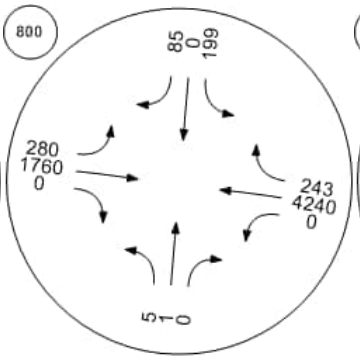
Traffic Volume - Base Volume



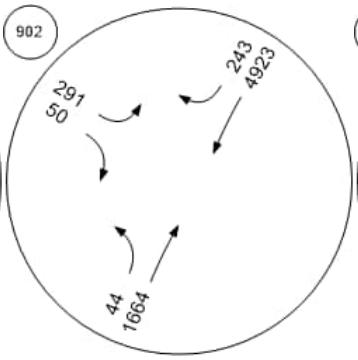
Shamrock Road at Northward



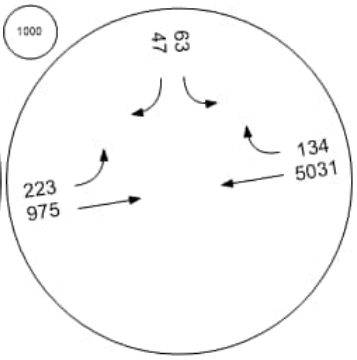
Shamrock Road at Condor R



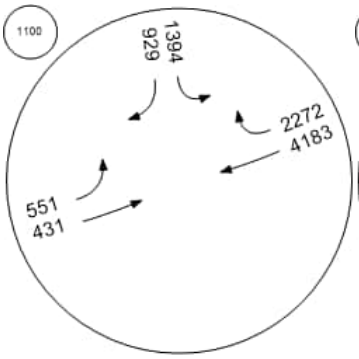
Bodden Town Road at Bodde



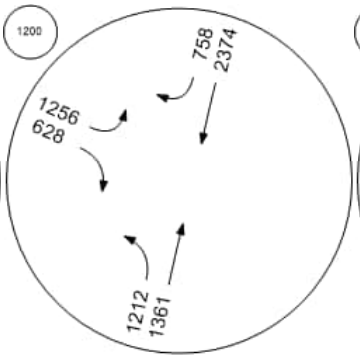
Bodden Town Road at Long



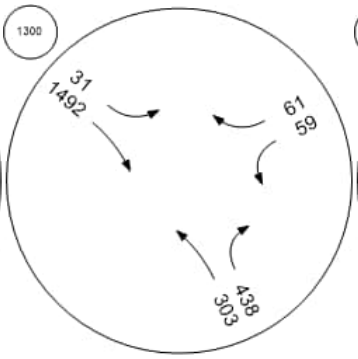
Frank Sound Road at Bodde



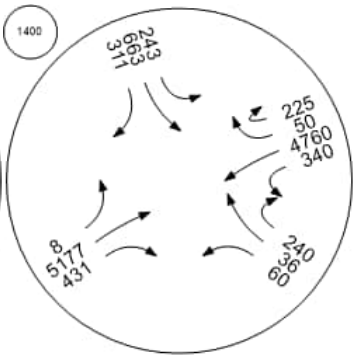
Frank Sound Road at Clifton



East-West Arterial at North S



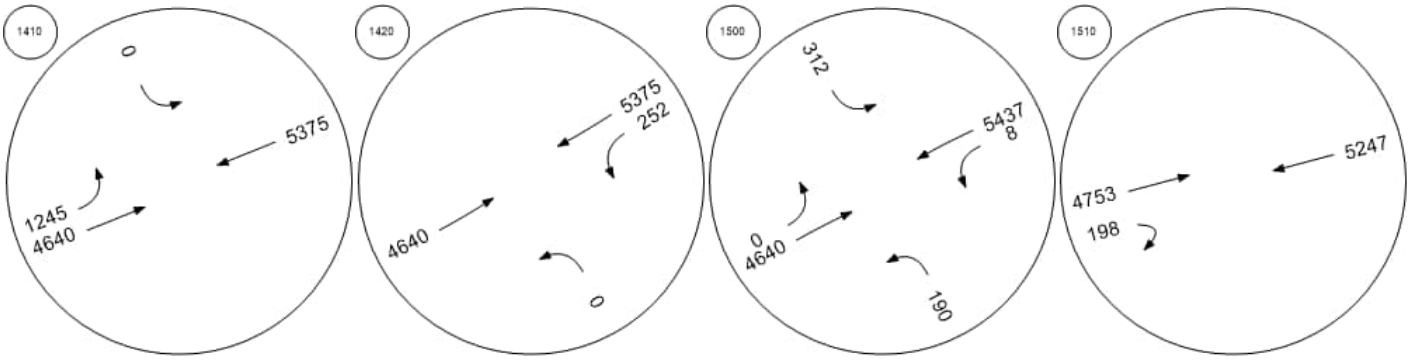
East-West Arterial at Agricola



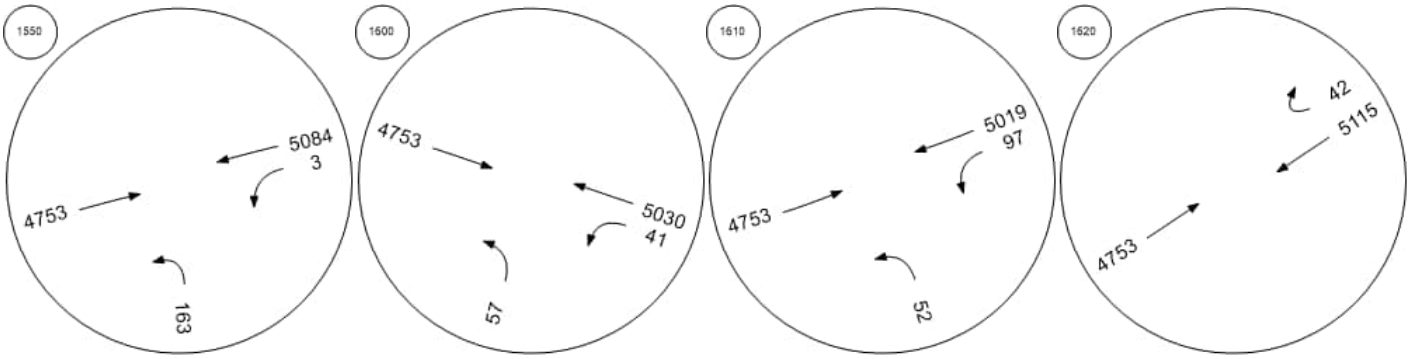
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



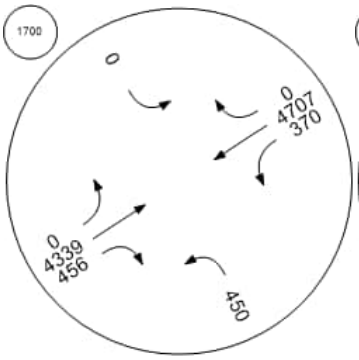
East West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



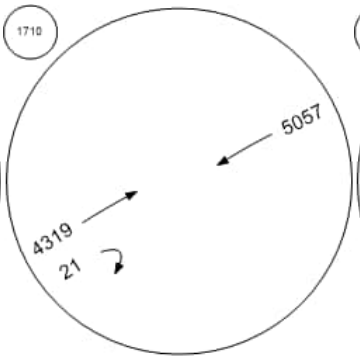
Traffic Volume - Base Volume



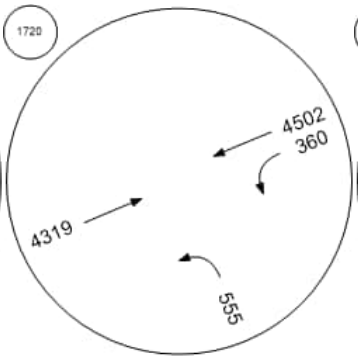
East-West Arterial at Lookout



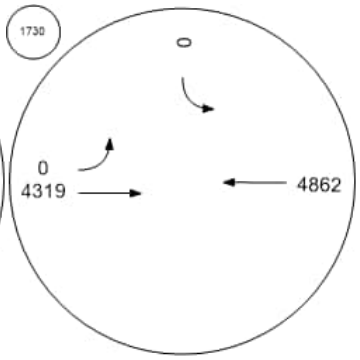
East-West Arterial at U-Turn



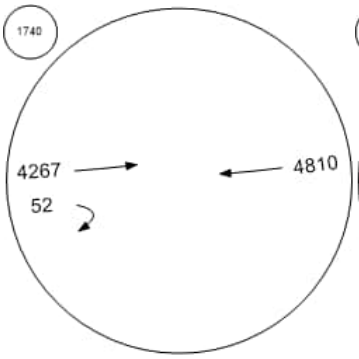
East-West Arterial at South A



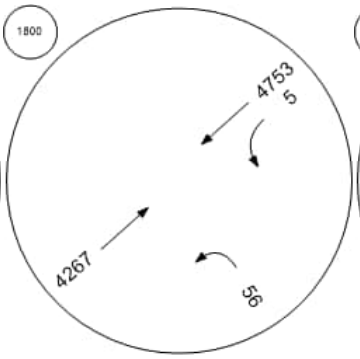
East-West Arterial at North A



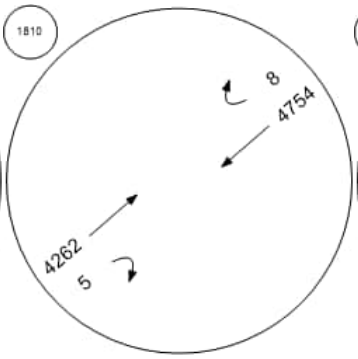
East-West Arterial at U-Turn



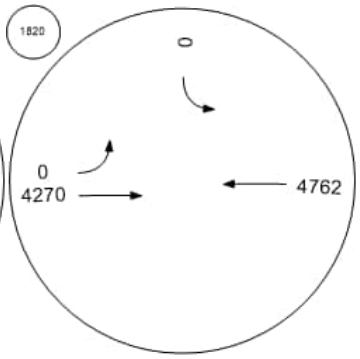
East-West Arterial at Long Fe



East-West Arterial at U-Turn



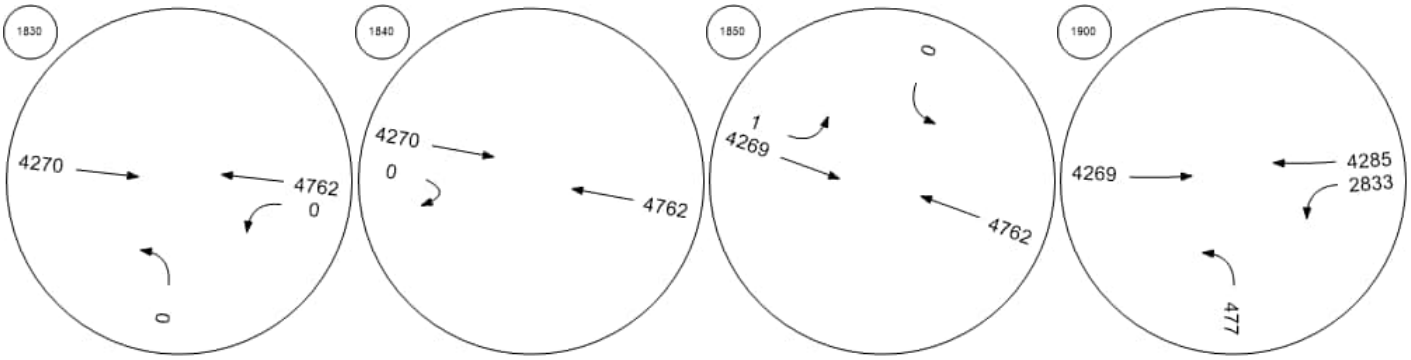
East-West Arterial at North A



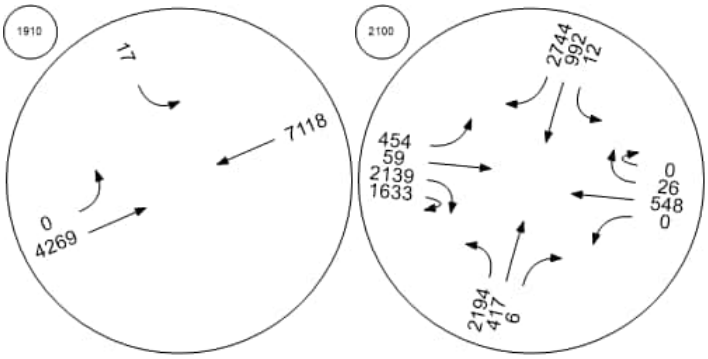
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Intersection Level Of Service Report
Intersection 100: East-West Arterial at Hirst Road

Control Type:	Roundabout	Delay (sec / veh):	385.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Approach	Northbound				Southbound				Eastbound				Westbound				
Lane Configuration																	
Turning Movement	Left	Left	Thru	Right	Left	Thru	Right	Right	Left	Thru	Right	U-tu	Left	Thr	Thr	Rig	U-t
Lane Width [ft]	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.	12.	12.	12.	12.
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100.	100	100	100	100	100
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Speed [mph]	30.00				30.00				25.00				25.00				
Grade [%]	0.00				0.00				0.00				0.00				
Crosswalk	Yes				Yes				Yes				Yes				

Volumes

Name	Hirst Rd				Hirst Rd				East-West Arterial				East-West Arterial				
Base Volume Input [veh/h]	84	0	344	345	310	61	0	192	340	937	55	4	322	0	0	321	0
Base Volume Adjustment 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	1.0	1.0	1.0	1.0	1.0
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.0	0.0	0.0
Growth 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	1.0	1.0	1.0	1.0	1.0
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	0	344	345	310	61	0	192	340	937	55	4	322	0	0	321	0
Peak Hour 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	1.0	1.0	1.0	1.0	1.0
Other Adjustment 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	1.0	1.0	1.0	1.0	1.0
Total 15-Minute Volume [veh/h]	21	0	86	86	78	15	0	48	85	234	14	1	81	0	0	80	0
Total Analysis Volume [veh/h]	84	0	344	345	310	61	0	192	340	937	55	4	322	0	0	321	0
Pedestrian Volume [ped/h]	0				0				0				0				

Intersection Settings

Number of Conflicting Circulating Lanes	1				1				1				1				
Circulating Flow Rate [veh/h]	517				1341				1010				312				
Exiting Flow Rate [veh/h]	438				1005				280				1592				
Demand Flow Rate [veh/h]	84	0	344	345	310	61	0	192	340	937	55	4	322	0	0	321	0
Adjusted Demand Flow Rate [veh/h]	84	0	344	345	310	61	0	192	340	937	55	4	322	0	0	321	0

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	773	563	1336	643
Capacity of Entry and Bypass Lanes [veh/h]	815	352	493	1004
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	815	352	493	1004
X, volume / capacity	0.95	1.60	2.71	0.64

Movement, Approach, & Intersection Results

Lane LOS	E	F	F	B
95th-Percentile Queue Length [veh]	14.63	32.87	109.98	4.83
95th-Percentile Queue Length [ft]	365.79	821.73	2749.60	120.72
Approach Delay [s/veh]	42.65	311.11	794.25	12.94
Approach LOS	E	F	F	B
Intersection Delay [s/veh]	385.39			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 201: Shamrock Road at Hirst Rd (1)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	21,741.229

Intersection Setup

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hirst Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	0	0	0	476	596	0	0	6364	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	476	596	0	0	6364	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	128	160	0	0	1711	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	512	641	0	0	6843	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free			
Flared Lane													
Storage Area [veh]	0			0			0			0			
Two-Stage Gap Acceptance				No									
Number of Storage Spaces in Median	0			0			0			0			

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	9804.7	21741.	0.00	0.00	0.07	0.00	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Movement LOS				F	F			A					
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	66.86	83.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1671.6	2075.4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	0.00			10000.00			0.00			0.00			
Approach LOS	A			F			A			A			
d_I, Intersection Delay [s/veh]	1441.97												
Intersection LOS	F												

Intersection Level Of Service Report
Intersection 202: Shamrock Road at Hirst Rd (2)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	547.966

Intersection Setup

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedro Castle Rd			Hirst Rd			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	2188	0	0	0	0	596	0	0	0	5	3701	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2188	0	0	0	0	596	0	0	0	5	3701	0
Peak Hour Factor	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000	0.9300	0.9300	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	588	0	0	0	0	160	0	0	0	1	995	0
Total Analysis Volume [veh/h]	2353	0	0	0	0	641	0	0	0	5	3980	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	547.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	10000.	0.00	0.00	0.00	10000.	10000.	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	F				F	F				A	A	
95th-Percentile Queue Length [veh/ln]	296.56	0.00	0.00	0.00	83.02	83.02	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7414.0	0.00	0.00	0.00	2075.5	2075.5	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.00			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	4290.01											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 203: Shamrock Road at Hirst Road Jughandle

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	23,464.301

Intersection Setup

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Jughandle		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	0	305	6896	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	305	6896	0	0	0
Peak Hour Factor	1.0000	0.9300	0.9300	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	82	1854	0	0	0
Total Analysis Volume [veh/h]	0	328	7415	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	23464.30	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10000.00	0.00	0.00	0.00	0.00
Movement LOS		F	A			
95th-Percentile Queue Length [veh/ln]	0.00	43.81	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1095.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	423.61					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 300: Shamrock Road at Woodland Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.810

Intersection Setup

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Woodland Dr			Woodland Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	8	0	7	0	0	28	11	5118	24	10	3958	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	7	0	0	28	11	5118	24	10	3958	0
Peak Hour Factor	0.9700	0.9700	1.0000	1.0000	0.9700	0.9700	0.9700	1.0000	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	0	7	3	1280	6	3	990	0
Total Analysis Volume [veh/h]	8	0	7	0	0	29	11	5118	25	10	3958	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.81	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.53	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	145.67	0.00	0.00	236.11
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	3.49	3.49	3.49	5.58	5.58	5.58	1.97	1.97	1.97	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	87.19	87.19	87.19	139.39	139.39	139.39	49.13	49.13	49.13	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.71			0.00		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	48.40											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 400: Shamrock Road at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	6,717.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agricola Dr			Agricola Dr Connector			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	1	0	31	384	49	553	170	4949	7	116	3413	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	31	384	49	553	170	4949	7	116	3413	74
Peak Hour Factor	1.0000	1.0000	0.9200	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9200	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	96	12	138	43	1237	2	32	853	19
Total Analysis Volume [veh/h]	1	0	34	384	49	553	170	4949	7	126	3413	74
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	1			1			1			1		
Circulating Flow Rate [veh/h]	4040			4990			108			609		
Exiting Flow Rate [veh/h]	182			244			3967			5367		
Demand Flow Rate [veh/h]	1	0	31	384	49	553	170	4949	7	116	3413	74
Adjusted Demand Flow Rate [veh/h]	1	0	34	384	49	553	170	4949	7	126	3413	74

Lanes

Overwrite Calculated Critical Headway	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00102	0.00102
HV Adjustment Factor	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	35	986	5126	3613
Capacity of Entry and Bypass Lanes [veh/h]	23	9	1237	742
Pedestrian Impedance	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	23	9	1237	742
X, volume / capacity	1.56	116.00	4.15	4.87

Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F
95th-Percentile Queue Length [veh]	4.49	125.14	490.16	362.67
95th-Percentile Queue Length [ft]	112.37	3128.55	12254.12	9066.87
Approach Delay [s/veh]	651.49	52603.72	1427.92	1758.63
Approach LOS	F	F	F	F
Intersection Delay [s/veh]	6717.57			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 500: Shamrock Road at Brightview Drive / Calla Lily Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.619

Intersection Setup

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			20.00			40.00			20.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calla Lily Dr			Brightview Dr			Shamrock Rd			Shamrock Rd		
Base Volume Input [veh/h]	3	0	4	2	0	2	18	4798	35	42	3468	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	4	2	0	2	18	4798	35	42	3468	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	1	5	1200	9	11	867	6
Total Analysis Volume [veh/h]	3	0	4	2	0	2	18	4798	35	42	3468	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.00	1.62	0.00	0.00	0.00	0.05	0.48	0.00	0.03	1.04
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	93.27	0.00	0.00	468.53
Movement LOS	F	F	F	F	F	F	A	A	F	A	A	F
95th-Percentile Queue Length [veh/ln]	2.12	2.12	2.12	1.50	1.50	1.50	1.96	1.96	1.96	2.93	2.93	2.93
95th-Percentile Queue Length [ft/ln]	52.89	52.89	52.89	37.50	37.50	37.50	48.93	48.93	48.93	73.24	73.24	73.24
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.67			2.92		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	14.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 600: Shamrock Road at Beach Bay Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	32.585

Intersection Setup

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Beach Bay Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	183	172	4550	254	108	3349
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	172	4550	254	108	3349
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	47	1250	70	30	920
Total Analysis Volume [veh/h]	201	189	5000	279	119	3680
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	32.59	0.00	0.05	5.01	0.00	0.04
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	1953.14	0.00	0.00
Movement LOS	F	F	A	F	A	A
95th-Percentile Queue Length [veh/ln]	51.59	51.59	31.26	31.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1289.63	1289.63	781.62	781.62	0.00	0.00
d_A, Approach Delay [s/veh]	10000.00		103.23		0.00	
Approach LOS	F		F		A	
d_I, Intersection Delay [s/veh]	469.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 700: Shamrock Road at Northward Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	168.227

Intersection Setup

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		Shamrock Rd		Shamrock Rd	
Base Volume Input [veh/h]	238	0	144	4486	3488	463
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	0	144	4486	3488	463
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	0	37	1156	899	119
Total Analysis Volume [veh/h]	245	0	148	4625	3596	477
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	168.23	0.00	0.00	0.05	0.04	21.69
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	9650.06
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	33.38	33.38	0.00	0.00	59.86	59.86
95th-Percentile Queue Length [ft/ln]	834.44	834.44	0.00	0.00	1496.62	1496.62
d_A, Approach Delay [s/veh]	10000.00		0.00		1130.14	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	775.83					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 800: Shamrock Road at Condor Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	93.446

Intersection Setup

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Hillside Ct			Condor Rd			Shamrock Road			Shamrock Road		
Base Volume Input [veh/h]	2	0	0	270	0	72	309	4092	2	0	2041	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	0	270	0	72	309	4092	2	0	2041	165
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	68	0	18	77	1023	1	0	510	41
Total Analysis Volume [veh/h]	2	0	0	270	0	72	309	4092	2	0	2041	165
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	93.45	0.00	0.00	0.00	0.04	0.01	0.00	0.02	5.25
d_M, Delay for Movement [s/veh]	10000.	10000.	10000.	10000.	10000.	10000.	0.00	0.00	17.94	0.00	0.00	2164.5
Movement LOS	F	F	F	F	F	F	A	A	C	A	A	F
95th-Percentile Queue Length [veh/ln]	1.00	1.00	1.00	45.56	45.56	45.56	0.02	0.02	0.02	19.82	19.82	19.82
95th-Percentile Queue Length [ft/ln]	25.00	25.00	25.00	1139.1	1139.1	1139.1	0.54	0.54	0.54	495.47	495.47	495.47
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.01			161.90		
Approach LOS	F			F			A			F		
d_I, Intersection Delay [s/veh]	546.12											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 900: Bodden Town Road at Bodden Town Bypass

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	206.770

Intersection Setup

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Bodden Town Bypass		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	302	113	79	4338	2473	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	302	113	79	4338	2473	86
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	30	21	1154	658	23
Total Analysis Volume [veh/h]	321	120	84	4615	2631	91
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	206.77	0.00	0.00	0.05	0.03	3.85
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	1622.30
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	57.98	57.98	0.00	0.00	11.41	11.41
95th-Percentile Queue Length [ft/ln]	1449.44	1449.44	0.00	0.00	285.34	285.34
d_A, Approach Delay [s/veh]	10000.00		0.00		54.24	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	579.70					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1000: Bodden Town Road at Long Fellow Drive

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	48.622

Intersection Setup

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		Bodden Town Rd		Bodden Town Rd	
Base Volume Input [veh/h]	132	229	105	3793	2134	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	229	105	3793	2134	119
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	63	29	1042	586	33
Total Analysis Volume [veh/h]	145	252	115	4168	2345	131
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	48.62	0.00	0.00	0.04	0.02	3.72
d_M, Delay for Movement [s/veh]	10000.00	10000.00	0.00	0.00	0.00	1460.04
Movement LOS	F	F	A	A	A	F
95th-Percentile Queue Length [veh/ln]	52.46	52.46	0.00	0.00	15.21	15.21
95th-Percentile Queue Length [ft/ln]	1311.57	1311.57	0.00	0.00	380.21	380.21
d_A, Approach Delay [s/veh]	10000.00		0.00		77.25	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	581.51					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1100: Bodden Town Road at Frank Sound Road

Control Type:	Signalized	Delay (sec / veh):	1,806.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.597

Intersection Setup

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Bodden Town Rd		Sea View Rd	
Base Volume Input [veh/h]	1267	655	1015	2601	1477	518
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1267	655	1015	2601	1477	518
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	341	176	273	699	397	139
Total Analysis Volume [veh/h]	1362	704	1091	2797	1588	557
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	ProtPerm
Signal Group	0	4	0	2	6	1
Auxiliary Signal Groups						
Lead / Lag	-	Lead	-	-	-	Lead
Minimum Green [s]	0	5	0	10	10	5
Maximum Green [s]	0	30	0	30	30	30
Amber [s]	0.0	3.0	0.0	3.0	3.0	3.0
All red [s]	0.0	3.0	0.0	3.0	3.0	3.0
Split [s]	0	36	0	58	84	26
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No	No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	2.0
l2, Clearance Lost Time [s]	0.0	4.0	0.0	4.0	4.0	4.0
Minimum Recall		No		No	No	No
Maximum Recall		No		No	No	No
Pedestrian Recall		No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C
C, Cycle Length [s]	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00
g_i, Effective Green Time [s]	30	52	78
g / C, Green / Cycle	0.25	0.43	0.65
(v / s)_i Volume / Saturation Flow Rate	1.23	2.15	3.66
s, saturation flow rate [veh/h]	1676	1810	586
c, Capacity [veh/h]	419	784	444
d1, Uniform Delay [s]	45.00	34.00	46.84
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	1773.68	1783.12	1727.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	4.93	4.96	4.83
d, Delay for Lane Group [s/veh]	1818.68	1817.12	1773.85
Lane Group LOS	F	F	F
Critical Lane Group	Yes	Yes	Yes
50th-Percentile Queue Length [veh/ln]	218.59	409.46	217.79
50th-Percentile Queue Length [ft/ln]	5464.81	10236.59	5444.67
95th-Percentile Queue Length [veh/ln]	336.27	652.51	369.57
95th-Percentile Queue Length [ft/ln]	8406.82	16312.63	9239.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	1818.68	1818.68	1817.12	1817.12	1773.85	1773.85
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	1818.68		1817.12		1773.85	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	1806.06					
Intersection LOS	F					
Intersection V/C	3.597					

Other Modes

g_Walk,mi, Effective Walk Time [s]	52.0	30.0	30.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	19.27	33.75	33.75
l_p,int, Pedestrian LOS Score for Intersection	6.578	6.735	6.835
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	0	0	0
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	33.75	19.27	7.35
l_b,int, Bicycle LOS Score for Intersection	4.969	7.975	5.099
Bicycle LOS	E	F	F

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1200: Frank Sound Road at Clifton Hunter High School

Control Type:	Signalized	Delay (sec / veh):	699.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.241

Intersection Setup

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00		20.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		Frank Sound Rd		Clifton Hunter High School	
Base Volume Input [veh/h]	576	1506	1276	984	875	708
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	576	1506	1276	984	875	708
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	377	319	246	219	177
Total Analysis Volume [veh/h]	576	1506	1276	984	875	708
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	ProtPerm	Permissive	Permissive
Signal Group	0	2	6	1	0	4
Auxiliary Signal Groups						
Lead / Lag	-	-	-	Lead	-	Lead
Minimum Green [s]	0	10	10	5	0	5
Maximum Green [s]	0	30	30	30	0	30
Amber [s]	0.0	3.0	3.0	3.0	0.0	3.0
All red [s]	0.0	3.0	3.0	3.0	0.0	3.0
Split [s]	0	55	74	19	0	46
Vehicle Extension [s]	0.0	3.0	3.0	3.0	0.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No			No
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	0.0	4.0	4.0	4.0	0.0	4.0
Minimum Recall		No	No	No		No
Maximum Recall		No	No	No		No
Pedestrian Recall		No	No	No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	0.00	4.00
g_i, Effective Green Time [s]	49	68	68	40
g / C, Green / Cycle	0.41	0.57	0.57	0.33
(v / s)_i Volume / Saturation Flow Rate	1.15	0.67	1.63	0.93
s, saturation flow rate [veh/h]	1812	1900	604	1697
c, Capacity [veh/h]	740	1077	350	566
d1, Uniform Delay [s]	35.50	26.00	45.66	40.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	820.32	92.91	823.52	814.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.81	1.19	2.81	2.80
d, Delay for Lane Group [s/veh]	855.82	118.91	869.18	854.55
Lane Group LOS	F	F	F	F
Critical Lane Group	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	188.47	54.25	84.65	144.74
50th-Percentile Queue Length [ft/ln]	4711.81	1356.30	2116.36	3618.62
95th-Percentile Queue Length [veh/ln]	303.23	75.74	145.90	230.67
95th-Percentile Queue Length [ft/ln]	7580.66	1893.40	3647.50	5766.73

Movement, Approach, & Intersection Results

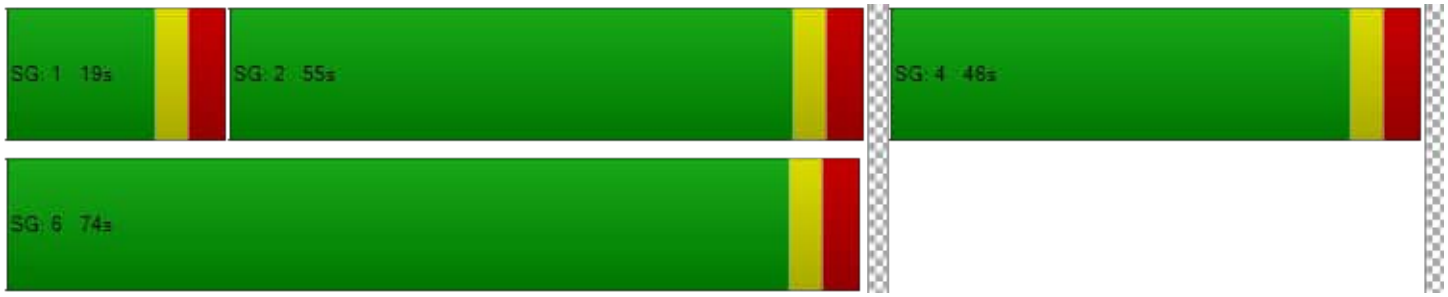
d_M, Delay for Movement [s/veh]	855.82	855.82	118.91	869.18	854.55	854.55
Movement LOS	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	855.82		445.58		854.55	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	699.00					
Intersection LOS	F					
Intersection V/C	2.241					

Other Modes

g_Walk,mi, Effective Walk Time [s]	40.0	40.0	49.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.67	26.67	21.00
l_p,int, Pedestrian LOS Score for Intersection	5.007	4.005	3.708
Crosswalk LOS	F	D	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	1133	667
d_b, Bicycle Delay [s]	21.00	11.27	26.67
l_b,int, Bicycle LOS Score for Intersection	4.995	5.289	4.172
Bicycle LOS	E	F	D

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1300: Frank Sound Road at North Side Road/Old Robin Road

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Frank Sound Rd		North Side Rd		Old Robin Rd	
Base Volume Input [veh/h]	1184	1660	69	490	402	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1184	1660	69	490	402	33
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	333	466	19	138	113	9
Total Analysis Volume [veh/h]	1330	1865	78	551	452	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	1.94	0.00	0.01	0.88	0.00
d_M, Delay for Movement [s/veh]	0.00	437.95	0.00	0.00	10000.00	10000.00
Movement LOS	A	F	A	A	F	F
95th-Percentile Queue Length [veh/ln]	118.66	118.66	0.00	0.00	63.99	63.99
95th-Percentile Queue Length [ft/ln]	2966.51	2966.51	0.00	0.00	1599.77	1599.77
d_A, Approach Delay [s/veh]	255.64		0.00		10000.00	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	1323.16					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 1400: East-West Arterial at Agricola Drive Connector

Control Type:	Roundabout	Delay (sec / veh):	516.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	1000.0	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			50.00			50.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	Yes			Yes			Yes			Yes			

Volumes

Name	Agricola Dr Connector			Agricola Dr Connector			East-West Arterial			East-West Arterial			
Base Volume Input [veh/h]	7	0	119	2	4	0	0	4169	696	11	4824	0	326
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	119	2	4	0	0	4169	696	11	4824	0	326
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	2	0	30	1	1	0	0	1042	174	3	1206	0	82
Total Analysis Volume [veh/h]	7	0	119	2	4	0	0	4169	696	11	4824	0	326
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

Number of Conflicting Circulating Lanes	3			3			1			3			
Circulating Flow Rate [veh/h]	5150			5310			445			700			
Exiting Flow Rate [veh/h]	711			0			4824			4614			
Demand Flow Rate [veh/h]	7	0	119	2	4	0	0	4169	696	11	4824	0	326
Adjusted Demand Flow Rate [veh/h]	7	0	119	2	4	0	0	4169	696	11	4824	0	326

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	0.00	1420.00	1420	1420	1350	1350	1420.0	1420.0	1420.0	1420.0	1350.0	1350.0
B (coefficient)	0.00000	0.00085	0.00	0.00	0.00	0.00	0.0009	0.0009	0.0009	0.0008	0.0009	0.0009
HV Adjustment 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
Entry Flow Rate [veh/h]	0	119	0	2	2	2	1622	1622	1622	1721	1721	1721
Capacity of Entry and Bypass Lanes [veh/h]	100000	18	29	16	11	11	948	948	948	784	710	710
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	100000	18	29	16	11	11	948	948	948	784	710	710
X, volume / capacity	0.00	6.67	0.07	0.09	0.13	0.13	1.71	1.71	1.71	2.20	2.43	2.43

Movement, Approach, & Intersection Results

Lane LOS	A	F	F	F	F	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh]	0.00	15.52	0.22	0.25	0.34	0.34	91.00	91.00	91.00	122.41	131.33	131.33
95th-Percentile Queue Length [ft]	0.00	388.03	5.39	6.17	8.60	8.60	2274.9	2274.9	2274.9	3060.2	3283.2	3283.2
Approach Delay [s/veh]	2813.43		280.21				338.16			627.81		
Approach LOS	F		F				F			F		
Intersection Delay [s/veh]	515.99											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 1410: East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		25.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	661	3955	5160	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	661	3955	5160	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	165	989	1290	0
Total Analysis Volume [veh/h]	0	0	661	3955	5160	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.04	0.05	0.00
d_M, Delay for Movement [s/veh]	72.43	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	72.43		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1420: East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)

Control Type:	Signalized	Delay (sec / veh):	221.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.423

Intersection Setup

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #1		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	349	0	3955	0	315	4812
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	349	0	3955	0	315	4812
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	0	989	0	79	1203
Total Analysis Volume [veh/h]	349	0	3955	0	315	4812
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	22	0	22	0	22	98
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	16	114	114	92
g / C, Green / Cycle	0.13	0.95	0.95	0.77
(v / s)_i Volume / Saturation Flow Rate	0.22	1.09	0.20	1.33
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	215	3437	1534	2773
d1, Uniform Delay [s]	52.00	3.00	0.19	14.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	299.68	71.65	0.30	332.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.62	1.15	0.21	1.73
d, Delay for Lane Group [s/veh]	351.68	74.65	0.49	346.27
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	24.50	34.20	0.13	151.68
50th-Percentile Queue Length [ft/ln]	612.46	854.99	3.23	3791.94
95th-Percentile Queue Length [veh/ln]	38.67	49.71	0.23	244.17
95th-Percentile Queue Length [ft/ln]	966.72	1242.64	5.81	6104.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	351.68	0.00	74.65	0.00	0.49	346.27
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	351.68		74.65		325.03	
Approach LOS	F		E		F	
d_I, Intersection Delay [s/veh]	221.01					
Intersection LOS	F					
Intersection V/C	2.423					

Other Modes

g_Walk,mi, Effective Walk Time [s]	92.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.27	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersection	1.835	5.844	5.262
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1900	1533
d_b, Bicycle Delay [s]	45.07	0.15	3.27
l_b,int, Bicycle LOS Score for Intersection	1.560	4.822	5.789
Bicycle LOS	A	E	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1500: East-West Arterial at Will T Connector #1/North Access Point #2

Control Type:	Signalized	Delay (sec / veh):	480.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.993

Intersection Setup

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Will T Connector #1			North Access Point #2			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	561	0	0	1180	0	0	0	3955	0	218	4566	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	561	0	0	1180	0	0	0	3955	0	218	4566	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	0	0	295	0	0	0	989	0	55	1142	0
Total Analysis Volume [veh/h]	561	0	0	1180	0	0	0	3955	0	218	4566	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Overla	Permis	Permis	Overla	Permis	Permis
Signal Group	4	0	0	4	0	0	4	6	0	4	6	0
Auxiliary Signal Groups							4,6			4,6		
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	0	0	5	0	0	5	10	0	5	10	0
Maximum Green [s]	30	0	0	30	0	0	30	45	0	30	45	0
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Split [s]	20	0	0	20	0	0	20	70	0	20	70	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
Minimum Recall	No			No			No	No		No	No	
Maximum Recall	No			No			No	No		No	No	
Pedestrian Recall	No			No			No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	2.00	4.00	2.00	4.00
g_i, Effective Green Time [s]	14	14	84	64	84	64
g / C, Green / Cycle	0.16	0.16	0.93	0.71	0.93	0.71
(v / s)_i Volume / Saturation Flow Rate	0.35	0.73	0.00	1.09	0.13	1.26
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1615	3618
c, Capacity [veh/h]	251	251	1507	2573	1507	2573
d1, Uniform Delay [s]	38.00	38.00	0.00	13.00	0.23	13.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	567.57	1672.72	0.00	243.82	0.20	350.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.23	4.70	0.00	1.54	0.14	1.77
d, Delay for Lane Group [s/veh]	605.57	1710.72	0.00	256.82	0.43	363.31
Lane Group LOS	F	F	A	F	A	F
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	45.10	122.22	0.00	102.38	0.08	140.43
50th-Percentile Queue Length [ft/ln]	1127.43	3055.47	0.00	2559.60	2.11	3510.80
95th-Percentile Queue Length [veh/ln]	71.20	185.01	0.00	159.69	0.15	226.65
95th-Percentile Queue Length [ft/ln]	1779.98	4625.20	0.00	3992.28	3.80	5666.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	605.57	0.00	0.00	1710.7	0.00	0.00	0.00	256.82	0.00	0.43	363.31	0.00
Movement LOS	F			F			A	F		A	F	
d_A, Approach Delay [s/veh]	605.57			1710.72			256.82			346.77		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	480.25											
Intersection LOS	F											
Intersection V/C	1.993											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.942	2.105	5.248	5.520
Crosswalk LOS	A	B	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	4.822	5.506
Bicycle LOS	A	A	E	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1510: East-West Arterial at U-Turn #1 (between Will Connector #1 & #2)

Control Type:	Signalized	Delay (sec / veh):	391.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.162

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Curb Present	No		No
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4202	932	3851
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4202	932	3851
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1051	233	963
Total Analysis Volume [veh/h]	4202	932	3851
Presence of On-Street Parking	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0
Local Bus Stopping Rate [/h]	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0
v_di, Inbound Pedestrian Volume crossing major street [	0		0
v_co, Outbound Pedestrian Volume crossing minor stree	0		0
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0
v_ab, Corner Pedestrian Volume [ped/h]	0		0
Bicycle Volume [bicycles/h]	0		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Overlap	Protected	Split
Signal Group	6	8	6
Auxiliary Signal Groups	6,8		
Lead / Lag	-	Lag	-
Minimum Green [s]	10	5	10
Maximum Green [s]	43	30	43
Amber [s]	3.0	3.0	3.0
All red [s]	4.0	4.0	4.0
Split [s]	85	15	85
Vehicle Extension [s]	3.0	3.0	3.0
Walk [s]	0	0	0
Pedestrian Clearance [s]	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0
Rest In Walk	No		No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0
I2, Clearance Lost Time [s]	5.0	5.0	5.0
Minimum Recall	No	No	No
Maximum Recall	No	No	No
Pedestrian Recall	No	No	No
Detector Location [ft]	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C
C, Cycle Length [s]	100	100	100
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	5.00	5.00
g_i, Effective Green Time [s]	93	8	78
g / C, Green / Cycle	0.93	0.08	0.78
(v / s)_i Volume / Saturation Flow Rate	1.16	0.52	1.06
s, saturation flow rate [veh/h]	3618	1810	3618
c, Capacity [veh/h]	3364	145	2822
d1, Uniform Delay [s]	3.50	46.00	11.00
k, delay calibration	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	114.66	2461.80	166.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.25	6.44	1.36
d, Delay for Lane Group [s/veh]	118.16	2507.80	177.50
Lane Group LOS	F	F	F
Critical Lane Group	Yes	No	No
50th-Percentile Queue Length [veh/ln]	53.58	102.42	80.12
50th-Percentile Queue Length [ft/ln]	1339.44	2560.44	2002.98
95th-Percentile Queue Length [veh/ln]	79.44	149.08	120.62
95th-Percentile Queue Length [ft/ln]	1986.09	3727.06	3015.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	118.16	2507.80	177.50
Movement LOS	F	F	F
d_A, Approach Delay [s/veh]	551.96		177.50
Approach LOS	F		F
d_I, Intersection Delay [s/veh]	391.47		
Intersection LOS	F		
Intersection V/C	1.162		

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00
d_p, Pedestrian Delay [s]	50.00	50.00
l_p,int, Pedestrian LOS Score for Intersection	5.234	5.417
Crosswalk LOS	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1860	1560
d_b, Bicycle Delay [s]	0.25	2.42
l_b,int, Bicycle LOS Score for Intersection	5.795	4.737
Bicycle LOS	F	E

Sequence

Ring 1	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1550: East-West Arterial at Will T Connector #2

Control Type:	Signalized	Delay (sec / veh):	110.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.162

Intersection Setup

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Will T Connector #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	12	0	4202	0	45	3839
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	4202	0	45	3839
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1051	0	11	960
Total Analysis Volume [veh/h]	12	0	4202	0	45	3839
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.01	1.16	0.03	1.06
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	55.52	3.00	0.15	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.72	103.00	0.04	109.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	1.22	0.03	1.24
d, Delay for Lane Group [s/veh]	61.23	106.00	0.19	117.81
Lane Group LOS	E	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.46	49.17	0.02	57.33
50th-Percentile Queue Length [ft/ln]	11.52	1229.14	0.38	1433.17
95th-Percentile Queue Length [veh/ln]	0.83	72.40	0.03	83.62
95th-Percentile Queue Length [ft/ln]	20.74	1810.08	0.68	2090.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.23	0.00	106.00	0.00	0.19	117.81
Movement LOS	E		F		A	F
d_A, Approach Delay [s/veh]	61.23		106.00		116.45	
Approach LOS	E		F		F	
d_I, Intersection Delay [s/veh]	110.94					
Intersection LOS	F					
Intersection V/C	1.162					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.603	5.421	4.946
Crosswalk LOS	A	F	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.026	4.764
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1600: East-West Arterial at Northward Road (Will T Connector #3)

Control Type:	Signalized	Delay (sec / veh):	112.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.162

Intersection Setup

Name	Northward Rd		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northward Rd		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	25	0	4202	0	25	3859
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	4202	0	25	3859
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1051	0	6	965
Total Analysis Volume [veh/h]	25	0	4202	0	25	3859
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.02	1.16	0.02	1.07
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	55.97	3.00	0.15	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.02	103.00	0.02	112.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	1.22	0.02	1.24
d, Delay for Lane Group [s/veh]	70.99	106.00	0.17	120.65
Lane Group LOS	E	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.02	49.17	0.01	58.55
50th-Percentile Queue Length [ft/ln]	25.61	1229.14	0.21	1463.77
95th-Percentile Queue Length [veh/ln]	1.84	72.40	0.01	85.57
95th-Percentile Queue Length [ft/ln]	46.10	1810.08	0.37	2139.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.99	0.00	106.00	0.00	0.17	120.65
Movement LOS	E		F		A	F
d_A, Approach Delay [s/veh]	70.99		106.00		119.87	
Approach LOS	E		F		F	
d_I, Intersection Delay [s/veh]	112.54					
Intersection LOS	F					
Intersection V/C	1.162					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.600	5.434	4.946
Crosswalk LOS	A	F	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.026	4.764
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1610: East-West Arterial at South Access Point #2 (east of Northward Road)

Control Type:	Signalized	Delay (sec / veh):	113.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.162

Intersection Setup

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #2		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	82	0	4202	0	83	3802
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	0	4202	0	83	3802
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	0	1051	0	21	951
Total Analysis Volume [veh/h]	82	0	4202	0	83	3802
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	13	0	13	0	13	107
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	7	114	114	101
g / C, Green / Cycle	0.06	0.95	0.95	0.84
(v / s)_i Volume / Saturation Flow Rate	0.05	1.16	0.05	1.05
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	94	3437	1534	3045
d1, Uniform Delay [s]	56.05	3.00	0.16	9.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	62.13	103.00	0.07	114.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	1.22	0.05	1.25
d, Delay for Lane Group [s/veh]	118.18	106.00	0.23	124.30
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.13	49.17	0.03	62.83
50th-Percentile Queue Length [ft/ln]	103.18	1229.14	0.71	1570.66
95th-Percentile Queue Length [veh/ln]	7.43	72.40	0.05	91.54
95th-Percentile Queue Length [ft/ln]	185.73	1810.08	1.29	2288.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	118.18	0.00	106.00	0.00	0.23	124.30
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	118.18		106.00		121.65	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	113.57					
Intersection LOS	F					
Intersection V/C	1.162					

Other Modes

g_Walk,mi, Effective Walk Time [s]	101.0	7.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.50	53.20	53.20
l_p,int, Pedestrian LOS Score for Intersection	1.642	5.433	4.945
Crosswalk LOS	A	F	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	1900	1683
d_b, Bicycle Delay [s]	53.20	0.15	1.50
l_b,int, Bicycle LOS Score for Intersection	1.560	5.026	4.765
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1620: East-West Arterial at U-Turn #2 (west of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	391.241

Intersection Setup

Name	East-West Arterial	East-West Arterial	
Approach	Eastbound	Westbound	
Lane Configuration			
Turning Movement	Thru	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1
Entry Pocket Length [ft]	100.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00	50.00	
Grade [%]	0.00	0.00	
Crosswalk	Yes	Yes	

Volumes

Name	East-West Arterial	East-West Arterial	
Base Volume Input [veh/h]	4202	3885	537
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4202	3885	537
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1051	971	134
Total Analysis Volume [veh/h]	4202	3885	537
Pedestrian Volume [ped/h]	0	0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	391.24
d_M, Delay for Movement [s/veh]	0.00	0.00	10000.00
Movement LOS	A	A	F
95th-Percentile Queue Length [veh/ln]	0.00	0.00	69.84
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1745.92
d_A, Approach Delay [s/veh]	0.00	1214.38	
Approach LOS	A	F	
d_I, Intersection Delay [s/veh]	622.68		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1700: East-West Arterial at Lookout Road/North Access Point #3

Control Type:	Signalized	Delay (sec / veh):	291.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.489

Intersection Setup

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lookout Rd			North Access Point #3			East-West Arterial			East-West Arterial		
Base Volume Input [veh/h]	448	0	0	0	0	0	0	4384	356	238	3975	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	448	0	0	0	0	0	0	4384	356	238	3975	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	0	0	0	0	0	0	1096	89	60	994	0
Total Analysis Volume [veh/h]	448	0	0	0	0	0	0	4384	356	238	3975	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Protect	Permis	Permis	Protect
Signal Group	4	0	0	4	0	0	6	6	4	6	6	4
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	Lag	-	-	Lag
Minimum Green [s]	5	0	0	5	0	0	10	10	5	10	10	5
Maximum Green [s]	30	0	0	30	0	0	45	45	30	45	45	30
Amber [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Split [s]	20	0	0	20	0	0	70	70	20	70	70	20
Vehicle Extension [s]	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No				No			No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	0.0	4.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Recall	No			No				No	No		No	No
Maximum Recall	No			No				No	No		No	No
Pedestrian Recall	No			No				No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering 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

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	L	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
g_i, Effective Green Time [s]	14	14	64	64	14	64	64	14
g / C, Green / Cycle	0.16	0.16	0.71	0.71	0.16	0.71	0.71	0.16
(v / s)_i Volume / Saturation Flow Rate	0.28	0.00	0.00	1.21	0.20	0.15	1.10	0.00
s, saturation flow rate [veh/h]	1615	1615	1615	3618	1810	1615	3618	1810
c, Capacity [veh/h]	251	251	1148	2573	281	1148	2573	281
d1, Uniform Delay [s]	38.00	0.00	0.00	13.00	38.00	4.40	13.00	0.00
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	368.10	0.00	0.00	318.56	144.35	0.41	247.30	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.78	0.00	0.00	1.70	1.26	0.21	1.55	0.00
d, Delay for Lane Group [s/veh]	406.10	0.00	0.00	331.56	182.35	4.81	260.30	0.00
Lane Group LOS	F	A	A	F	F	A	F	A
Critical Lane Group	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	31.24	0.00	0.00	129.09	17.06	1.09	103.63	0.00
50th-Percentile Queue Length [ft/ln]	781.10	0.00	0.00	3227.2	426.48	27.20	2590.6	0.00
95th-Percentile Queue Length [veh/ln]	49.45	0.00	0.00	206.60	26.40	1.96	161.86	0.00
95th-Percentile Queue Length [ft/ln]	1236.25	0.00	0.00	5164.9	659.92	48.95	4046.4	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	406.10	0.00	0.00	0.00	0.00	0.00	0.00	331.56	182.35	4.81	260.30	0.00
Movement LOS	F			A			A	F	F	A	F	A
d_A, Approach Delay [s/veh]	406.10			0.00			320.35			245.87		
Approach LOS	F			A			F			F		
d_I, Intersection Delay [s/veh]	291.06											
Intersection LOS	F											
Intersection V/C	1.489											

Other Modes

g_Walk,mi, Effective Walk Time [s]	64.0	64.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	3.76	3.76	32.09	32.09
l_p,int, Pedestrian LOS Score for Intersection	1.964	1.625	4.931	4.778
Crosswalk LOS	A	A	E	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	1422	1422
d_b, Bicycle Delay [s]	32.09	32.09	3.76	3.76
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	5.470	5.035
Bicycle LOS	A	A	F	F

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1710: East-West Arterial at U-Turn #3 (east of Lookout Road)

Control Type:	Two-way stop	Delay (sec / veh):	9,027.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	10.854

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4369	15	4198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4369	15	4198
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1092	4	1050
Total Analysis Volume [veh/h]	4369	15	4198
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	10.85	0.04
d_M, Delay for Movement [s/veh]	0.00	9027.31	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	3.37	0.00
95th-Percentile Queue Length [ft/ln]	0.00	84.27	0.00
d_A, Approach Delay [s/veh]	30.89		0.00
Approach LOS	D		A
d_I, Intersection Delay [s/veh]	15.78		
Intersection LOS	F		

Intersection Level Of Service Report
Intersection 1720: East-West Arterial at South Access Point #3 (east of Lookout Road)

Control Type:	Signalized	Delay (sec / veh):	224.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.208

Intersection Setup

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #3		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	1010	0	4369	0	228	3188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1010	0	4369	0	228	3188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	253	0	1092	0	57	797
Total Analysis Volume [veh/h]	1010	0	4369	0	228	3188
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	51	0	51	0	51	69
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	45	114	114	63
g / C, Green / Cycle	0.38	0.95	0.95	0.53
(v / s)_i Volume / Saturation Flow Rate	0.63	1.21	0.14	0.88
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	606	3437	1534	1899
d1, Uniform Delay [s]	37.50	3.00	0.17	28.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	307.71	124.48	0.20	307.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.67	1.27	0.15	1.68
d, Delay for Lane Group [s/veh]	345.21	127.48	0.38	336.18
Lane Group LOS	F	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	69.60	59.42	0.09	105.23
50th-Percentile Queue Length [ft/ln]	1739.91	1485.41	2.18	2630.82
95th-Percentile Queue Length [veh/ln]	108.35	88.59	0.16	164.74
95th-Percentile Queue Length [ft/ln]	2708.72	2214.63	3.93	4118.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	345.21	0.00	127.48	0.00	0.38	336.18
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	345.21		127.48		313.77	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	224.84					
Intersection LOS	F					
Intersection V/C	1.208					

Other Modes

g_Walk,mi, Effective Walk Time [s]	63.0	45.0	45.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	13.54	23.44	23.44
l_p,int, Pedestrian LOS Score for Intersection	2.079	5.595	4.814
Crosswalk LOS	B	F	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	1900	1050
d_b, Bicycle Delay [s]	23.44	0.15	13.54
l_b,int, Bicycle LOS Score for Intersection	1.560	5.164	4.378
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1730: East-West Arterial at North Access Point #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	4369	3416	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4369	3416	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1092	854	0
Total Analysis Volume [veh/h]	0	0	0	4369	3416	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.03	0.00
d_M, Delay for Movement [s/veh]	98.83	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	98.83		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1740: East-West Arterial at U-Turn #4 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	5,507.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	10.478

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4309	60	3355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4309	60	3355
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1077	15	839
Total Analysis Volume [veh/h]	4309	60	3355
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	10.48	0.03
d_M, Delay for Movement [s/veh]	0.00	5507.27	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	9.22	0.00
95th-Percentile Queue Length [ft/ln]	0.00	230.59	0.00
d_A, Approach Delay [s/veh]	75.63		0.00
Approach LOS	F		A
d_I, Intersection Delay [s/veh]	42.78		
Intersection LOS	F		

Intersection Level Of Service Report

Intersection 1800: East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)

Control Type:	Signalized	Delay (sec / veh):	91.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.191

Intersection Setup

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Long Fellow Dr		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	12	0	4309	0	24	3344
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	4309	0	24	3344
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	1077	0	6	836
Total Analysis Volume [veh/h]	12	0	4309	0	24	3344
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	12	0	12	0	12	108
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	6	114	114	102
g / C, Green / Cycle	0.05	0.95	0.95	0.85
(v / s)_i Volume / Saturation Flow Rate	0.01	1.19	0.01	0.92
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	81	3437	1534	3075
d1, Uniform Delay [s]	54.56	3.00	0.15	9.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.85	116.75	0.02	45.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	1.25	0.02	1.09
d, Delay for Lane Group [s/veh]	58.41	119.75	0.17	54.65
Lane Group LOS	E	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	55.73	0.01	31.87
50th-Percentile Queue Length [ft/ln]	11.00	1393.14	0.20	796.72
95th-Percentile Queue Length [veh/ln]	0.79	82.70	0.01	44.40
95th-Percentile Queue Length [ft/ln]	19.79	2067.61	0.36	1110.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.41	0.00	119.75	0.00	0.17	54.65
Movement LOS	E		F		A	F
d_A, Approach Delay [s/veh]	58.41		119.75		54.26	
Approach LOS	E		F		D	
d_I, Intersection Delay [s/veh]	90.97					
Intersection LOS	F					
Intersection V/C	1.191					

Other Modes

g_Walk,mi, Effective Walk Time [s]	102.0	6.0	6.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.35	54.15	54.15
l_p,int, Pedestrian LOS Score for Intersection	1.596	5.262	4.812
Crosswalk LOS	A	F	E
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	100	1900	1700
d_b, Bicycle Delay [s]	54.15	0.15	1.35
l_b,int, Bicycle LOS Score for Intersection	1.560	5.115	4.338
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 1810: East-West Arterial at U-Turn #5 (near Meagre Bay Pond)

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	576.005

Intersection Setup

Name	East-West Arterial		East-West Arterial	
Approach	Eastbound		Westbound	
Lane Configuration				
Turning Movement	Thru	U-turn	Thru	U-turn
Lane Width [ft]	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1
Entry Pocket Length [ft]	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00
Speed [mph]	50.00		50.00	
Grade [%]	0.00		0.00	
Crosswalk	Yes		Yes	

Volumes

Name	East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4287	21	3346	684
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0
Other Volume [veh/h]	0	0	0	0
Total Hourly Volume [veh/h]	4287	21	3346	684
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1072	5	837	171
Total Analysis Volume [veh/h]	4287	21	3346	684
Pedestrian Volume [ped/h]	0		0	

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	3.61	0.03	576.01
d_M, Delay for Movement [s/veh]	0.00	2375.16	0.00	10000.00
Movement LOS	A	F	A	F
95th-Percentile Queue Length [veh/ln]	0.00	3.91	0.00	88.26
95th-Percentile Queue Length [ft/ln]	0.00	97.79	0.00	2206.45
d_A, Approach Delay [s/veh]	11.58		1697.27	
Approach LOS	B		F	
d_I, Intersection Delay [s/veh]	826.32			
Intersection LOS	F			

Intersection Level Of Service Report

Intersection 1820: East-West Arterial at North Access Point #5 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #5		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	0	4972	4030	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4972	4030	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1243	1008	0
Total Analysis Volume [veh/h]	0	0	0	4972	4030	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.04	0.00
d_M, Delay for Movement [s/veh]	157.48	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	157.48		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1830: East-West Arterial at South Access Point #4 (near Bodden Town District Line)

Control Type:	Signalized	Delay (sec / veh):	178.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.374

Intersection Setup

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	South Access Point #4		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	4972	0	0	4030
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4972	0	0	4030
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1243	0	0	1008
Total Analysis Volume [veh/h]	0	0	4972	0	0	4030
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	11	0	11	0	11	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	5	114	114	103
g / C, Green / Cycle	0.04	0.95	0.95	0.86
(v / s)_i Volume / Saturation Flow Rate	0.00	1.37	0.00	1.11
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	67	3437	1534	3105
d1, Uniform Delay [s]	0.00	3.00	0.00	8.50
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	202.71	0.00	136.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	1.45	0.00	1.30
d, Delay for Lane Group [s/veh]	0.00	205.71	0.00	145.02
Lane Group LOS	A	F	A	F
Critical Lane Group	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.00	96.76	0.00	69.06
50th-Percentile Queue Length [ft/ln]	0.00	2418.95	0.00	1726.53
95th-Percentile Queue Length [veh/ln]	0.00	150.86	0.00	102.60
95th-Percentile Queue Length [ft/ln]	0.00	3771.54	0.00	2565.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	205.71	0.00	0.00	145.02
Movement LOS	A		F		A	F
d_A, Approach Delay [s/veh]	0.00		205.71		145.02	
Approach LOS	A		F		F	
d_I, Intersection Delay [s/veh]	178.54					
Intersection LOS	F					
Intersection V/C	1.374					

Other Modes

g_Walk,mi, Effective Walk Time [s]	103.0	5.0	5.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	1.20	55.10	55.10
l_p,int, Pedestrian LOS Score for Intersection	1.580	5.806	5.244
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	83	1900	1717
d_b, Bicycle Delay [s]	55.10	0.15	1.20
l_b,int, Bicycle LOS Score for Intersection	1.560	5.662	4.884
Bicycle LOS	A	F	E

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1840: East-West Arterial at U-Turn #6 (near Bodden Town District Line)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	East-West Arterial		East-West Arterial
Approach	Eastbound		Westbound
Lane Configuration			
Turning Movement	Thru	U-turn	Thru
Lane Width [ft]	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0
Entry Pocket Length [ft]	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00
Speed [mph]	50.00		50.00
Grade [%]	0.00		0.00
Crosswalk	Yes		Yes

Volumes

Name	East-West Arterial		East-West Arterial
Base Volume Input [veh/h]	4972	0	4030
Base Volume Adjustment Factor	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0
Site-Generated Trips [veh/h]	0	0	0
Diverted Trips [veh/h]	0	0	0
Pass-by Trips [veh/h]	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0
Other Volume [veh/h]	0	0	0
Total Hourly Volume [veh/h]	4972	0	4030
Peak Hour Factor	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1243	0	1008
Total Analysis Volume [veh/h]	4972	0	4030
Pedestrian Volume [ped/h]	0		0

Intersection Settings

Priority Scheme	Free	Free
Flared Lane		
Storage Area [veh]	0	0
Two-Stage Gap Acceptance		
Number of Storage Spaces in Median	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	1963.10	0.00
Movement LOS	A	F	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00
Approach LOS	A		A
d_I, Intersection Delay [s/veh]	0.00		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 1850: East-West Arterial at North Access Point #6 (west of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #6		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	0	0	12	4960	4030	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	4960	4030	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	3	1240	1008	0
Total Analysis Volume [veh/h]	0	0	12	4960	4030	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.05	0.04	0.00
d_M, Delay for Movement [s/veh]	156.01	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	156.01		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 1900: East-West Arterial at Stepping Stone Drive (near Mastic Trail)

Control Type:	Signalized	Delay (sec / veh):	324.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.785

Intersection Setup

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stepping Stone Drive		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	2283	0	4960	0	706	1747
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Left-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2283	0	4960	0	706	1747
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	571	0	1240	0	177	437
Total Analysis Volume [veh/h]	2283	0	4960	0	706	1747
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor stree	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lagging Force-Off
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Overlap	Permissive	Overlap	Permissive
Signal Group	4	0	4	0	4	6
Auxiliary Signal Groups			4,6		4,6	
Lead / Lag	-	-	-	-	-	-
Minimum Green [s]	5	0	5	0	5	10
Maximum Green [s]	30	0	30	0	30	45
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	3.0	0.0	3.0	0.0	3.0	3.0
Split [s]	86	0	86	0	86	34
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	0.0	4.0	0.0	4.0	4.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C
C, Cycle Length [s]	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	2.00	2.00	4.00
g_i, Effective Green Time [s]	80	114	114	28
g / C, Green / Cycle	0.67	0.95	0.95	0.23
(v / s)_i Volume / Saturation Flow Rate	1.41	1.37	0.44	0.48
s, saturation flow rate [veh/h]	1615	3618	1615	3618
c, Capacity [veh/h]	1077	3437	1534	844
d1, Uniform Delay [s]	20.00	3.00	0.27	46.00
k, delay calibration	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	507.34	201.15	1.00	485.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.12	1.44	0.46	2.07
d, Delay for Lane Group [s/veh]	527.34	204.15	1.26	531.43
Lane Group LOS	F	F	A	F
Critical Lane Group	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	179.76	96.01	0.42	69.14
50th-Percentile Queue Length [ft/ln]	4494.07	2400.30	10.61	1728.54
95th-Percentile Queue Length [veh/ln]	296.69	149.58	0.76	108.27
95th-Percentile Queue Length [ft/ln]	7417.36	3739.45	19.10	2706.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	527.34	0.00	204.15	0.00	1.26	531.43
Movement LOS	F		F		A	F
d_A, Approach Delay [s/veh]	527.34		204.15		378.84	
Approach LOS	F		F		F	
d_I, Intersection Delay [s/veh]	324.44					
Intersection LOS	F					
Intersection V/C	2.785					

Other Modes

g_Walk,mi, Effective Walk Time [s]	28.0	80.0	80.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	35.27	6.67	6.67
l_p,int, Pedestrian LOS Score for Intersection	2.686	4.986	4.161
Crosswalk LOS	B	E	D
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	1900	467
d_b, Bicycle Delay [s]	6.67	0.15	35.27
l_b,int, Bicycle LOS Score for Intersection	1.560	5.652	3.583
Bicycle LOS	A	F	D

Sequence

Ring 1	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1910: East-West Arterial at North Access Point #7 (east of Mastic Trail)

Control Type:	Two-way stop	Delay (sec / veh):	184.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.168

Intersection Setup

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	20.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	North Access Point #7		East-West Arterial		East-West Arterial	
Base Volume Input [veh/h]	4	0	0	4960	2452	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	4960	2452	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	1240	613	0
Total Analysis Volume [veh/h]	4	0	0	4960	2452	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.05	0.02	0.00
d_M, Delay for Movement [s/veh]	184.32	0.00	0.00	0.00	0.00	0.00
Movement LOS	F		A	A	A	
95th-Percentile Queue Length [veh/ln]	0.50	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.57	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	184.32		0.00		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 2000: Frank Sound Road at East-West Arterial

Control Type:	Roundabout	Delay (sec / veh):	1,612.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes		

Intersection Setup

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Approach	Northbound			Southbound			Eastbound				Westbound			
Lane Configuration														
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	175.00	100.	100.	100.	100.	100.	100.	100.	100.
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			40.00				40.00			
Grade [%]	0.00			0.00			0.00				0.00			
Crosswalk	Yes			Yes			Yes				Yes			

Volumes

Name	Frank Sound Rd			Frank Sound Rd			East-West Arterial				East-West Arterial			
Base Volume Input [veh/h]	1198	1182	0	6	535	845	3173	11	1641	138	84	271	68	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1198	1182	0	6	535	845	3173	11	1641	138	84	271	68	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total 15-Minute Volume [veh/h]	300	296	0	2	134	211	793	3	410	35	21	68	17	0
Total Analysis Volume [veh/h]	1198	1182	0	6	535	845	3173	11	1641	138	84	271	68	0
Pedestrian Volume [ped/h]	0			0			0				0			

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			1				2			
Circulating Flow Rate [veh/h]	1322			1790			1250				3159			
Exiting Flow Rate [veh/h]	2260			4423			2452				17			
Demand Flow Rate [veh/h]	1198	1182	0	6	535	845	3173	11	1641	138	84	271	68	0
Adjusted Demand Flow Rate [veh/h]	1198	1182	0	6	535	845	3173	11	1641	138	84	271	68	0

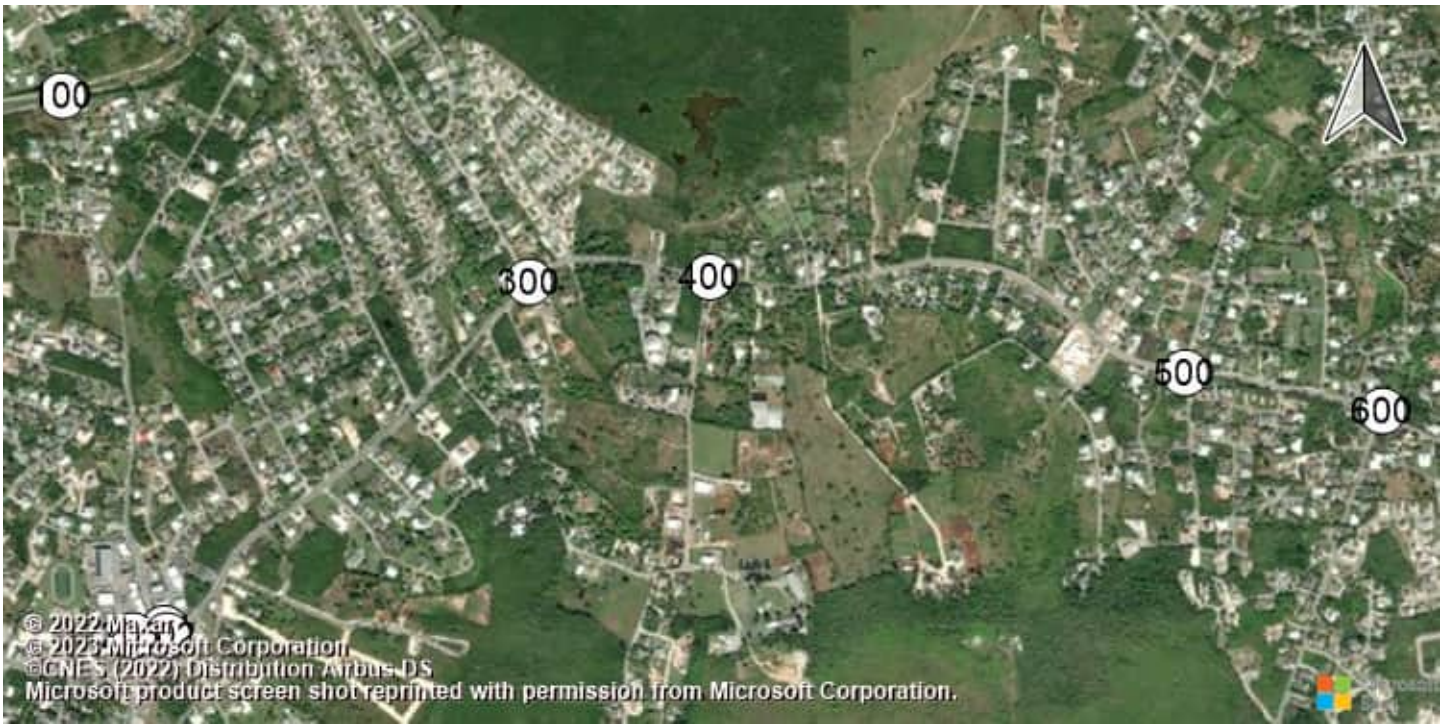
Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1350.00	1420.00	1350.00	1420.00	1420.00	1420.00
B (coefficient)	0.00085	0.00092	0.00085	0.00092	0.00091	0.00091	0.00085
HV Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Entry Flow Rate [veh/h]	1198	1182	541	845	3184	1779	423
Capacity of Entry and Bypass Lanes [veh/h]	462	401	311	261	456	456	97
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	462	401	311	261	456	456	97
X, volume / capacity	2.60	2.95	1.74	3.25	6.99	3.91	4.37

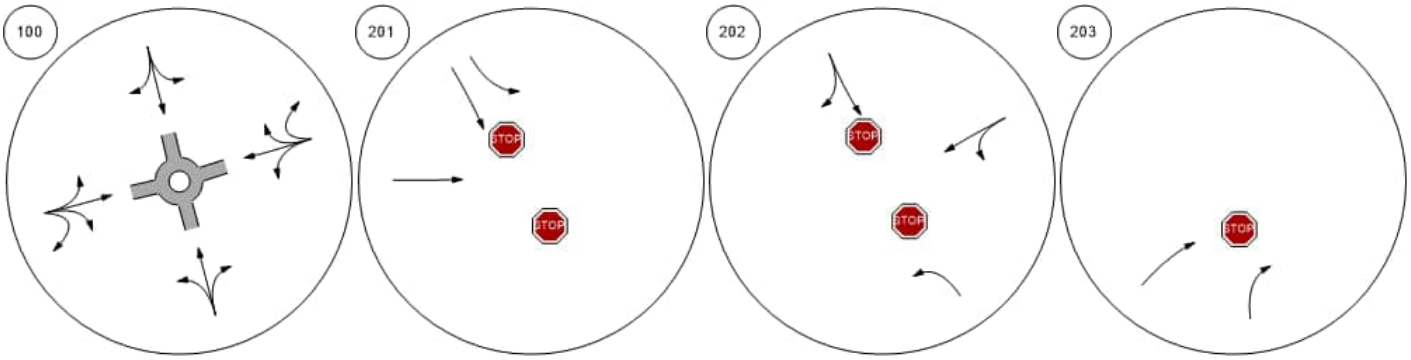
Movement, Approach, & Intersection Results

Lane LOS	F	F	F	F	F	F	F
95th-Percentile Queue Length [veh]	96.70	102.08	34.71	77.22	344.56	169.40	44.34
95th-Percentile Queue Length [ft]	2417.38	2552.11	867.68	1930.41	8613.88	4235.08	1108.62
Approach Delay [s/veh]	824.49		787.54		2221.88		1604.15
Approach LOS	F		F		F		F
Intersection Delay [s/veh]	1612.71						
Intersection LOS	F						

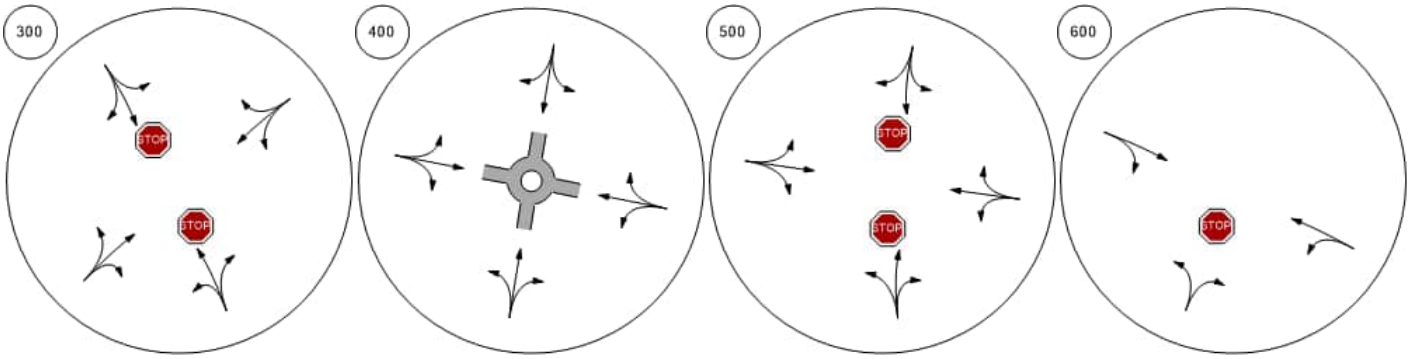
Lane Configuration and Traffic Control



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



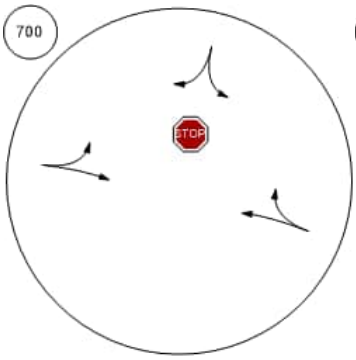
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



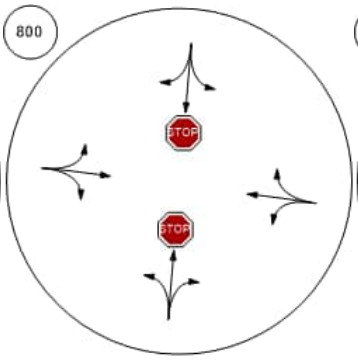
Lane Configuration and Traffic Control



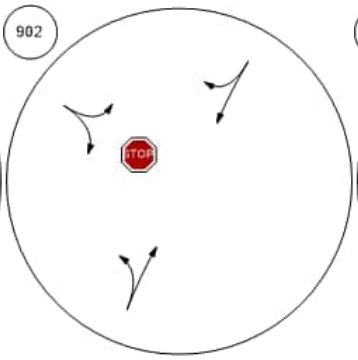
Shamrock Road at Northward



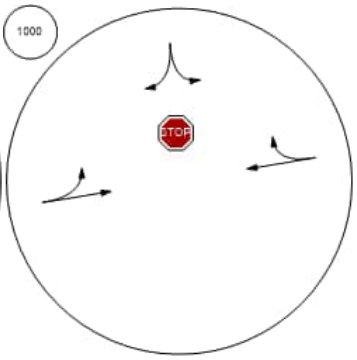
Shamrock Road at Condor R



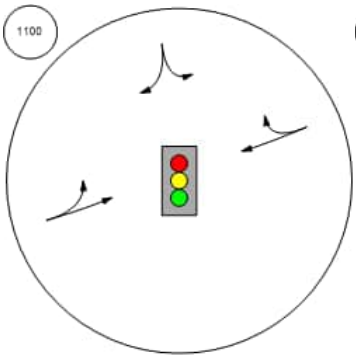
Bodden Town Road at Bodde



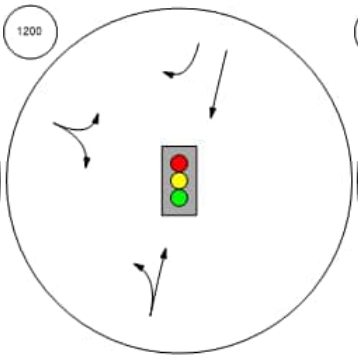
Bodden Town Road at Long



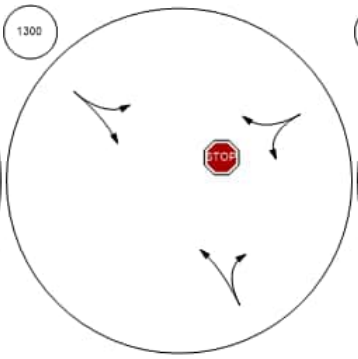
Bodden Town Road at Frank



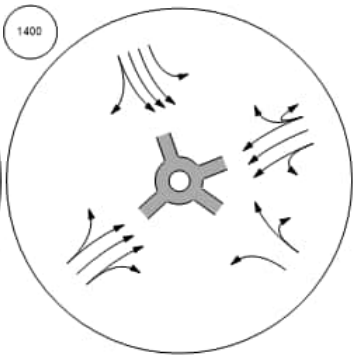
Frank Sound Road at Clifton



Frank Sound Road at North S



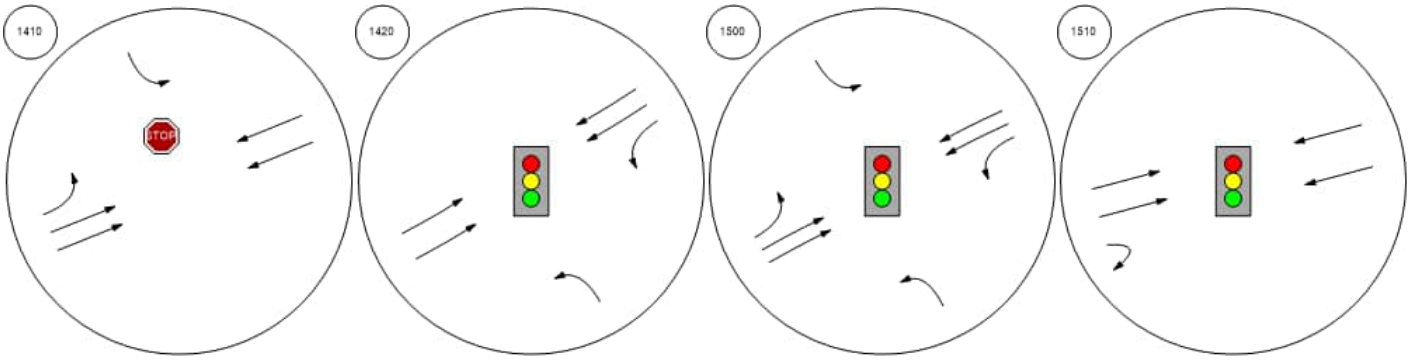
East-West Arterial at Agricola



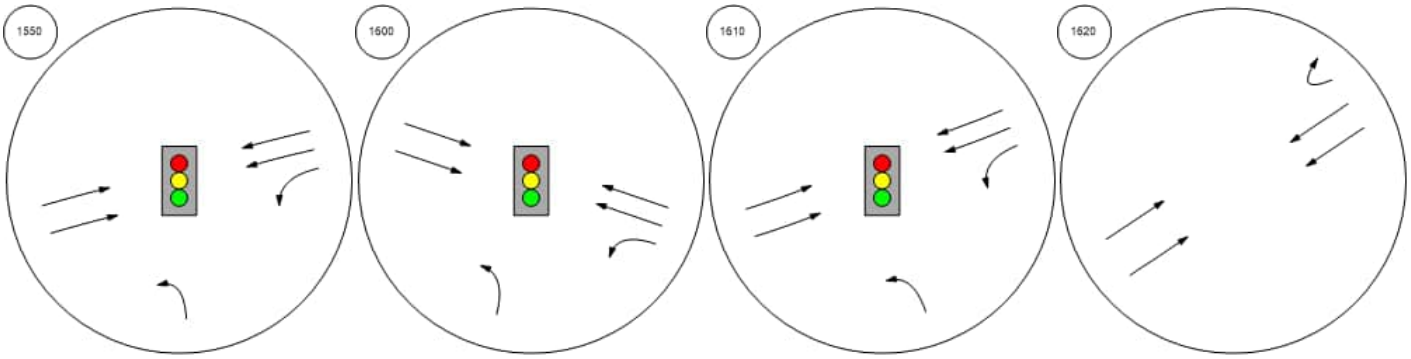
Lane Configuration and Traffic Control



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



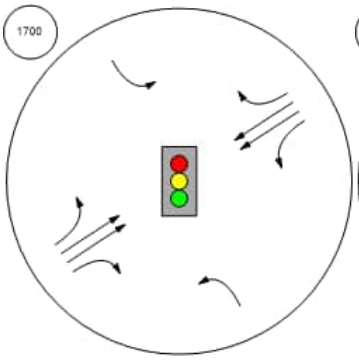
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



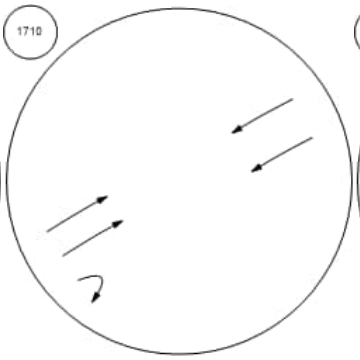
Lane Configuration and Traffic Control



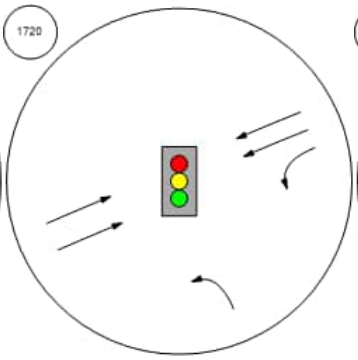
East-West Arterial at Lookout



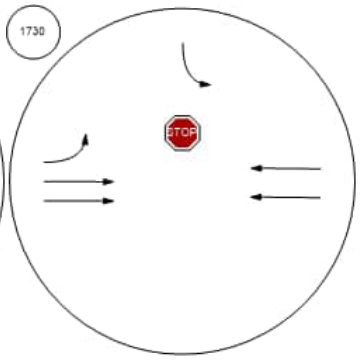
East-West Arterial at U-Turn



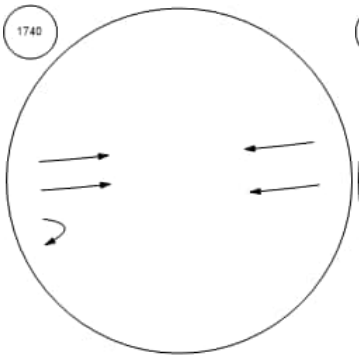
East-West Arterial at South A



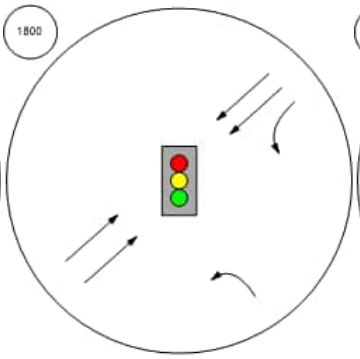
East-West Arterial at North A



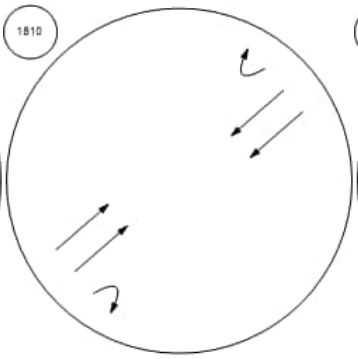
East-West Arterial at U-Turn



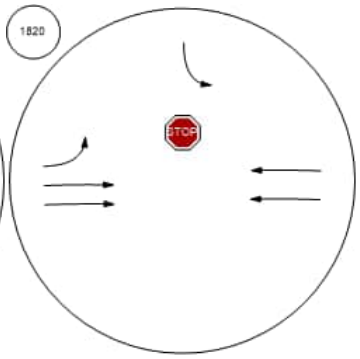
East-West Arterial at Long Fe



East-West Arterial at U-Turn



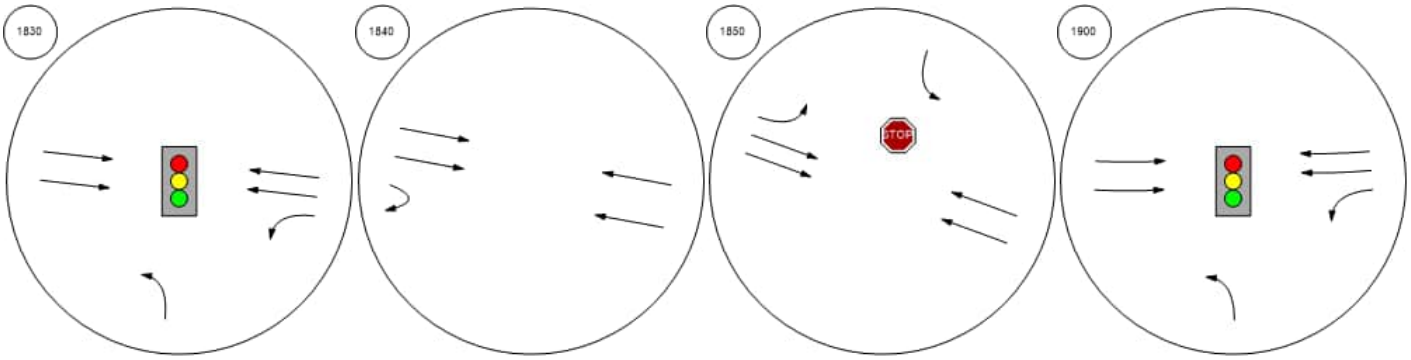
East-West Arterial at North A



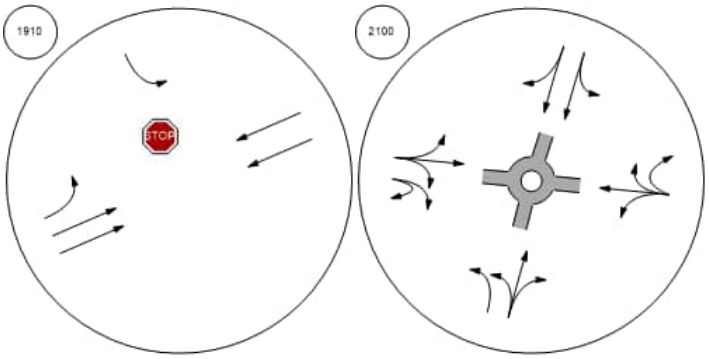
Lane Configuration and Traffic Control



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



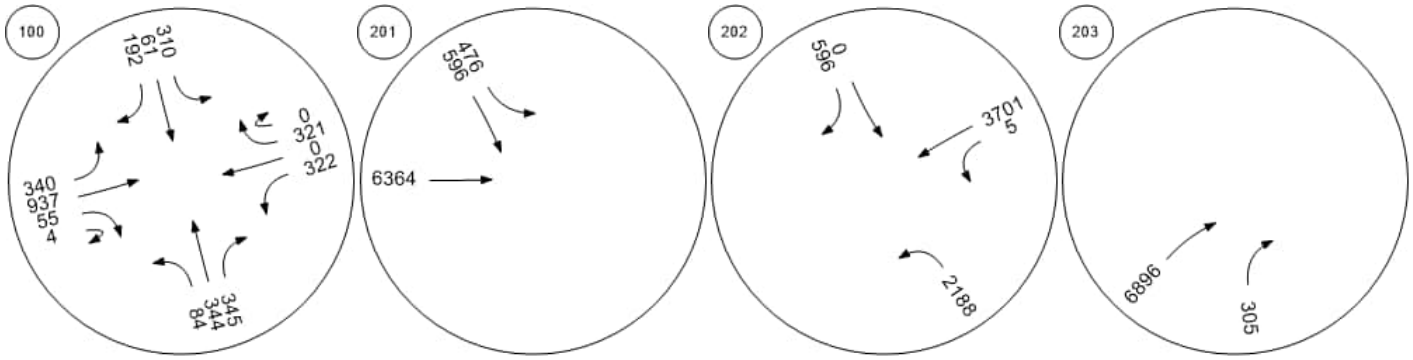
East-West Arterial at North A Frank Sound Road at East-W



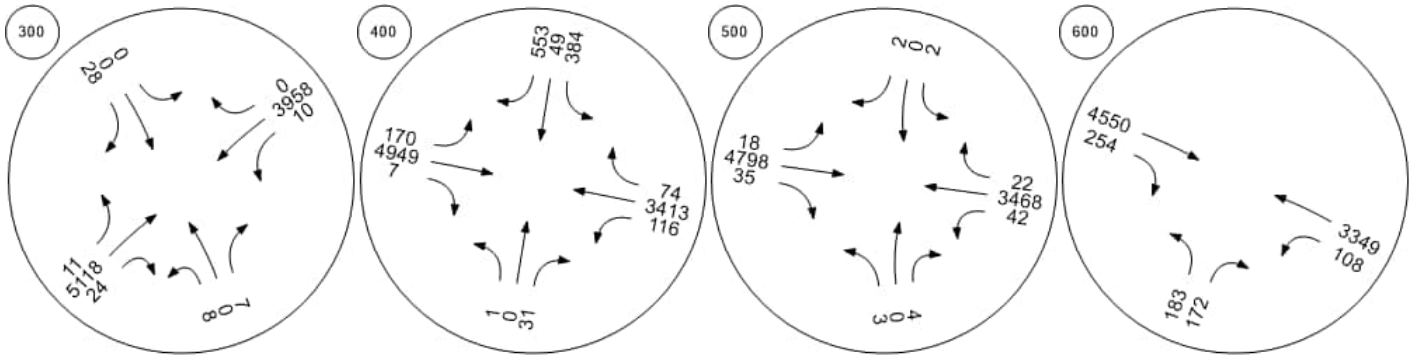
Traffic Volume - Base Volume



East-West Arterial at Hirst Ro Shamrock Road at Hirst Rd (Shamrock Road at Hirst Rd (Shamrock Road at Hirst Roa



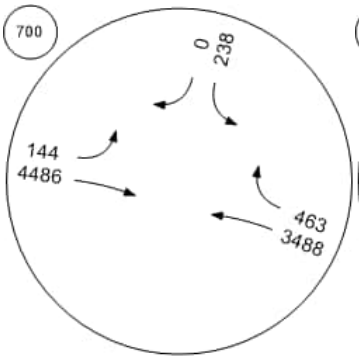
Shamrock Road at Woodland Shamrock Road at Agricola DShamrock Road at Brightview Shamrock Road at Beach Ba



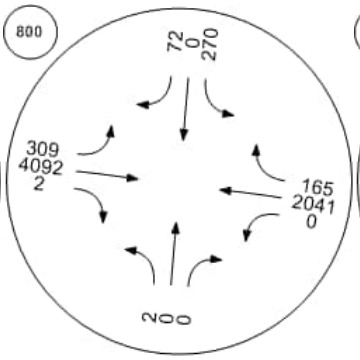
Traffic Volume - Base Volume



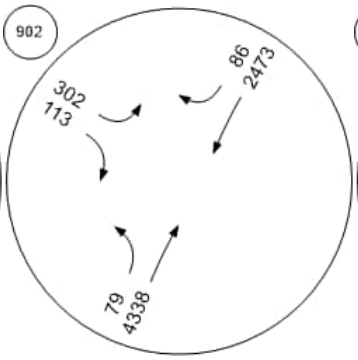
Shamrock Road at Northward



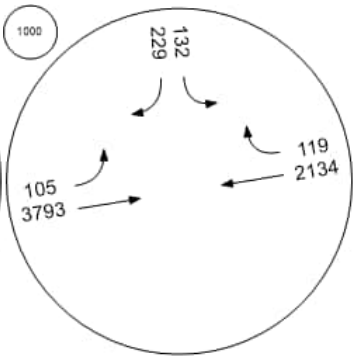
Shamrock Road at Condor R



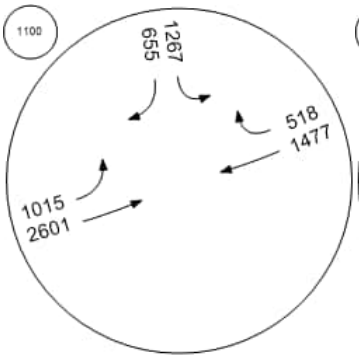
Bodden Town Road at Bodde



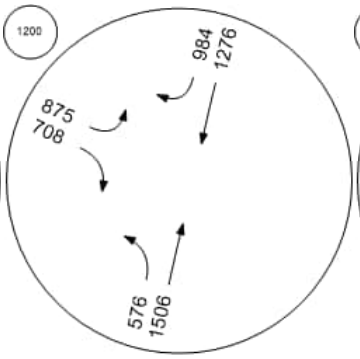
Bodden Town Road at Long



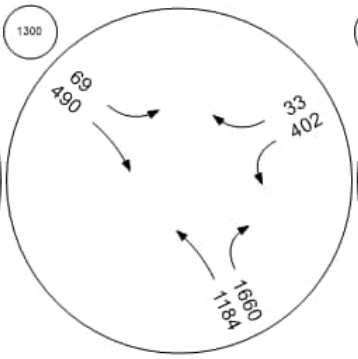
Bodden Town Road at Frank



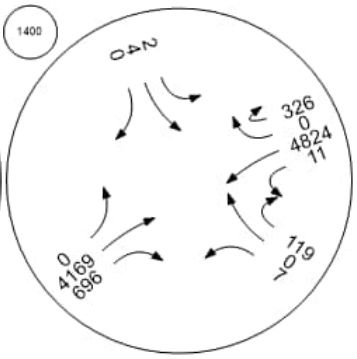
Frank Sound Road at Clifton



Frank Sound Road at North S



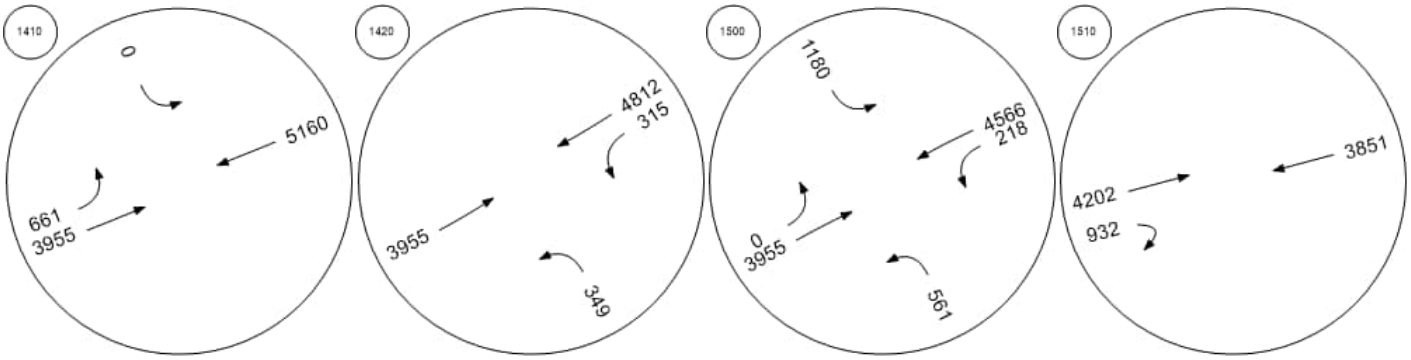
East-West Arterial at Agricola



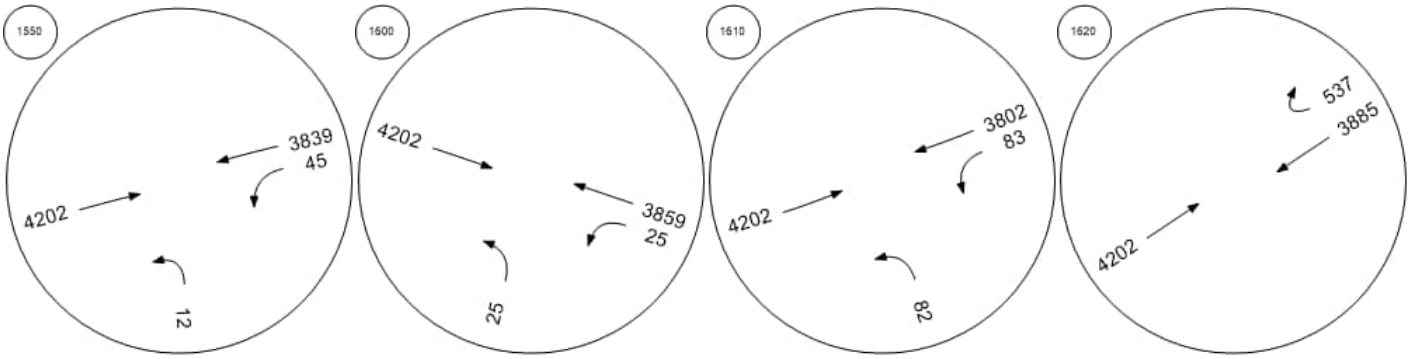
Traffic Volume - Base Volume



East-West Arterial at North A East-West Arterial at South A East-West Arterial at Will T C East-West Arterial at U-Turn



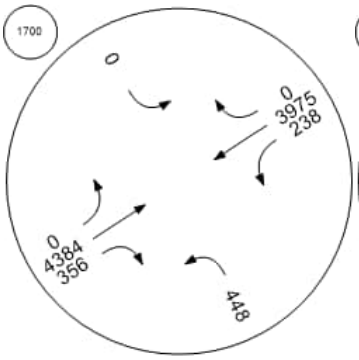
East-West Arterial at Will T C East-West Arterial at Northwa East-West Arterial at South A East-West Arterial at U-Turn



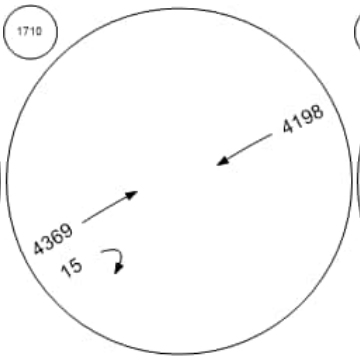
Traffic Volume - Base Volume



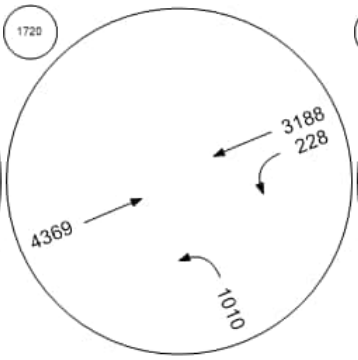
East-West Arterial at Lookout



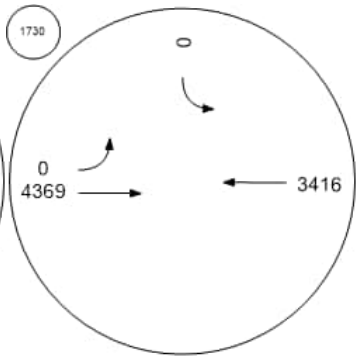
East-West Arterial at U-Turn



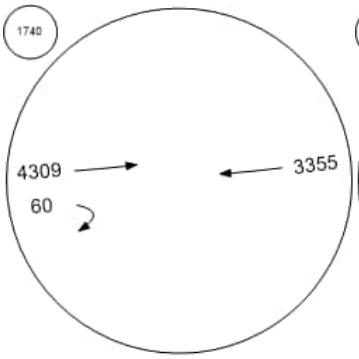
East-West Arterial at South A



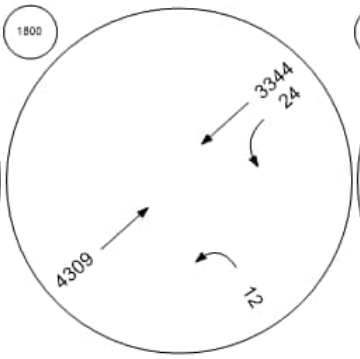
East-West Arterial at North A



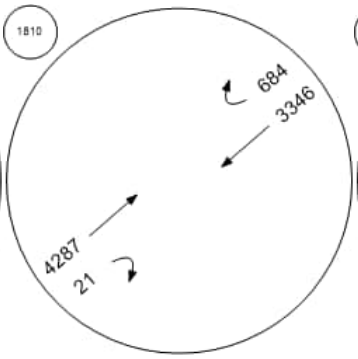
East-West Arterial at U-Turn



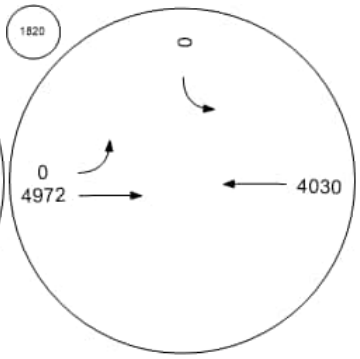
East-West Arterial at Long Fe



East-West Arterial at U-Turn



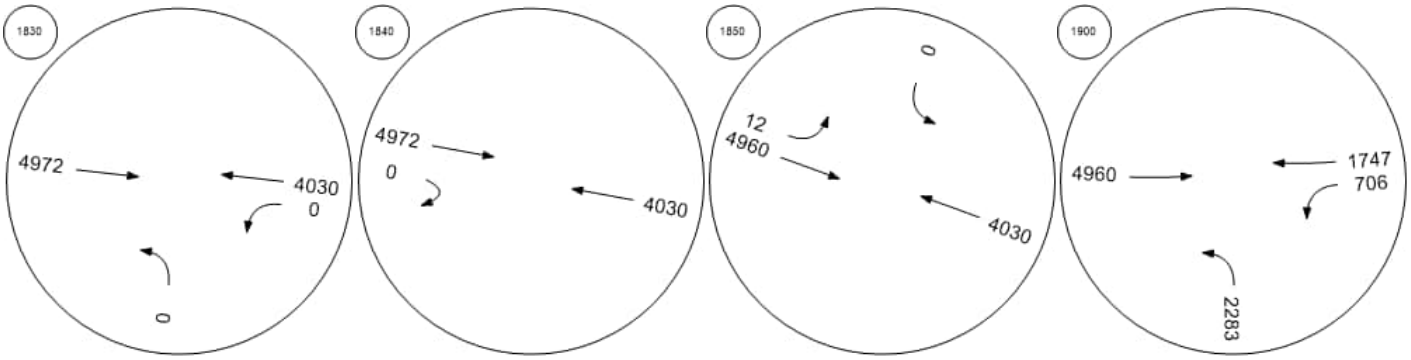
East-West Arterial at North A



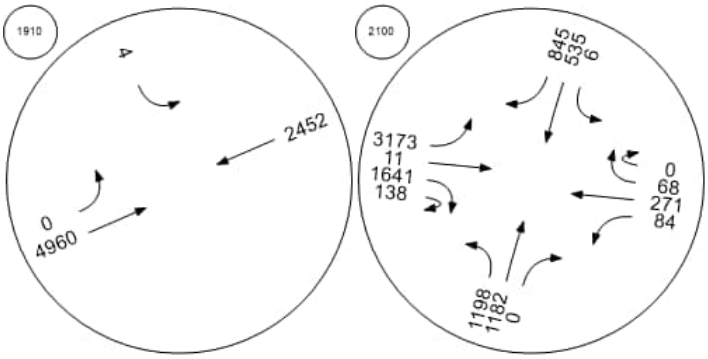
Traffic Volume - Base Volume



East-West Arterial at South A East-West Arterial at U-Turn East-West Arterial at North A East-West Arterial at Steppin



East-West Arterial at North A Frank Sound Road at East-W



Appendix G.2 – VISTRO Level of Service (LOS) Summary

Appendix G.2.1

2021 Baseline LOS Summary Tables

2021 LOS Table - Baseline Conditions AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	East-West Arterial at Hirst Road	29	D	EB	16	C	L	9	A
							R	29	D
				NB	0	A	LT	0	A
				SB	0	A	TR	0	A
102	East-West Arterial at Hirst Road	11	B	EB	0	A	L	0	A
							R	0	A
				NB	0	A	LT	0	A
				SB	9	A	TR	11	B
201	Shamrock Road at Hirst Road (1)	13	B	EB	0	A	R	0	A
							T	0	A
				SB	12	B	L	11	B
							T	12	B
202	Shamrock Road at Hirst Road (2)	130	F	WB	0	A	L	0	A
							T	0	A
				NB	27	D	L	27	D
				SB	129	F	T	121	F
							R	130	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive	32	D	EB	0	A	T	0	A
							T	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	27	D	L	22	C
							R	32	D
500	Shamrock Road at Brightview Drive/Calla Lily Drive	25	D	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	20	C	L	15	C
							T	0	A
							R	25	D
				SB	19	C	L	10	B
							T	0	A
							R	25	D
600	Shamrock Road at Beach Bay Road	317	F	EB	0	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	294	F	L	291	F
							R	317	F
700	Shamrock Road at Northward Road	44	E	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	41	E	L	29	D
							R	44	E
800	Shamrock Road at Condor Road	27	D	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	27	D	L	22	C
							T	0	A
							R	27	D
900	Bodden Town Road at Bodden Town Bypass	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	12	B	L	10	B
							R	15	B
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	12	B	L	0	A
							R	12	B
1100	Bodden Town Road at Frank Sound Road	11	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	7	A
				SB	11	B	L	11	B
							R	11	B
1200	Frank Sound Road at Clifton Hunter High School	11	B	EB	11	B	L	10	A
							R	11	B
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2021 LOS Table - Baseline Conditions PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
101	East-West Arterial at Hirst Road	23	C	EB	18	C	L	13	B
							R	23	C
				NB	0	A	LT	0	A
				SB	0	A	TR	0	A
102	East-West Arterial at Hirst Road	8	A	EB	0	A	L	0	A
							R	0	A
				NB	0	A	LT	0	A
				SB	2	A	TR	8	A
201	Shamrock Road at Hirst Road (1)	82	F	EB	0	A	R	0	A
							T	0	A
				SB	67	F	L	82	F
							T	34	D
202	Shamrock Road at Hirst Road (2)	17	C	WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
				SB	17	C	T	17	C
							R	17	C
203	Shamrock Road at Hirst Road Jughandle	37	E	EB	0	A	T	0	A
				NB	37	E	R	37	E
300	Shamrock Road at Woodland Drive	55	F	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	11	B
				NB	0	A	L	0	A
							T	0	A
							R	0	A
				SB	40	E	L	24	C
							T	0	A
							R	55	F
400	Shamrock Road at Agricola Drive	44	E	EB	0	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	23	C	L	12	B
							R	44	E
500	Shamrock Road at Brightview Drive/Calla Lily Drive	45	E	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	10	B
				NB	45	E	L	0	A
							T	0	A
							R	45	E
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	57	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	35	D	L	23	C
							R	56	F
700	Shamrock Road at Northward Road	63	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	57	F	L	48	E
							R	63	F
800	Shamrock Road at Condor Road	33	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	33	D	L	23	C
							T	0	A
							R	33	D
900	Bodden Town Road at Bodden Town Bypass	23	C	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	9	A
				SB	19	C	L	15	C
							R	23	C
1000	Bodden Town Road at Long Fellow Drive	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	16	C	L	0	A
							R	16	C
1100	Bodden Town Road at Frank Sound Road	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	15	B	L	13	B
							R	15	C
1200	Frank Sound Road at Clifton Hunter High School	15	C	EB	14	B	L	12	B
							R	15	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	10	B	L	9.61	A
							R	11.21	B
				NB	1	A	T	0.00	A
							R	7.59	A
				SB	0	A	L	0.00	A
							T	0.00	A

Appendix G.2.2

2026 LOS Summary Tables

2026 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	19	C	EB	3	A	LTR	3	A
				WB	32	D	LTR	32	D
				NB	11	B	LTR	11	B
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	13	B	EB	0	A	T	0	A
				SB	12	B	T	11	B
							L	13	B
202	Shamrock Road at Hirst Road (2)	25	C	WB	0	A	L	0	A
							T	0	A
				NB	15	B	L	15	B
				SB	25	C	T	23	C
							R	25	C
203	Shamrock Road at Hirst Road Jughandle	11	B	EB	0	A	T	0	A
				NB	11	B	R	11	B
300	Shamrock Road at Woodland Drive	24	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	15	B	L	14	B
							T	0	A
							R	22	C
				SB	19	C	L	11	B
							T	0	A
							R	24	C
400	Shamrock Road at Agricola Drive Connector	40	E	EB	11	B	LTR	11	B
				WB	50	F	LTR	50	F
				NB	11	B	LTR	11	B
				SB	5	A	LTR	5	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	39	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	28	D	L	20	C
							T	0	A
							R	39	E
				SB	27	D	L	11	B
							T	0	A
							R	39	E
600	Shamrock Road at Beach Bay Road	56	F	EB	0	A	T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
				NB	45	E	L	43	E
							R	56	F
700	Shamrock Road at Northward Road	78	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	74	F	L	58	F
							R	78	F
800	Shamrock Road at Condor Road	21	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	10	B
							T	15	C
							R	15	B
				SB	21	C	L	16	C
							T	0	A
							R	21	C
900	Bodden Town Road at Bodden Town Bypass	26	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	15	B	L	12	B
							R	26	D
1000	Bodden Town Road at Long Fellow Drive	15	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	15	B	L	0	A
							R	15	B
1100	Bodden Town Road at Frank Sound Road	15	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	7	A
				SB	15	B	L	14	B
							R	15	B
1200	Frank Sound Road at Clifton Hunter High School	14	B	EB	14	B	L	12	B
							R	14	B
				NB	0	A	L	0	A
							T	0	A
				SB	3	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	3	A	LR	3	A
				NB	9	A	LT	9	A
				SB	3	A	TR	3	A

2026 LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	12	B	EB	14	B	LTR	14	B
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	16	C	EB	0	A	T	0	A
				SB	16	C	L	16	C
							T	15	B
202	Shamrock Road at Hirst Road (2)	18	C	WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
				SB	18	C	T	18	C
							R	18	C
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	29	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	14	B	L	12	B
							T	0	A
							R	28	D
				SB	20	C	L	13	B
							T	0	A
							R	29	D
400	Shamrock Road at Agricola Drive Connector	17	C	EB	8	A	LTR	8	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	34	D	LTR	34	D
500	Shamrock Road at Brightview Drive/Calla Lily Drive	53	F	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	10	B
				NB	33	D	L	12	B
							T	0	A
							R	53	F
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	76	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	47	E	L	32	D
							R	76	F
700	Shamrock Road at Northward Road	120	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	111	F	L	97	F
							R	120	F
800	Shamrock Road at Condor Road	25	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	24	C	L	16	C
							T	0	A
							R	25	D
900	Bodden Town Road at Bodden Town Bypass	45	E	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	10	A
				SB	31	D	L	25	D
							R	45	E
1000	Bodden Town Road at Long Fellow Drive	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	20	C	L	0	A
							R	20	C
1100	Bodden Town Road at Frank Sound Road	21	C	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	21	C	L	19	C
							R	21	C
1200	Frank Sound Road at Clifton Hunter High School	20	C	EB	19	C	L	16	C
							R	20	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	7	A	EB	8	A	LR	8	A
				NB	3	A	LT	3	A
				SB	6	A	TR	6	A

2026 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	11	B	EB	4	A	LTR	4	A
				WB	14	B	LTR	14	B
				NB	12	B	LTR	12	B
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	11	B	EB	0	A	T	0	A
				SB	11	B	L	9	A
							T	11	B
202	Shamrock Road at Hirst Road (2)	21	C	WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	14	B
				SB	21	C	T	20	C
							R	21	C
203	Shamrock Road at Hirst Road Jughandle	10	B	EB	0	A	T	0	A
				NB	10	B	R	10	B
300	Shamrock Road at Woodland Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	13	B
							T	0	A
							R	16	C
				SB	17	C	L	0	A
							T	0	A
							R	17	C
400	Shamrock Road at Agricola Drive Connector	7	A	EB	3	A	LTR	3	A
				WB	8	A	LTR	8	A
				NB	5	A	LTR	5	A
				SB	3	A	LTR	3	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	15	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	12	B
							T	0	A
							R	15	B
				SB	13	B	L	9	A
							T	0	A
							R	15	B
600	Shamrock Road at Beach Bay Road	15	C	EB	1	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	14	B	L	13	B
							R	15	C
700	Shamrock Road at Northward Road	13	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	10	A	L	9	A
							R	13	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	11	B
							R	0	A
				SB	12	B	L	11	B
							T	0	A
							R	12	B
900	Bodden Town Road at Bodden Town Bypass	10	A	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	A
1000	Bodden Town Road at Long Fellow Drive	9	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	9	A	L	0	A
							R	9	A
1100	Bodden Town Road at Frank Sound Road	10	B	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	7	A
				SB	9	A	L	9	A
							R	10	B
1200	Frank Sound Road at Clifton Hunter High School	15	C	EB	10	B	L	10	B
							R	15	C
				NB	0	A	L	0	A
							T	0	A
				SB	6	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	5	A	LTR	5	A
				WB	12	B	LTR	12	B
				NB	9	A	LTR	9	A
				SB	5	A	LTR	5	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	15	C	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	15	C	L	15	C
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	0	A	EB	0	A	T	0	A
							U	16	C
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	18	C	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	18	C	L	18	C
1600	East-West Arterial at Northward Road (Will T Connector #3)	13	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	13	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	12	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	12	B	L	12	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	11	B
1700	East-West Arterial at Lookout Road / North Access Point #3	13	B	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	12	B	L	12	B
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	1	A	EB	1	A	T	0	A
							U	12	B
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	12	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	12	B	L	12	B
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	12	B
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	11	B
				WB	0	A	T	0	A
							U	10	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
2000	Frank Sound Road at East-West Arterial	5	A	EB	5	A	LR	5	A
				NB	6	A	LT	6	A
				SB	5	A	TR	5	A

2026 LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	9	A	EB	10	A	LTR	10	A
				WB	5	A	LTR	5	A
				NB	6	A	LTR	6	A
				SB	10	B	LTR	10	B
201	Shamrock Road at Hirst Road (1)	17	C	EB	0	A	T	0	A
				SB	16	C	L	11	B
							T	17	C
202	Shamrock Road at Hirst Road (2)	12	B	WB	0	A	L	0	A
							T	0	A
				NB	10	A	L	10	A
				SB	12	B	T	12	B
							R	12	B
203	Shamrock Road at Hirst Road Jughandle	14	B	EB	0	A	T	0	A
				NB	14	B	R	14	B
300	Shamrock Road at Woodland Drive	16	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	11	B	L	10	A
							T	0	A
							R	15	C
				SB	14	B	L	11	B
							T	0	A
							R	16	C
400	Shamrock Road at Agricola Drive Connector	5	A	EB	5	A	LTR	5	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	6	A	LTR	6	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	17	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	13	B	L	10	A
							T	0	A
							R	17	C
				SB	0	A	L	0	A
							T	0	A
							R	0	A
600	Shamrock Road at Beach Bay Road	18	C	EB	2	A	T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
				NB	13	B	L	11	B
							R	18	C
700	Shamrock Road at Northward Road	14	B	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	8	A
				SB	12	B	L	11	B
							R	14	B
800	Shamrock Road at Condor Road	12	B	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	8	A
				NB	9	A	L	9	A
							T	0	A
							R	0	A
				SB	12	B	L	10	B
							T	0	A
							R	12	B
900	Bodden Town Road at Bodden Town Bypass	12	B	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	11	B
1000	Bodden Town Road at Long Fellow Drive	10	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	10	A	L	0	A
							R	10	A
1100	Bodden Town Road at Frank Sound Road	12	B	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	7	A
				SB	10	B	L	10	A
							R	12	B
1200	Frank Sound Road at Clifton Hunter High School	22	C	EB	14	B	L	13	B
							R	22	C
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	10	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2026 LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	8	A	LTR	8	A
				WB	9	A	LTR	9	A
				NB	5	A	LTR	5	A
				SB	10	A	LTR	10	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	1	A	EB	1	A	T	0	A
							U	13	B
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1600	East-West Arterial at Northward Road (Will T Connector #3)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	15	C
1700	East-West Arterial at Lookout Road / North Access Point #3	12	B	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	12	B	L	12	B
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	2	A	EB	2	A	T	0	A
							U	12	B
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	11	B
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	11	B
				WB	0	A	T	0	A
							U	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	11	B	EB	0	A	T	0	A
				WB	0	A	L	0	A
							T	0	A
				NB	11	B	L	11	B
2000	Frank Sound Road at East-West Arterial	7	A	EB	7	A	LR	7	A
				NB	6	A	LT	6	A
				SB	6	A	TR	6	A

Appendix G.2.3

2036 LOS Summary Tables

2036 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	45	E	EB	6	A	LTR	6	A
				WB	96	F	LTR	96	F
				NB	26	D	LTR	26	D
				SB	15	C	LTR	15	C
201	Shamrock Road at Hirst Road (1)	18	C	EB	0	A	T	0	A
				SB	17	C	L	13	B
							T	18	C
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	212	F	L	212	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Drive	40	E	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	19	C	L	17	C
							T	31	D
							R	35	D
				SB	30	D	L	15	B
							T	0	A
							R	40	E
400	Shamrock Road at Agricola Drive Connector	86	F	EB	31	D	LTR	31	D
				WB	124	F	LTR	124	F
				NB	15	B	LTR	15	B
				SB	12	B	LTR	12	B
500	Shamrock Road at Brightview Drive/Calla Lily Drive	166	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	77	F	L	41	E
							T	0	A
							R	149	F
				SB	125	F	L	42	E
							T	0	A
							R	166	F
600	Shamrock Road at Beach Bay Road	663	F	EB	3	A	T	0	A
							R	18	C
				WB	0	A	L	0	A
							T	0	A
				NB	338	F	L	122	F
							R	662	F
700	Shamrock Road at Northward Road	1,876	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	10	A
				SB	1,865	F	L	1,787	F
							R	1,876	F
800	Shamrock Road at Condor Road	45	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	16	C	L	13	B
							T	28	D
							R	0	A
				SB	44	E	L	27	D
							T	0	A
							R	45	E
900	Bodden Town Road at Bodden Town Bypass	149	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	10	B
				SB	68	F	L	59	F
							R	149	F
1000	Bodden Town Road at Long Fellow Drive	41	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	41	E	L	0	A
							R	41	E
1100	Bodden Town Road at Frank Sound Road	825	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	8	A
				SB	822	F	L	811	F
							R	825	F
1200	Frank Sound Road at Clifton Hunter High School	20	C	EB	20	C	L	17	C
							R	20	C
				NB	0	A	L	0	A
							T	0	A
				SB	4	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	10	B	WB	9	A	L	9	A
							R	10	B
				NB	2	A	T	0	A
							R	7	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	6	A	LR	6	A
				NB	11	B	LT	11	B
				SB	5	A	TR	5	A

2036 LOS Table - Future No-Build PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	15	C	EB	17	C	LTR	17	C
				WB	9	A	LTR	9	A
				NB	6	A	LTR	6	A
				SB	16	C	LTR	16	C
201	Shamrock Road at Hirst Road (1)	114	F	EB	0	A	T	0	A
				SB	78	F	L	32	D
							T	114	F
202	Shamrock Road at Hirst Road (2)	462	F	WB	0	A	L	0	A
							T	0	A
				NB	29	D	L	29	D
				SB	448	F	T	441	F
							R	462	F
203	Shamrock Road at Hirst Road Jughandle	18	C	EB	0	A	T	0	A
				NB	18	C	R	18	C
300	Shamrock Road at Woodland Drive	72	F	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	10	A
				NB	28	D	L	16	C
							T	53	F
							R	68	F
				SB	41	E	L	23	C
							T	58	F
							R	72	F
400	Shamrock Road at Agricola Drive Connector	54	F	EB	20	C	LTR	20	C
				WB	14	B	LTR	14	B
				NB	7	A	LTR	7	A
				SB	155	F	LTR	155	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	233	F	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	13	B
				NB	16	C	L	16	C
							T	0	A
							R	0	A
				SB	232	F	L	0	A
							T	0	A
							R	232	F
600	Shamrock Road at Beach Bay Road	197	F	EB	0	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	105	F	L	63	F
							R	196	F
700	Shamrock Road at Northward Road	1,204	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	13	B
				SB	1,157	F	L	1,087	F
							R	1,204	F
800	Shamrock Road at Condor Road	20	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	10	B
				NB	13	B	L	13	B
							T	0	A
							R	0	A
				SB	20	C	L	20	C
							T	0	A
							R	0	A
900	Bodden Town Road at Bodden Town Bypass	876	F	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	14	B
				SB	779	F	L	658	F
							R	876	F
1000	Bodden Town Road at Long Fellow Drive	57	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	57	F	L	0	A
							R	57	F
1100	Bodden Town Road at Frank Sound Road	901	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	8	A
				SB	898	F	L	886	F
							R	901	F
1200	Frank Sound Road at Clifton Hunter High School	30	D	EB	28	D	L	26	D
							R	30	D
				NB	0	A	L	0	A
							T	0	A
				SB	5	A	T	0	A
							R	8	A
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	11	B	L	10	A
							R	12	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	9	A	LR	9	A
				NB	4	A	LT	4	A
				SB	7	A	TR	7	A

2036 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	20	C	EB	5	A	LTR	5	A
				WB	27	D	LTR	27	D
				NB	19	C	LTR	19	C
				SB	24	C	LTR	24	C
201	Shamrock Road at Hirst Road (1)	15	B	EB	0	A	T	0	A
				SB	14	B	L	11	B
							T	15	B
202	Shamrock Road at Hirst Road (2)	252	F	WB	0	A	L	0	A
							T	0	A
				NB	34	D	L	34	D
				SB	246	F	T	220	F
							R	252	F
203	Shamrock Road at Hirst Road Jughandle	12	B	EB	0	A	T	0	A
				NB	12	B	R	12	B
300	Shamrock Road at Woodland Drive	23	C	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	14	B	L	13	B
							T	20	C
							R	21	C
				SB	23	C	L	0	A
							T	0	A
							R	23	C
400	Shamrock Road at Agricola Drive Connector	10	A	EB	7	A	LTR	7	A
				WB	11	B	LTR	11	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	26	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	18	C	L	14	B
							T	0	A
							R	26	D
				SB	21	C	L	11	B
							T	0	A
							R	26	D
600	Shamrock Road at Beach Bay Road	49	E	EB	6	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	41	E	L	22	C
							R	49	E
700	Shamrock Road at Northward Road	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	12	B	L	10	A
							R	20	C
800	Shamrock Road at Condor Road	17	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	17	C	L	14	B
							T	0	A
							R	17	C
900	Bodden Town Road at Bodden Town Bypass	15	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	15	C
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	11	B	L	0	A
							R	11	B
1100	Bodden Town Road at Frank Sound Road	23	C	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	15	C	L	14	B
							R	23	C
1200	Frank Sound Road at Clifton Hunter High School	26	C	EB	32	C	L	32	C
							R	32	C
				NB	12	B	L	12	B
							T	12	B
				SB	32	C	T	32	C
							R	32	C
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	B	EB	7	A	LTR	7	A
				WB	19	C	LTR	19	C
				NB	19	C	LTR	19	C
				SB	7	A	LTR	7	A
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	3	A	EB	1	A	T	1	A
				WB	4	A	L	0	A
							T	4	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	19	B	EB	15	B	L	0	A
							T	15	B
				WB	22	C	L	0	A
							T	22	C
				NB	24	C	L	24	C
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	11	B	EB	1	A	T	1	A
				WB	11	B	L	0	A
							T	11	B
				NB	48	D	L	48	D
1600	East-West Arterial at Northward Road (Will T Connector #3)	11	B	EB	1	A	T	1	A
				WB	20	B	L	0	A
							T	20	B
				NB	20	B	L	20	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	9	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	14	B
1700	East-West Arterial at Lookout Road / North Access Point #3	20	B	EB	19	B	L	0	A
							T	19	B
							R	20	B
				WB	20	C	L	10	B
							T	20	C
							R	0	A
				NB	20	B	L	20	B
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	1	A	EB	1	A	T	0	A
							U	14	B
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	11	B	EB	1	A	T	1	A
				WB	19	B	L	0	A
							T	20	B
				NB	19	B	L	19	B
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	10	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	13	B
				WB	0	A	T	0	A
							U	0	A
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	10	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	19	B
				NB	20	B	L	20	B
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	12	B	L	12	B
2000	Frank Sound Road at East-West Arterial	8	A	EB	8	A	LR	8	A
				NB	7	A	LT	7	A
				SB	8	A	TR	8	A

2036 LOS Table - Proposed Project PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	14	B	EB	16	C	LTR	16	C
				WB	6	A	LTR	6	A
				NB	8	A	LTR	8	A
				SB	25	C	LTR	25	C
201	Shamrock Road at Hirst Road (1)	21	C	EB	0	A	T	0	A
				SB	20	C	L	12	B
							T	21	C
202	Shamrock Road at Hirst Road (2)	37	E	WB	0	A	L	0	A
							T	0	A
				NB	15	B	L	15	B
				SB	37	E	T	33	D
							R	37	E
203	Shamrock Road at Hirst Road Jughandle	15	C	EB	0	A	T	0	A
				NB	15	C	R	15	C
300	Shamrock Road at Woodland Drive	21	C	EB	1	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	13	B	L	11	B
							T	18	C
							R	19	C
				SB	19	C	L	13	B
							T	20	C
							R	21	C
400	Shamrock Road at Agricola Drive Connector	7	A	EB	5	A	LTR	5	A
				WB	6	A	LTR	6	A
				NB	4	A	LTR	4	A
				SB	9	A	LTR	9	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	25	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	1	A	L	0	A
							T	0	A
							R	9	A
				NB	15	C	L	11	B
							T	0	A
							R	25	C
				SB	25	C	L	0	A
							T	0	A
							R	25	C
600	Shamrock Road at Beach Bay Road	36	E	EB	2	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	31	D	L	21	C
							R	36	E
700	Shamrock Road at Northward Road	20	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	15	C	L	13	B
							R	20	C
800	Shamrock Road at Condor Road	16	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	16	C	L	12	B
							T	0	A
							R	16	C
900	Bodden Town Road at Bodden Town Bypass	18	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	14	B	L	11	B
							R	18	C
1000	Bodden Town Road at Long Fellow Drive	12	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	12	B	L	0	A
							R	12	B
1100	Bodden Town Road at Frank Sound Road	28	D	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	8	A
				SB	21	C	L	19	C
							R	28	D
1200	Frank Sound Road at Clifton Hunter High School	34	C	EB	45	D	L	45	D
							R	45	D
				NB	10	B	L	10	B
							T	10	B
				SB	43	D	T	43	D
							R	43	D
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	11	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2036 LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	15	B	EB	13	B	LTR	13	B
				WB	20	C	LTR	20	C
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	2	A	EB	2	A	T	2	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	7	A	EB	9	A	L	0	A
							T	9	A
				WB	4	A	L	0	A
							T	5	A
				NB	37	D	L	37	D
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	1	A	EB	1	A	T	0	A
							U	15	B
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	9	A	EB	2	A	T	2	A
				WB	19	B	L	0	A
							T	19	B
				NB	20	B	L	20	B
1600	East-West Arterial at Northward Road (Will T Connector #3)	9	A	EB	2	A	T	2	A
				WB	19	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	8	A	EB	2	A	T	2	A
				WB	15	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	19	C
1700	East-West Arterial at Lookout Road / North Access Point #3	11	B	EB	13	B	L	0	A
							T	10	A
							R	38	D
				WB	7	A	L	4	A
							T	7	A
							R	0	A
				NB	34	C	L	34	C
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	1	A	EB	1	A	T	0	A
							U	14	B
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	8	A	EB	1	A	T	1	A
				WB	19	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	8	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	18	B
				NB	18	B	L	18	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	13	B
				WB	0	A	T	0	A
							U	15	C
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	8	A	EB	1	A	T	1	A
				WB	16	B	L	0	A
							T	18	B
				NB	19	B	L	19	B
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	14	B	L	14	B
2000	Frank Sound Road at East-West Arterial	10	A	EB	11	B	LR	11	B
				NB	8	A	LT	8	A
				SB	9	A	TR	9	A

Appendix G.2.4

2046 LOS Summary Tables

2046 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	32	D	EB	6	A	LTR	6	A
				WB	51	F	LTR	51	F
				NB	25	C	LTR	25	C
				SB	7	A	LTR	7	A
201	Shamrock Road at Hirst Road (1)	24	C	EB	0	A	T	0	A
				SB	22	C	L	16	C
							T	24	C
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	466	F	L	466	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	25	C	EB	0	A	T	0	A
				NB	25	C	R	25	C
300	Shamrock Road at Woodland Drive	53	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	20	C	L	18	C
							T	37	E
							R	43	E
				SB	41	E	L	19	C
							T	0	A
							R	53	F
400	Shamrock Road at Agricola Drive Connector	187	F	EB	176	F	LTR	176	F
				WB	238	F	LTR	238	F
				NB	21	C	LTR	21	C
				SB	20	C	LTR	20	C
500	Shamrock Road at Brightview Drive/Calla Lily Drive	491	F	EB	0	A	L	0	A
							T	0	A
							R	14	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	205	F	L	121	F
							T	0	A
							R	390	F
				SB	387	F	L	177	F
							T	0	A
							R	491	F
600	Shamrock Road at Beach Bay Road	1,458	F	EB	1	A	T	0	A
							R	21	C
				WB	0	A	L	0	A
							T	0	A
				NB	798	F	L	357	F
							R	1,458	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	11	B
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	152	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	10	A
				NB	17	C	L	17	C
							T	0	A
							R	0	A
				SB	145	F	L	96	F
							T	0	A
							R	152	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	12	B
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	158	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	158	F	L	0	A
							R	158	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	10	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	24	C	EB	22	C	L	22	C
							R	24	C
				NB	0	A	L	0	A
							T	0	A
				SB	6	A	T	0	A
							R	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	17	C	EB	7	A	LR	7	A
				NB	22	C	LT	22	C
				SB	5	A	TR	5	A

2046 LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	9	A	EB	10	B	LTR	10	B
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	12	B	LTR	12	B
201	Shamrock Road at Hirst Road (1)	378	F	EB	0	A	T	0	A
				SB	283	F	L	175	F
							T	378	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	128	F	L	128	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	28	D	EB	0	A	T	0	A
				NB	28	D	R	28	D
300	Shamrock Road at Woodland Drive	295	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	11	B
				NB	76	F	L	36	E
							T	146	F
							R	216	F
				SB	190	F	L	124	F
							T	233	F
							R	295	F
400	Shamrock Road at Agricola Drive Connector	126	F	EB	65	F	LTR	62	F
				WB	33	D	LTR	33	D
				NB	10	A	LTR	10	A
				SB	400	F	LTR	400	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	3,197	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	15	C
				NB	21	C	L	21	C
							T	0	A
							R	0	A
				SB	3,196	F	L	0	A
							T	0	A
							R	3,196	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	5,833	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	16	C
				SB	5,617	F	L	5,319	F
							R	5,833	F
800	Shamrock Road at Condor Road	38	E	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	12	B
				NB	17	C	L	17	C
							T	0	A
							R	0	A
				SB	38	E	L	38	E
							T	0	A
							R	0	A
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	19	C
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	198	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	198	F	L	0	A
							R	198	F
1100	Bodden Town Road at Frank Sound Road	3,883	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	10	B
				SB	3,883	F	L	0	A
							R	3,883	F
1200	Frank Sound Road at Clifton Hunter High School	28	D	EB	25	C	L	24	C
							R	28	D
				NB	0	A	L	0	A
							T	0	A
				SB	7	A	T	0	A
							R	9	A
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	A
							R	12	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	8	A	EB	9	A	LR	9	A
				NB	4	A	LT	4	A
				SB	7	A	TR	7	A

2046 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	11	B	EB	7	A	LTR	7	A
				WB	13	B	LTR	13	B
				NB	18	C	LTR	18	C
				SB	8	A	LTR	8	A
201	Shamrock Road at Hirst Road (1)	15	C	EB	0	A	T	0	A
				SB	15	B	L	12	B
							T	15	C
202	Shamrock Road at Hirst Road (2)	457	F	WB	0	A	L	0	A
							T	0	A
				NB	40	E	L	40	E
				SB	450	F	T	414	F
							R	457	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	27	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	15	C	L	14	B
							T	22	C
							R	23	C
				SB	27	D	L	0	A
							T	0	A
							R	27	D
400	Shamrock Road at Agricola Drive Connector	10	A	EB	7	A	LTR	7	A
				WB	12	B	LTR	12	B
				NB	7	A	LTR	7	A
				SB	5	A	LTR	5	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	29	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	19	C	L	15	C
							T	0	A
							R	28	D
				SB	24	C	L	11	B
							T	0	A
							R	29	D
600	Shamrock Road at Beach Bay Road	68	F	EB	5	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	59	F	L	36	E
							R	68	F
700	Shamrock Road at Northward Road	22	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	11	B	L	10	A
							R	22	C
800	Shamrock Road at Condor Road	21	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	21	C	L	17	C
							T	0	A
							R	21	C
900	Bodden Town Road at Bodden Town Bypass	20	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	12	B	L	11	B
							R	20	C
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	14	B	L	0	A
							R	14	B
1100	Bodden Town Road at Frank Sound Road	1,099	F	EB	0	A	L	0	A
							T	0	A
				WB	7	A	T	0	A
							R	10	B
				SB	969	F	L	957	F
							R	1,099	F
1200	Frank Sound Road at Clifton Hunter High School	30	C	EB	46	D	L	46	D
							R	46	D
				NB	24	C	L	24	C
							T	24	C
				SB	28	C	T	17	B
							R	69	E
1300	Frank Sound Road at North Side Road/Old Robin Road	11	B	WB	9	A	L	9	A
							R	11	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	5	A	EB	4	A	LTR	4	A
				WB	7	A	LTR	7	A
				NB	0	A	LTR	0	A
				SB	6	A	LTR	6	A
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	2	A	EB	0	A	T	0	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	7	A	EB	5	A	L	0	A
							T	5	A
				WB	7	A	L	0	A
							T	7	A
				NB	38	D	L	38	D
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	0	A	EB	0	A	T	0	A
							U	29	D
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	8	A	EB	0	A	T	0	A
				WB	10	A	L	0	A
							T	10	A
				NB	45	D	L	45	D
1600	East-West Arterial at Northward Road (Will T Connector #3)	5	A	EB	0	A	T	0	A
				WB	5	A	L	0	A
							T	5	A
				NB	54	D	L	54	D
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	10	A	EB	0	A	T	0	A
				WB	17	B	L	0	A
							T	18	B
				NB	18	B	L	18	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	0	A
1700	East-West Arterial at Lookout Road / North Access Point #3	11	B	EB	11	B	L	0	A
							T	9	A
							R	36	D
				WB	6	A	L	4	A
							T	6	A
							R	0	A
				NB	44	D	L	44	D
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	1	A	EB	1	A	T	0	A
							U	22	C
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	14	B	EB	1	A	T	1	A
				WB	24	C	L	0	A
							T	24	C
				NB	24	C	L	24	C
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	13	B	EB	1	A	T	1	A
				WB	23	C	L	0	A
							T	23	C
				NB	24	C	L	24	C
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	18	C
				WB	0	A	T	0	A
							U	0	A
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	4	A	EB	1	A	T	1	A
				WB	7	A	L	0	A
							T	7	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	14	B	L	14	B
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	5	A	EB	1	A	T	1	A
				WB	6	A	L	0	A
							T	6	A
				NB	43	D	L	43	D
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	15	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	14	B	L	14	B
2000	Frank Sound Road at East-West Arterial	12	B	EB	11	B	LTR	11	B
				WB	7	A	LTR	7	A
				NB	14	B	LTR	14	B
				SB	11	B	LTR	11	B

2046 LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	14	B	EB	18	C	LTR	18	C
				WB	6	A	LTR	6	A
				NB	9	A	LTR	9	A
				SB	19	C	LTR	19	C
201	Shamrock Road at Hirst Road (1)	35	E	EB	0	A	T	0	A
				SB	34	D	L	14	B
							T	35	E
202	Shamrock Road at Hirst Road (2)	131	F	WB	0	A	L	0	A
							T	0	A
				NB	19	C	L	19	C
				SB	129	F	T	122	F
							R	131	F
203	Shamrock Road at Hirst Road Jughandle	18	C	EB	0	A	T	0	A
				NB	18	C	R	18	C
300	Shamrock Road at Woodland Drive	34	D	EB	1	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	15	C	L	12	B
							T	23	C
							R	25	D
				SB	34	D	L	0	A
							T	32	D
							R	34	D
400	Shamrock Road at Agricola Drive Connector	7	A	EB	6	A	LTR	3	A
				WB	7	A	LTR	7	A
				NB	5	A	LTR	5	A
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	30	D	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	16	C	L	12	B
							T	0	A
							R	30	D
				SB	30	D	L	0	A
							T	0	A
							R	30	D
600	Shamrock Road at Beach Bay Road	52	F	EB	1	A	T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
				NB	47	E	L	33	D
							R	52	F
700	Shamrock Road at Northward Road	24	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	17	C	L	14	B
							R	24	C
800	Shamrock Road at Condor Road	19	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	B	L	10	B
							T	0	A
							R	0	A
				SB	19	C	L	14	B
							T	0	A
							R	19	C
900	Bodden Town Road at Bodden Town Bypass	27	D	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	18	C	L	16	C
							R	27	D
1000	Bodden Town Road at Long Fellow Drive	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	17	C	L	0	A
							R	17	C
1100	Bodden Town Road at Frank Sound Road	721	F	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	10	A
				SB	663	F	L	658	F
							R	721	F
1200	Frank Sound Road at Clifton Hunter High School	26	C	EB	46	D	L	46	D
							R	46	D
				NB	15	B	L	15	B
							T	15	B
				SB	25	C	T	14	B
							R	51	D
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2046 LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	7	A	EB	7	A	LTR	7	A
				WB	6	A	LTR	6	A
				NB	1	A	LTR	1	A
				SB	11	B	LTR	11	B
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	1	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	6	A	EB	7	A	L	0	A
							T	7	A
				WB	5	A	L	0	A
							T	5	A
				NB	32	C	L	32	C
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	1	A	EB	1	A	T	0	A
							U	19	C
				WB	0	A	T	0	A
1550	East-West Arterial at Will T Connector #2	7	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	17	B
				NB	17	B	L	17	B
1600	East-West Arterial at Northward Road (Will T Connector #3)	7	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	17	B
				NB	17	B	L	17	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	3	A	EB	1	A	T	1	A
				WB	3	A	L	0	A
							T	3	A
				NB	49	D	L	49	D
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	0	A
1700	East-West Arterial at Lookout Road / North Access Point #3	24	C	EB	36	D	L	0	A
							T	15	B
							R	112	F
				WB	5	A	L	4	A
							T	5	A
							R	0	A
				NB	34	C	L	34	C
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	3	A	EB	3	A	T	0	A
							U	22	C
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	10	A	EB	2	A	T	2	A
				WB	20	C	L	0	A
							T	20	C
				NB	21	C	L	21	C
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	9	A	EB	2	A	T	2	A
				WB	19	B	L	0	A
							T	20	B
				NB	20	C	L	20	C
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	15	C
				WB	0	A	T	0	A
							U	18	C
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	9	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	20	B
				NB	20	C	L	20	C
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	16	C	L	16	C
2000	Frank Sound Road at East-West Arterial	14	B	EB	16	C	LTR	16	C
				WB	8	A	LTR	8	A
				NB	11	B	LTR	11	B
				SB	13	B	LTR	13	B

Appendix G.2.5

2074 (Low Growth)

LOS Summary Tables

2074 Low Growth LOS Table - Future No-Build AM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	236	F	EB	9	A	LTR	9	A
				WB	223	F	LTR	223	F
				NB	593	F	LTR	593	F
				SB	11	B	LTR	11	B
201	Shamrock Road at Hirst Road (1)	281	F	EB	0	A	T	0	A
				SB	239	F	L	21	C
							T	281	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,046	F	L	1,046	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	894	F	EB	0	A	T	0	A
				NB	894	F	R	894	F
300	Shamrock Road at Woodland Drive	37	E	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	17	C	L	15	B
							T	29	D
							R	32	D
				SB	30	D	L	15	C
							T	0	A
							R	37	E
400	Shamrock Road at Agricola Drive Connector	223	F	EB	359	F	LTR	359	F
				WB	234	F	LTR	234	F
				NB	23	C	LTR	23	C
				SB	109	F	LTR	109	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	371	F	EB	0	A	L	0	A
							T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	103	F	L	58	F
							T	0	A
							R	249	F
				SB	327	F	L	150	F
							T	0	A
							R	371	F
600	Shamrock Road at Beach Bay Road	1,639	F	EB	0	A	T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
				NB	1,536	F	L	1,502	F
							R	1,639	F
700	Shamrock Road at Northward Road	8,163	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	13	B
				SB	8,053	F	L	7,673	F
							R	8,163	F
800	Shamrock Road at Condor Road	583	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	11	B
				NB	17	C	L	17	C
							T	0	A
							R	0	A
				SB	574	F	L	511	F
							T	0	A
							R	583	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	4	A	T	0	A
							R	22	C
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	1,020	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	1,020	F	L	0	A
							R	1,020	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	12	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	551	F	EB	546	F	L	541	F
							R	551	F
				NB	0	A	L	0	A
							T	0	A
				SB	8	A	T	0	A
							R	11	B
1300	Frank Sound Road at North Side Road/Old Robin Road	12	B	WB	9	A	L	9	A
							R	12	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Low Growth LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	36	E	EB	11	B	LR	11	B
				NB	52	F	LT	52	F
				SB	7	A	TR	7	A

2074 Low Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	120	F	EB	30	D	LTR	30	D
				WB	365	F	LTR	365	F
				NB	17	C	LTR	17	C
				SB	29	D	LTR	29	D
201	Shamrock Road at Hirst Road (1)	1,271	F	EB	0	A	T	0	A
				SB	955	F	L	182	F
							T	1,271	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	288	F	L	288	F
				SB	10,000	F	T	10,000	F
							R	0	A
203	Shamrock Road at Hirst Road Jughandle	42	E	EB	0	A	T	0	A
				NB	42	E	R	42	E
300	Shamrock Road at Woodland Drive	42	E	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	20	C	L	13	B
							T	33	D
							R	40	E
				SB	27	D	L	17	C
							T	36	E
							R	42	E
400	Shamrock Road at Agricola Drive Connector	214	F	EB	215	F	LTR	215	F
				WB	121	F	LTR	121	F
				NB	14	B	LTR	14	B
				SB	346	F	LTR	346	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	330	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	12	B
				NB	22	C	L	22	C
							T	0	A
							R	0	A
				SB	330	F	L	0	A
							T	0	A
							R	330	F
600	Shamrock Road at Beach Bay Road	1,201	F	EB	0	A	T	0	A
							R	13	B
				WB	0	A	L	0	A
							T	0	A
				NB	1,144	F	L	1,046	F
							R	1,201	F
700	Shamrock Road at Northward Road	5,405	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	13	B
				SB	5,326	F	L	5,180	F
							R	5,405	F
800	Shamrock Road at Condor Road	150	F	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	12	B
				NB	14	B	L	14	B
							T	0	A
							R	0	A
				SB	81	F	L	74	F
							T	0	A
							R	150	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	23	C	T	0	A
							R	85	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	911	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	911	F	L	0	A
							R	911	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	12	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	274	F	EB	265	F	L	262	F
							R	274	F
				NB	0	A	L	0	A
							T	0	A
				SB	8	A	T	0	A
							R	10	B
1300	Frank Sound Road at North Side Road/Old Robin Road	13	B	WB	11	B	L	10	B
							R	13	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Low Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	18	C	EB	23	C	LR	23	C
				NB	14	B	LT	14	B
				SB	12	B	TR	12	B

2074 Low Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	4	A	EB	4	A	LTR	4	A
				WB	5	A	LTR	5	A
				NB	4	A	LTR	4	A
				SB	4	A	LTR	4	A
201	Shamrock Road at Hirst Road (1)	24	C	EB	0	A	T	0	A
				SB	23	C	L	15	B
							T	24	C
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	253	F	L	253	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	17	C	EB	0	A	T	0	A
				NB	17	C	R	17	C
300	Shamrock Road at Woodland Drive	81	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	37	E	L	28	D
							T	58	F
							R	70	F
				SB	81	F	L	0	A
							T	0	A
							R	81	F
400	Shamrock Road at Agricola Drive Connector	19	C	EB	10	B	LTR	10	B
				WB	26	D	LTR	26	D
				NB	9	A	LTR	9	A
				SB	9	A	LTR	9	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	35	D	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	21	C	L	17	C
							T	0	A
							R	33	D
				SB	28	D	L	12	B
							T	0	A
							R	35	D
600	Shamrock Road at Beach Bay Road	322	F	EB	6	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	297	F	L	280	F
							R	321	F
700	Shamrock Road at Northward Road	24	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	24	C
800	Shamrock Road at Condor Road	22	C	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	10	A	L	10	A
							T	0	A
							R	0	A
				SB	22	C	L	18	C
							T	0	A
							R	22	C
900	Bodden Town Road at Bodden Town Bypass	20	C	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	12	B	L	11	B
							R	20	C
1000	Bodden Town Road at Long Fellow Drive	14	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	13	B	L	0	A
							R	13	B
1100	Bodden Town Road at Frank Sound Road	353	F	EB	384	F	L	384	F
							T	384	F
				WB	346	F	T	346	F
							R	346	F
				SB	355	F	L	355	F
							R	355	F
1200	Frank Sound Road at Clifton Hunter High School	143	F	EB	237	F	L	237	F
							R	237	F
				NB	197	F	L	197	F
							T	197	F
				SB	23	C	T	15	B
							R	61	E
1300	Frank Sound Road at North Side Road/Old Robin Road	9	A	WB	9	A	L	9	A
							R	0	A
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Low Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	9	A	EB	6	A	LTR	3	A
				WB	12	B	LTR	12	B
				NB	1	A	LTR	1	A
				SB	12	B	LTR	12	B
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	3	A	EB	1	A	T	1	A
				WB	4	A	L	0	A
							T	4	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	11	B	EB	7	A	L	0	A
							T	7	A
				WB	10	B	L	0	A
							T	10	B
				NB	53	D	L	53	D
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	4	A	EB	1	A	T	1	A
							U	0	A
				WB	7	A	T	7	A
1550	East-West Arterial at Will T Connector #2	15	B	EB	1	A	T	1	A
				WB	25	C	L	0	A
							T	26	C
				NB	26	C	L	26	C
1600	East-West Arterial at Northward Road (Will T Connector #3)	13	B	EB	1	A	T	1	A
				WB	23	C	L	0	A
							T	23	C
				NB	24	C	L	24	C
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	12	B	EB	1	A	T	1	A
				WB	21	C	L	0	A
							T	22	C
				NB	23	C	L	23	C
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	35	D
1700	East-West Arterial at Lookout Road / North Access Point #3	10	A	EB	8	A	L	0	A
							T	7	A
							R	33	C
				WB	9	A	L	4	A
							T	9	A
							R	0	A
				NB	43	D	L	43	D
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	4	A	EB	4	A	T	0	A
							U	105	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	8	A	EB	1	A	T	1	A
				WB	9	A	L	0	A
							T	9	A
				NB	54	D	L	54	D
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	44	E
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	11	B	EB	1	A	T	1	A
				WB	20	B	L	0	A
							T	20	B
				NB	21	C	L	21	C
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	37	E
				WB	0	A	T	0	A
							U	30	D
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	11	B	EB	1	A	T	1	A
				WB	20	C	L	0	A
							T	21	C
				NB	20	C	L	20	C
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	15	B	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	14	B	L	14	B
2000	Frank Sound Road at East-West Arterial	15	B	EB	15	B	LTR	15	B
				WB	11	B	LTR	11	B
				NB	17	C	LTR	17	C
				SB	12	B	LTR	12	B

2074 Low Growth LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	6	A	EB	8	A	LTR	8	A
				WB	5	A	LTR	5	A
				NB	5	A	LTR	5	A
				SB	6	A	LTR	6	A
201	Shamrock Road at Hirst Road (1)	184	F	EB	0	A	T	0	A
				SB	142	F	L	27	D
							T	184	F
202	Shamrock Road at Hirst Road (2)	2,019	F	WB	0	A	L	0	A
							T	0	A
				NB	53	F	L	53	F
				SB	2,002	F	T	1,944	F
							R	2,019	F
203	Shamrock Road at Hirst Road Jughandle	30	D	EB	0	A	T	0	A
				NB	30	D	R	30	D
300	Shamrock Road at Woodland Drive	230	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	41	E	L	20	C
							T	0	A
							R	83	F
				SB	230	F	L	0	A
							T	211	F
							R	230	F
400	Shamrock Road at Agricola Drive Connector	15	B	EB	14	B	LTR	14	B
				WB	13	B	LTR	13	B
				NB	7	A	LTR	7	A
				SB	22	C	LTR	22	C
500	Shamrock Road at Brightview Drive/Calla Lily Drive	46	E	EB	0	A	L	0	A
							T	0	A
							R	9	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	21	C	L	13	B
							T	0	A
							R	45	E
				SB	46	E	L	0	A
							T	0	A
							R	45	E
600	Shamrock Road at Beach Bay Road	590	F	EB	5	A	T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
				NB	551	F	L	500	F
							R	590	F
700	Shamrock Road at Northward Road	30	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	19	C	L	17	C
							R	30	D
800	Shamrock Road at Condor Road	25	C	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	25	C	L	17	C
							T	0	A
							R	25	C
900	Bodden Town Road at Bodden Town Bypass	29	D	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	8	A
				SB	19	C	L	15	B
							R	29	D
1000	Bodden Town Road at Long Fellow Drive	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	17	C	L	0	A
							R	17	C
1100	Bodden Town Road at Frank Sound Road	364	F	EB	395	F	L	395	F
							T	395	F
				WB	354	F	T	354	F
							R	354	F
				SB	365	F	L	365	F
							R	365	F
1200	Frank Sound Road at Clifton Hunter High School	74	E	EB	97	F	L	97	F
							R	97	F
				NB	76	E	L	76	E
							T	76	E
				SB	65	E	T	51	D
							R	110	F
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	10	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Low Growth LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	10	A	EB	9	A	LTR	9	A
				WB	9	A	LTR	9	A
				NB	4	A	LTR	4	A
				SB	21	C	LTR	21	C
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	2	A	EB	1	A	T	1	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	11	B	EB	12	B	L	0	A
							T	12	B
				WB	6	A	L	0	A
							T	7	A
				NB	43	D	L	43	D
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	3	A	EB	3	A	T	1	A
							U	50	D
				WB	5	A	T	5	A
1550	East-West Arterial at Will T Connector #2	9	A	EB	1	A	T	1	A
				WB	20	B	L	0	A
							T	20	C
				NB	20	C	L	20	C
1600	East-West Arterial at Northward Road (Will T Connector #3)	8	A	EB	1	A	T	1	A
				WB	19	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	8	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	1	A	EB	0	A	T	0	A
				WB	1	A	T	0	A
							U	91	F
1700	East-West Arterial at Lookout Road / North Access Point #3	11	B	EB	13	B	L	0	A
							T	10	A
							R	45	D
				WB	7	A	L	4	A
							T	7	A
							R	0	A
				NB	35	D	L	35	D
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	3	A	EB	3	A	T	0	A
							U	56	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	8	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	19	B
				NB	19	B	L	19	B
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	5	A	EB	5	A	T	0	A
							U	65	F
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	8	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	18	B
				NB	18	B	L	18	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	28	D
				WB	0	A	T	0	A
							U	41	E
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	1	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	8	A	EB	1	A	T	1	A
				WB	16	B	L	0	A
							T	18	B
				NB	19	B	L	19	B
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	16	C	L	16	C
2000	Frank Sound Road at East-West Arterial	36	E	EB	17	C	LTR	17	C
				WB	16	C	LTR	16	C
				NB	14	B	LTR	14	B
				SB	94	F	LTR	94	F

Appendix G.2.6

2074 (Medium Growth)

LOS Summary Tables

2074 Medium Growth LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	247	F	EB	290	F	LTR	290	F
				WB	283	F	LTR	283	F
				NB	87	F	LTR	87	F
				SB	85	F	LTR	85	F
201	Shamrock Road at Hirst Road (1)	12	B	EB	0	A	T	0	A
				SB	93	F	L	17	C
							T	125	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	7,851	F	L	7,851	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	19	C	EB	0	A	T	0	A
				NB	19	C	R	19	C
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	15	B
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	140	F	L	118	F
							T	223	F
							R	274	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	413	F	EB	200	F	LTR	200	F
				WB	515	F	LTR	515	F
				NB	60	F	LTR	60	F
				SB	276	F	LTR	276	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	20	C
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	4,968	F	L	3,823	F
							T	0	A
							R	8,630	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	26	D
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	19	C
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	1,061	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	13	B
				NB	20	C	L	20	C
							T	0	A
							R	0	A
				SB	983	F	L	836	F
							T	0	A
							R	1,061	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	17	C	T	0	A
							R	74	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	2,157	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	2,157	F	L	0	A
							R	2,157	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	13	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	591	F	EB	583	F	L	581	F
							R	591	F
				NB	0	A	L	0	A
							T	0	A
				SB	7	A	T	0	A
							R	12	B
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	10	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Medium Growth LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	24	C	EB	22	C	LR	22	C
				NB	27	D	LT	27	D
				SB	11	B	TR	11	B

2074 Medium Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	28	D	EB	16	C	LTR	16	C
				WB	15	C	LTR	15	C
				NB	8	A	LTR	8	A
				SB	73	F	LTR	73	F
201	Shamrock Road at Hirst Road (1)	9,291	F	EB	0	A	T	0	A
				SB	7,911	F	L	6,386	F
							T	9,291	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,956	F	L	1,956	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	2,065	F	EB	0	A	T	0	A
				NB	2,065	F	R	2,065	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	14	B
				WB	0	A	L	0	A
							T	0	A
							R	24	C
				NB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	545	F	EB	483	F	LTR	483	F
				WB	199	F	LTR	199	F
				NB	19	C	LTR	19	C
				SB	1,646	F	LTR	1,646	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	6	A
				WB	0	A	L	0	A
							T	0	A
							R	26	D
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	0	A
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	0	A	T	0	A
							R	17	C
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1	A	T	0	A
							R	31	D
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	16	C
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	48	E	T	0	A
							R	193	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	2,057	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	2,057	F	L	0	A
							R	2,057	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	12	B
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	838	F	EB	828	F	L	825	F
							R	838	F
				NB	0	A	L	0	A
							T	0	A
				SB	8	A	T	0	A
							R	13	B
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	15	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Medium Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	7	A	EB	7	A	LR	7	A
				NB	5	A	LT	5	A
				SB	8	A	TR	8	A

2074 Medium Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	19	C	EB	32	D	LTR	32	D
				WB	20	C	LTR	20	C
				NB	10	B	LTR	10	B
				SB	9	A	LTR	9	A
201	Shamrock Road at Hirst Road (1)	212	F	EB	0	A	T	0	A
				SB	206	F	L	11	B
							T	212	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	1,848	F	L	1,848	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	13	B	EB	0	A	T	0	A
				NB	13	B	R	13	B
300	Shamrock Road at Woodland Drive	269	F	EB	0	A	L	0	A
							T	0	A
							R	12	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	46	E	L	39	E
							T	0	A
							R	65	F
				SB	269	F	L	0	A
							T	0	A
							R	269	F
400	Shamrock Road at Agricola Drive Connector	62	F	EB	5	A	LTR	5	A
				WB	91	F	LTR	91	F
				NB	13	B	LTR	13	B
				SB	8	A	LTR	8	A
500	Shamrock Road at Brightview Drive/Calla Lily Drive	57	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	29	D	L	21	C
							T	0	A
							R	52	F
				SB	47	E	L	17	C
							T	0	A
							R	57	F
600	Shamrock Road at Beach Bay Road	470	F	EB	7	A	T	0	A
							R	17	C
				WB	0	A	L	0	A
							T	0	A
				NB	405	F	L	349	F
							R	470	F
700	Shamrock Road at Northward Road	33	D	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	8	A
				SB	16	C	L	11	B
							R	33	D
800	Shamrock Road at Condor Road	36	E	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	12	B	L	11	B
							T	17	C
							R	0	A
				SB	36	E	L	30	D
							T	0	A
							R	36	E
900	Bodden Town Road at Bodden Town Bypass	22	C	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	8	A
				SB	13	B	L	11	B
							R	22	C
1000	Bodden Town Road at Long Fellow Drive	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	17	C	L	0	A
							R	17	C
1100	Bodden Town Road at Frank Sound Road	324	F	EB	359	F	L	359	F
							T	359	F
				WB	317	F	T	317	F
							R	317	F
				SB	324	F	L	324	F
							R	324	F
1200	Frank Sound Road at Clifton Hunter High School	149	F	EB	166	F	L	166	F
							R	166	F
				NB	155	F	L	155	F
							T	155	F
				SB	138	F	T	128	F
							R	179	F
1300	Frank Sound Road at North Side Road/Old Robin Road	14	B	WB	11	B	L	11	B
							R	14	B
				NB	2	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Medium Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	12	B	EB	8	A	LTR	8	A
				WB	18	C	LTR	18	C
				NB	4	A	LTR	4	A
				SB	19	C	LTR	19	C
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	2	A	EB	1	A	T	1	A
				WB	4	A	L	0	A
							T	4	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	24	C	EB	22	C	L	0	A
							T	22	C
				WB	26	C	L	0	A
							T	26	C
				NB	27	C	L	27	C
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	4	A	EB	1	A	T	1	A
							U	0	A
				WB	6	A	T	6	A
1550	East-West Arterial at Will T Connector #2	13	B	EB	1	A	T	1	A
				WB	24	C	L	0	A
							T	24	C
				NB	24	C	L	24	C
1600	East-West Arterial at Northward Road (Will T Connector #3)	11	B	EB	1	A	T	1	A
				WB	21	C	L	0	A
							T	21	C
				NB	22	C	L	22	C
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	10	A	EB	1	A	T	1	A
				WB	19	B	L	0	A
							T	21	C
				NB	21	C	L	21	C
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	0	A	EB	0	A	T	0	A
				WB	0	A	T	0	A
							U	51	F
1700	East-West Arterial at Lookout Road / North Access Point #3	9	A	EB	9	A	L	0	A
							T	8	A
							R	34	C
				WB	8	A	L	4	A
							T	8	A
							R	0	A
				NB	35	D	L	35	D
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	3	A	EB	3	A	T	0	A
							U	73	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	10	B	EB	1	A	T	1	A
				WB	20	B	L	0	A
							T	20	C
				NB	21	C	L	21	C
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	52	F
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	10	B	EB	1	A	T	1	A
				WB	20	C	L	0	A
							T	20	C
				NB	20	C	L	20	C
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	0	A	EB	0	A	T	0	A
							U	35	E
				WB	0	A	T	0	A
							U	41	E
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	3	A	L	0	A
							T	3	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	8	A	EB	1	A	T	1	A
				WB	12	B	L	0	A
							T	12	B
				NB	44	D	L	44	D
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	16	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	16	C	L	16	C
2000	Frank Sound Road at East-West Arterial	14	B	EB	11	B	LTR	11	B
				WB	14	B	LTR	14	B
				NB	10	A	LTR	10	A
				SB	32	D	LTR	32	D

2074 Medium Growth LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	38	E	EB	22	C	LTR	22	C
				WB	20	C	LTR	20	C
				NB	30	D	LTR	30	D
				SB	58	F	LTR	58	F
201	Shamrock Road at Hirst Road (1)	808	F	EB	0	A	T	0	A
				SB	704	F	L	25	D
							T	808	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	162	F	L	162	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	52	F	EB	0	A	T	0	A
				NB	52	F	R	52	F
300	Shamrock Road at Woodland Drive	180	F	EB	0	A	L	0	A
							T	0	A
							R	10	B
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	31	D	L	19	C
							T	0	A
							R	64	F
				SB	174	F	L	132	F
							T	0	A
							R	180	F
400	Shamrock Road at Agricola Drive Connector	15	C	EB	10	A	LTR	10	A
				WB	16	C	LTR	16	C
				NB	8	A	LTR	8	A
				SB	23	C	LTR	23	C
500	Shamrock Road at Brightview Drive/Calla Lily Drive	56	F	EB	0	A	L	0	A
							T	0	A
							R	10	A
				WB	0	A	L	0	A
							T	0	A
							R	9	A
				NB	21	C	L	15	B
							T	0	A
							R	54	F
				SB	56	F	L	0	A
							T	0	A
							R	56	F
600	Shamrock Road at Beach Bay Road	215	F	EB	2	A	T	0	A
							R	11	B
				WB	0	A	L	0	A
							T	0	A
				NB	198	F	L	166	F
							R	215	F
700	Shamrock Road at Northward Road	40	E	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	9	A
				SB	26	D	L	19	C
							R	40	E
800	Shamrock Road at Condor Road	31	D	EB	0	A	L	0	A
							T	0	A
							R	8	A
				WB	0	A	L	0	A
							T	0	A
							R	8	A
				NB	11	B	L	11	B
							T	0	A
							R	0	A
				SB	31	D	L	24	C
							T	0	A
							R	31	D
900	Bodden Town Road at Bodden Town Bypass	40	E	EB	0	A	L	0	A
							T	0	A
				WB	3	A	T	0	A
							R	9	A
				SB	27	D	L	19	C
							R	40	E
1000	Bodden Town Road at Long Fellow Drive	18	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	0	A
				SB	18	C	L	0	A
							R	18	C
1100	Bodden Town Road at Frank Sound Road	334	F	EB	296	F	L	296	F
							T	296	F
				WB	342	F	T	342	F
							R	342	F
				SB	335	F	L	335	F
							R	335	F
1200	Frank Sound Road at Clifton Hunter High School	147	F	EB	204	F	L	204	F
							R	204	F
				NB	201	F	L	201	F
							T	201	F
				SB	78	E	T	30	C
							R	199	F
1300	Frank Sound Road at North Side Road/Old Robin Road	16	C	WB	12	B	L	11	B
							R	16	C
				NB	1	A	T	0	A
							R	8	A
				SB	0	A	L	0	A
							T	0	A

2074 Medium Growth LOS Table - Proposed Project PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	12	B	EB	10	B	LTR	10	B
				WB	14	B	LTR	14	B
				NB	4	A	LTR	4	A
				SB	34	D	LTR	34	D
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	2	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	19	B	EB	25	C	L	0	A
							T	25	C
				WB	11	B	L	0	A
							T	12	B
				NB	26	C	L	26	C
				SB	0	A	L	0	A
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	4	A	EB	3	A	T	1	A
							U	55	D
				WB	5	A	T	5	A
1550	East-West Arterial at Will T Connector #2	9	A	EB	1	A	T	1	A
				WB	19	B	L	0	A
							T	19	B
				NB	20	C	L	20	C
1600	East-West Arterial at Northward Road (Will T Connector #3)	8	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	19	B
				NB	20	C	L	20	C
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	8	A	EB	1	A	T	1	A
				WB	16	B	L	0	A
							T	18	B
				NB	22	C	L	22	C
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	1	A	EB	0	A	T	0	A
				WB	1	A	T	0	A
							U	103	F
1700	East-West Arterial at Lookout Road / North Access Point #3	11	B	EB	13	B	L	0	A
							T	10	A
							R	45	D
				WB	7	A	L	4	A
							T	7	A
							R	0	A
				NB	36	D	L	36	D
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	6	A	EB	6	A	T	0	A
							U	97	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	8	A	EB	1	A	T	1	A
				WB	17	B	L	0	A
							T	17	B
				NB	21	C	L	21	C
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	33	D
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	8	A	EB	1	A	T	1	A
				WB	18	B	L	0	A
							T	18	B
				NB	20	B	L	20	B
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1	A	EB	1	A	T	0	A
							U	35	E
				WB	0	A	T	0	A
							U	50	F
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	2	A	EB	1	A	T	1	A
				WB	2	A	L	0	A
							T	2	A
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	6	A	EB	1	A	T	1	A
				WB	10	B	L	0	A
							T	12	B
				NB	36	D	L	36	D
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	17	C	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	17	C	L	17	C
2000	Frank Sound Road at East-West Arterial	15	C	EB	15	B	LTR	15	B
				WB	12	B	LTR	12	B
				NB	14	B	LTR	14	B
				SB	21	C	LTR	21	C

Appendix G.2.7

2074 (High Growth)

LOS Summary Tables

2074 High Growth LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	11,623	F	EB	583	F	LTR	583	F
				WB	14,107	F	LTR	14,107	F
				NB	14,254	F	LTR	14,254	F
				SB	34,812	F	LTR	34,812	F
201	Shamrock Road at Hirst Road (1)	10,000	F	EB	0	A	T	0	A
				SB	9,282	F	L	4,370	F
							T	10,000	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	10,000	F	EB	0	A	T	0	A
				NB	10,000	F	R	10,000	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	15	C
				WB	13	B	L	0	A
							T	0	A
							R	60	F
				NB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	1,751	F	EB	1,098	F	LTR	1,098	F
				WB	1,218	F	LTR	1,218	F
				NB	16,384	F	LTR	16,384	F
				SB	1,042	F	LTR	1,042	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	80	F
				WB	0	A	L	0	A
							T	0	A
							R	63	F
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	56	F	T	0	A
							R	2,284	F
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	8	A	T	0	A
							R	414	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	3	A	L	0	A
							T	0	A
							R	136	F
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	308	F	T	0	A
							R	3,052	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	19	C	T	0	A
							R	580	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	61	F	T	0	A
							R	310	F
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	10,000	F	EB	10,000	F	L	10,000	F
							R	10,000	F
				NB	0	A	L	0	A
							T	0	A
				SB	374	F	T	0	A
							R	578	F
1300	Frank Sound Road at North Side Road/Old Robin Road	10,000	F	WB	10,000	F	L	10,000	F
							R	10,000	F
				NB	52	F	T	0	A
							R	76	F
				SB	0	A	L	0	A
							T	0	A

2074 High Growth LOS Table - Future No-Build AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	676	F	EB	701	F	LR	701	F
				NB	634	F	LT	634	F
				SB	1,026	F	TR	1,026	F

2074 High Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	1,273	F	EB	453	F	LTR	453	F
				WB	2,044	F	LTR	2,044	F
				NB	2,483	F	LTR	2,483	F
				SB	317	F	LTR	317	F
201	Shamrock Road at Hirst Road (1)	10,000	F	EB	0	A	T	0	A
				SB	9,198	F	L	4,871	F
							T	10,000	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	9,687	F	L	9,687	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	10,000	F	EB	0	A	T	0	A
				NB	10,000	F	R	10,000	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	11	B
				WB	7	A	L	0	A
							T	0	A
							R	32	D
				NB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	10,000	F
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	1,923	F	EB	4,299	F	LTR	4,299	F
				WB	922	F	LTR	922	F
				NB	2,669	F	LTR	2,669	F
				SB	2,233	F	LTR	2,233	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	1	A	L	0	A
							T	0	A
							R	94	F
				WB	0	A	L	0	A
							T	0	A
							R	43	E
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	7	A	T	0	A
							R	358	F
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	5	A	T	0	A
							R	216	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	24	C
				WB	0	A	L	0	A
							T	0	A
							R	49	E
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	670	F	T	0	A
							R	4,404	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	315	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1100	Bodden Town Road at Frank Sound Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	33	D	T	0	A
							R	248	F
				SB	10,000	F	L	0	A
							R	10,000	F
1200	Frank Sound Road at Clifton Hunter High School	10,000	F	EB	10,000	F	L	10,000	F
							R	10,000	F
				NB	0	A	L	0	A
							T	0	A
				SB	672	F	T	0	A
							R	1,646	F
1300	Frank Sound Road at North Side Road/Old Robin Road	10,000	F	WB	10,000	F	L	10,000	F
							R	10,000	F
				NB	10	B	T	0	A
							R	21	C
				SB	0	A	L	0	A
							T	0	A

2074 High Growth LOS Table - Future No-Build PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	594	F	EB	475	F	LR	475	F
				NB	617	F	LT	617	F
				SB	1,231	F	TR	1,231	F

2074 High Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	449	F	EB	253	F	LTR	253	F
				WB	136	F	LTR	136	F
				NB	26	D	LTR	26	D
				SB	1,171	F	LTR	1,171	F
201	Shamrock Road at Hirst Road (1)	10,000	F	EB	0	A	T	0	A
				SB	10,000	F	L	10,000	F
							T	10,000	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
				SB	10,000	F	T	10,000	F
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	10,000	F	EB	0	A	T	0	A
				NB	10,000	F	R	10,000	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	4	A	L	0	A
							T	0	A
							R	3,189	F
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	8,150	F	EB	1,200	F	LTR	1,200	F
				WB	6,814	F	LTR	6,814	F
				NB	18,866	F	LTR	18,866	F
				SB	32,541	F	LTR	32,541	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	292	F
				WB	0	A	L	0	A
							T	0	A
							R	129	F
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	2,205	F	T	0	A
							R	10,000	F
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	6	A	T	0	A
							R	368	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	0	A
				WB	4	A	L	0	A
							T	0	A
							R	65	F
				NB	10,000	F	L	10,000	F
							T	10,000	F
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	2	A	T	0	A
							R	42	E
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
							R	14	B
				SB	10,000	F	L	10,000	F
							R	10,000	F
1100	Bodden Town Road at Frank Sound Road	2,418	F	EB	2,363	F	L	2,363	F
							T	2,363	F
				WB	2,413	F	T	2,413	F
							R	2,413	F
				SB	2,456	F	L	2,456	F
							R	2,456	F
1200	Frank Sound Road at Clifton Hunter High School	907	F	EB	1,047	F	L	1,047	F
							R	1,047	F
				NB	1,045	F	L	1,045	F
							T	1,045	F
				SB	711	F	T	605	F
							R	1,040	F
1300	Frank Sound Road at North Side Road/Old Robin Road	10,000	F	WB	10,000	F	L	10,000	F
							R	10,000	F
				NB	110	F	T	0	A
							R	186	F
				SB	0	A	L	0	A
							T	0	A

2074 High Growth LOS Table - Proposed Project AM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	3,431	F	EB	546	F	LTR	546	F
				WB	1,643	F	LTR	1,643	F
				NB	6,790	F	LTR	6,790	F
				SB	23,714	F	LTR	23,714	F
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	251	F	EB	163	F	T	163	F
				WB	324	F	L	0	A
							T	339	F
				NB	0	A	L	0	A
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	436	F	EB	376	F	L	0	A
							T	376	F
				WB	515	F	L	0	A
							T	515	F
				NB	55	E	L	55	E
				SB	176	F	L	176	F
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	299	F	EB	193	F	T	191	F
							U	249	F
				WB	399	F	T	399	F
1550	East-West Arterial at Will T Connector #2	255	F	EB	177	F	T	177	F
				WB	328	F	L	0	A
							T	329	F
				NB	256	F	L	256	F
1600	East-West Arterial at Northward Road (Will T Connector #3)	233	F	EB	177	F	T	177	F
				WB	287	F	L	0	A
							T	289	F
				NB	129	F	L	129	F
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	231	F	EB	177	F	T	177	F
				WB	282	F	L	0	A
							T	287	F
				NB	115	F	L	115	F
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	81	F	EB	0	A	T	0	A
				WB	81	F	T	0	A
							U	10,000	F
1700	East-West Arterial at Lookout Road / North Access Point #3	346	F	EB	325	F	L	0	A
							T	324	F
							R	333	F
				WB	360	F	L	6	A
							T	388	F
							R	0	A
				NB	410	F	L	410	F
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	48	E	EB	48	E	T	0	A
							U	10,000	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	249	F	EB	122	F	T	122	F
				WB	346	F	L	1	A
							T	374	F
				NB	382	F	L	382	F
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	120	F	EB	120	F	T	0	A
							U	10,000	F
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	185	F	EB	114	F	T	114	F
				WB	249	F	L	0	A
							T	249	F
				NB	126	F	L	126	F
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	12	B	EB	12	B	T	0	A
							U	10,000	F
				WB	12	B	T	0	A
							U	7,291	F
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	186	F	EB	115	F	T	115	F
				WB	250	F	L	0	A
							T	250	F
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	258	F	EB	115	F	T	115	F
				WB	337	F	L	386	F
							T	303	F
				NB	374	F	L	380	F
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	142	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	142	F	L	142	F
2000	Frank Sound Road at East-West Arterial	22,054	F	EB	591	F	LTR	591	F
				WB	110,039	F	LTR	110,039	F
				NB	33,966	F	LTR	33,966	F
				SB	24,801	F	LTR	24,801	F

2074 High Growth LOS Table - Proposed Project PM

#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
100	East-West Arterial at Hirst Road	385	F	EB	794	F	LTR	794	F
				WB	13	B	LTR	13	B
				NB	43	E	LTR	43	E
				SB	311	F	LTR	311	F
201	Shamrock Road at Hirst Road (1)	10,000	F	EB	0	A	T	0	A
				SB	10,000	F	L	10,000	F
							T	10,000	F
202	Shamrock Road at Hirst Road (2)	10,000	F	WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
				SB	10,000	F	T	0	A
							R	10,000	F
203	Shamrock Road at Hirst Road Jughandle	10,000	F	EB	0	A	T	0	A
				NB	10,000	F	R	10,000	F
300	Shamrock Road at Woodland Drive	10,000	F	EB	1	A	L	0	A
							T	0	A
							R	146	F
				WB	0	A	L	0	A
							T	0	A
							R	0	A
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	0	A
							T	0	A
							R	10,000	F
400	Shamrock Road at Agricola Drive Connector	6,718	F	EB	1,428	F	LTR	1,428	F
				WB	1,759	F	LTR	1,759	F
				NB	651	F	LTR	651	F
				SB	52,604	F	LTR	52,604	F
500	Shamrock Road at Brightview Drive/Calla Lily Drive	10,000	F	EB	1	A	L	0	A
							T	0	A
							R	93	F
				WB	3	A	L	0	A
							T	0	A
							R	469	F
				NB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
600	Shamrock Road at Beach Bay Road	10,000	F	EB	103	F	T	0	A
							R	1,953	F
				WB	0	A	L	0	A
							T	0	A
				NB	10,000	F	L	10,000	F
							R	10,000	F
700	Shamrock Road at Northward Road	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	1,130	F	T	0	A
							R	9,650	F
				SB	10,000	F	L	10,000	F
							R	0	A
800	Shamrock Road at Condor Road	10,000	F	EB	0	A	L	0	A
							T	0	A
							R	18	C
				WB	162	F	L	0	A
							T	0	A
							R	2,165	F
				NB	10,000	F	L	10,000	F
							T	0	A
							R	0	A
				SB	10,000	F	L	10,000	F
							T	0	A
							R	10,000	F
900	Bodden Town Road at Bodden Town Bypass	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	54	F	T	0	A
							R	1,622	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1000	Bodden Town Road at Long Fellow Drive	10,000	F	EB	0	A	L	0	A
							T	0	A
				WB	77	F	T	0	A
							R	1,460	F
				SB	10,000	F	L	10,000	F
							R	10,000	F
1100	Bodden Town Road at Frank Sound Road	1,806	F	EB	1,817	F	L	1,817	F
							T	1,817	F
				WB	1,774	F	T	1,774	F
							R	1,774	F
				SB	1,819	F	L	1,819	F
							R	1,819	F
1200	Frank Sound Road at Clifton Hunter High School	699	F	EB	855	F	L	855	F
							R	855	F
				NB	856	F	L	856	F
							T	856	F
				SB	446	F	T	119	F
							R	119	F
1300	Frank Sound Road at North Side Road/Old Robin Road	10,000	F	WB	10,000	F	L	10,000	F
							R	10,000	F
				NB	256	F	T	0	A
							R	438	F
				SB	0	A	L	0	A
							T	0	A

2074 High Growth LOS Table - Proposed Project PM									
#	Intersection	Overall Delay	LOS	Approach	Delay	LOS	Movement	Delay	LOS
1400	East-West Arterial at Agricola Drive Connector	516	F	EB	338	F	LTR	338	F
				WB	628	F	LTR	628	F
				NB	2,813	F	LTR	2,813	F
				SB	280	F	LTR	280	F
1410	East-West Arterial at North Access Point #1 (east of Agricola Drive Connector)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1420	East-West Arterial at South Access Point #1 (east of Agricola Drive Connector)	221	F	EB	75	E	T	75	E
				WB	325	F	L	0	A
							T	346	F
				NB	352	F	L	352	F
1500	East-West Arterial at Will T Connector #1 / North Access Point #2	480	F	EB	257	F	L	0	A
							T	257	F
				WB	347	F	L	0	A
							T	363	F
				NB	606	F	L	606	F
				SB	1,711	F	L	1,711	F
1510	East-West Arterial at U-Turn #1 (between Will Connector # 1 and #2)	392	F	EB	552	F	T	118	F
							U	2,508	F
				WB	178	F	T	178	F
1550	East-West Arterial at Will T Connector #2	111	F	EB	106	F	T	106	F
				WB	116	F	L	0	A
							T	118	F
				NB	61	E	L	61	E
1600	East-West Arterial at Northward Road (Will T Connector #3)	113	F	EB	106	F	T	106	F
				WB	120	F	L	0	A
							T	121	F
				NB	71	E	L	71	E
1610	East-West Arterial at South Access Point #2 (east of Northward Road)	114	F	EB	106	F	T	106	F
				WB	122	F	L	0	A
							T	124	F
				NB	118	F	L	118	F
1620	East-West Arterial at U-Turn #2 (west of Lookout Road)	1,214	F	EB	0	A	T	0	A
				WB	1,214	F	T	0	A
							U	10,000	F
1700	East-West Arterial at Lookout Road / North Access Point #3	291	F	EB	320	F	L	0	A
							T	332	F
							R	182	F
				WB	246	F	L	5	A
							T	260	F
							R	0	A
				NB	406	F	L	406	F
				SB	0	A	L	0	A
1710	East-West Arterial at U-Turn #3 (east of Lookout Road)	31	D	EB	31	D	T	0	A
							U	9,027	F
				WB	0	A	T	0	A
1720	East-West Arterial at South Access Point #3 (east of Lookout Road)	225	F	EB	127	F	T	127	F
				WB	314	F	L	0	A
							T	336	F
				NB	345	F	L	345	F
1730	East-West Arterial at North Access Point #4 (near Meagre Bay Pond)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1740	East-West Arterial at U-Turn #4 (near Meagre Bay Pond)	76	F	EB	76	F	T	0	A
							U	5,507	F
				WB	0	A	T	0	A
1800	East-West Arterial at Long Fellow Drive (near Meagre Bay Pond)	91	F	EB	120	F	T	120	F
				WB	54	D	L	0	A
							T	55	D
				NB	58	E	L	58	E
1810	East-West Arterial at U-Turn #5 (near Meagre Bay Pond)	1,697	F	EB	12	B	T	0	A
							U	2,375	F
				WB	1,697	F	T	0	A
							U	10,000	F
1820	East-West Arterial at North Access Point #5 (near Bodden Town District Line)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1830	East-West Arterial at South Access Point #4 (near Bodden Town District Line)	179	F	EB	206	F	T	206	F
				WB	145	F	L	0	A
							T	145	F
				NB	0	A	L	0	A
1840	East-West Arterial at U-Turn #6 (near Bodden Town District Line)	0	A	EB	0	A	T	0	A
							U	0	A
				WB	0	A	T	0	A
1850	East-West Arterial at North Access Point #6 (near Mastic Trail)	0	A	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	0	A	L	0	A
1900	East-West Arterial at Stepping Stone Drive (near Mastic Trail)	324	F	EB	204	F	T	204	F
				WB	379	F	L	1	A
							T	531	F
				NB	527	F	L	527	F
1910	East-West Arterial at North Access Point #7 (east of Mastic Trail)	184	F	EB	0	A	L	0	A
							T	0	A
				WB	0	A	T	0	A
				SB	184	F	L	184	F
2000	Frank Sound Road at East-West Arterial	1,613	F	EB	2,222	F	LTR	2,222	F
				WB	1,604	F	LTR	1,604	F
				NB	824	F	LTR	824	F
				SB	788	F	LTR	788	F

Appendix G.3 – Average Daily Traffic (ADT) Volume Maps

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

Frank Sound Rd

Sea View Rd

Bodden Town Rd

Hirst Rd

Shamrock Rd

Beach Bay Rd

1,980

4,310

4,660

5,920

5,960

5,920

4,410

8,980

11,950

1,760

2,680

2,940

20,880

22,320

21,960

21,350

19,790

17,010

16,790

13,173

11,240

19,240

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

Average Daily Traffic (ADT) Counts 2021 Existing

- Study Area Road
- Primary Roads
- Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,100

4,660

5,160

6,520

8,440

Frank Sound Rd

8,380

4,770

Sea View Rd

11,820

Bodden Town Rd

1,960

14,860

5,420

5,950

22,530

11,280

22,820

10,100

9,050

15,820

26,520

15,090

15,520

21,300

20,690

14,790

Hirst Rd

Shamrock Rd

Beach Bay Rd

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

Average Daily Traffic (ADT) Counts 2026 No-Build

- Study Area Road
- Primary Roads
- Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

RUM POINT DR

NORTH SIDE RD

OLD ROBIN RD

FRANK SOUND RD

SEA VIEW RD

BODDEN TOWN RD

HIRST RD

BEACH BAY RD

2,140

4,840

5,430

6,860

13,200

12,670

5,300

4,640

4,820

2,260

3,180

13,650

13,850

18,650

17,950

17,770

1,650

2,390

18,730

26,610

19,580

8,930

11,500

10,180

8,420

4,610

8,990

14,080

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

Average Daily Traffic (ADT) Counts 2026 Proposed Project

Primary Roads

Local Roads

Study Area Roads

ADT Count

N

Miles

0 0.25 0.5 1

Rum Point Dr

North Side Rd

Old Robin Rd

2,080

5,100

5,120

6,510

10,490

10,480

Frank Sound Rd

13,310

Sea View Rd

22,060

Bodden Town Rd

25,220

1,920

5,800

6,790

34,170

34,280

31,130

24,110

Beach Bay Rd

13,320

36,480

23,750

23,400

12,570

26,230

Shamrock Rd

30,080

13,190

Hirst Rd

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

Average Daily Traffic (ADT) Counts 2036 No-Build

Study Area Road

Primary Roads

Local Roads

ADT Count

N

Miles

0 0.25 0.5 1

RUM POINT DR

NORTH SIDE RD

OLD ROBIN RD

FRANK SOUND RD

HIRST RD

BEACH BAY RD

BODDEN TOWN RD

SEA VIEW RD

2,290

5,220

6,050

7,530

19,200

18,860

13,990

10,600

13,180

19,400

19,820

23,910

23,530

23,930

29,660

37,200

23,320

1,940

3,790

7,240

6,210

5,050

16,740

14,760

11,360

13,650

7,400

11,860

20,840

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

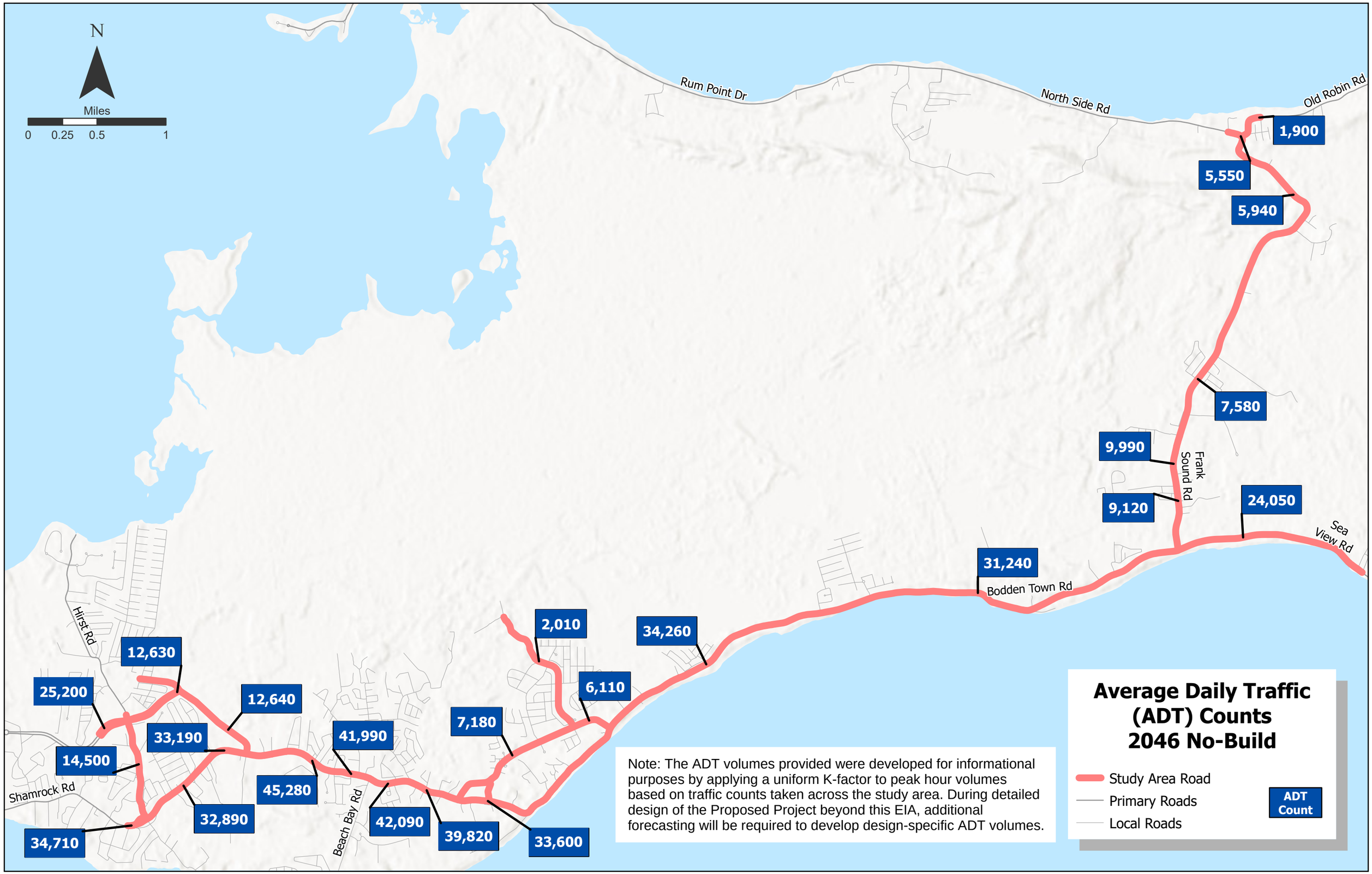
Average Daily Traffic (ADT) Counts 2036 Proposed Project

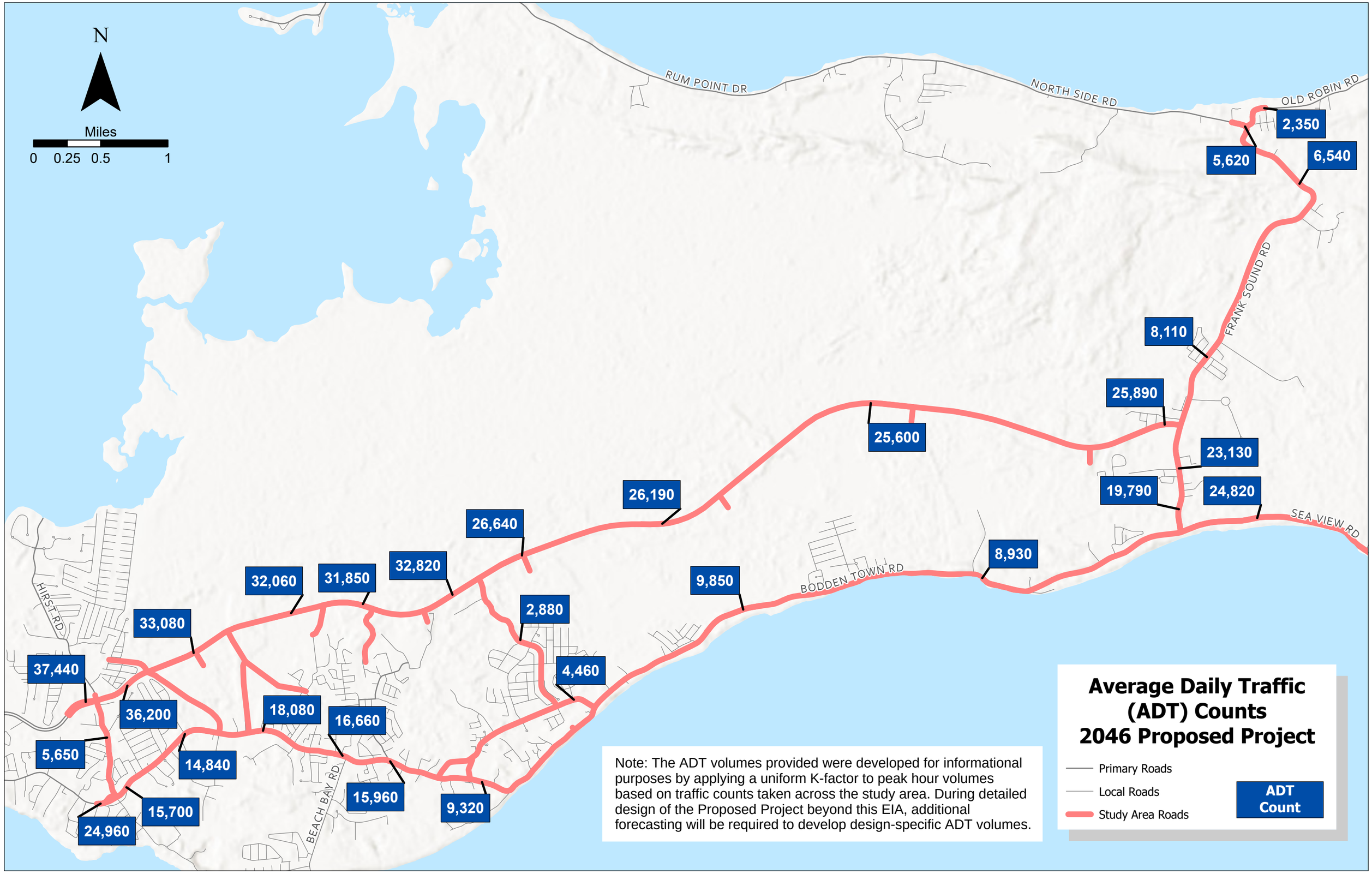
Primary Roads

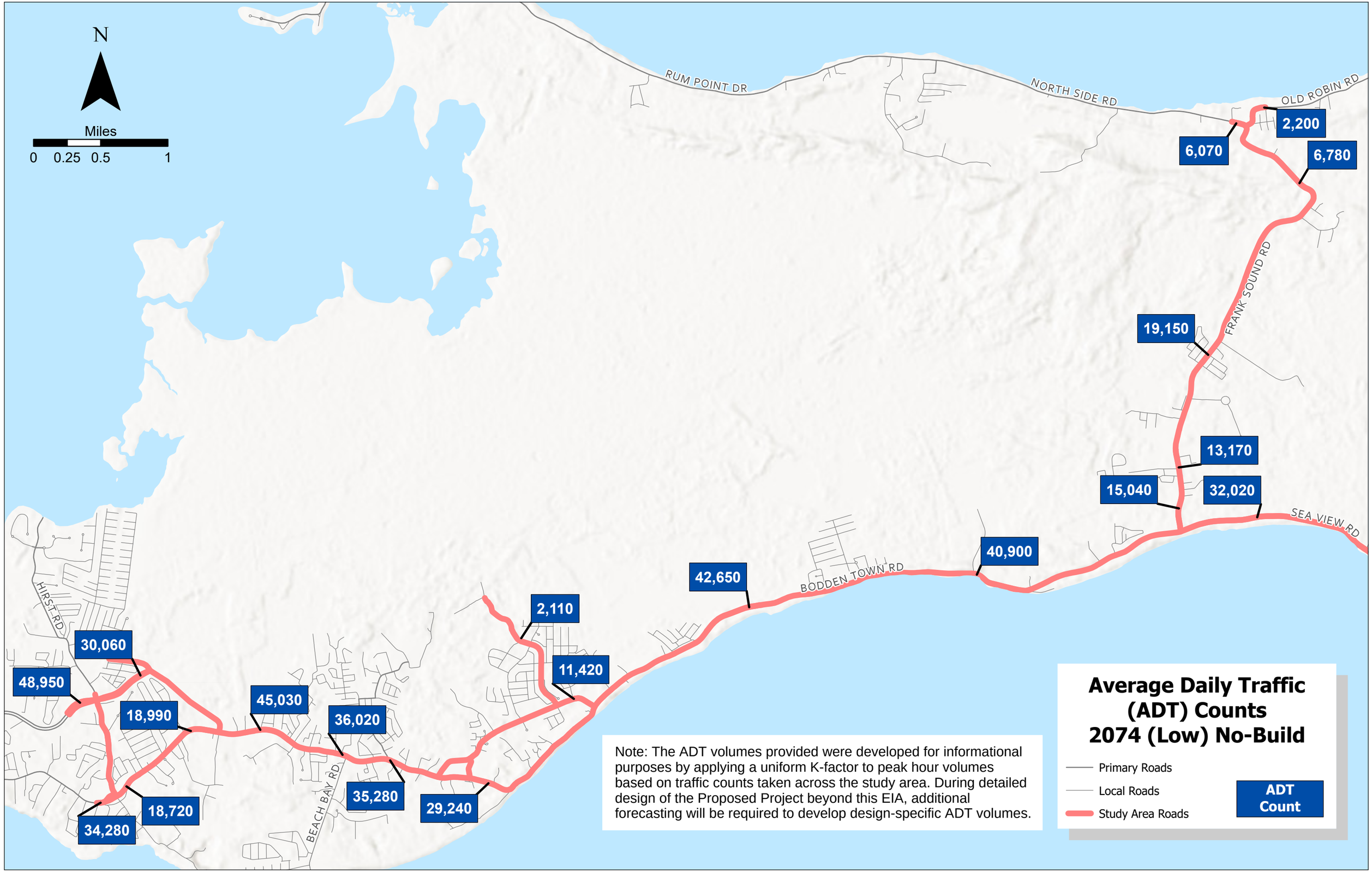
Local Roads

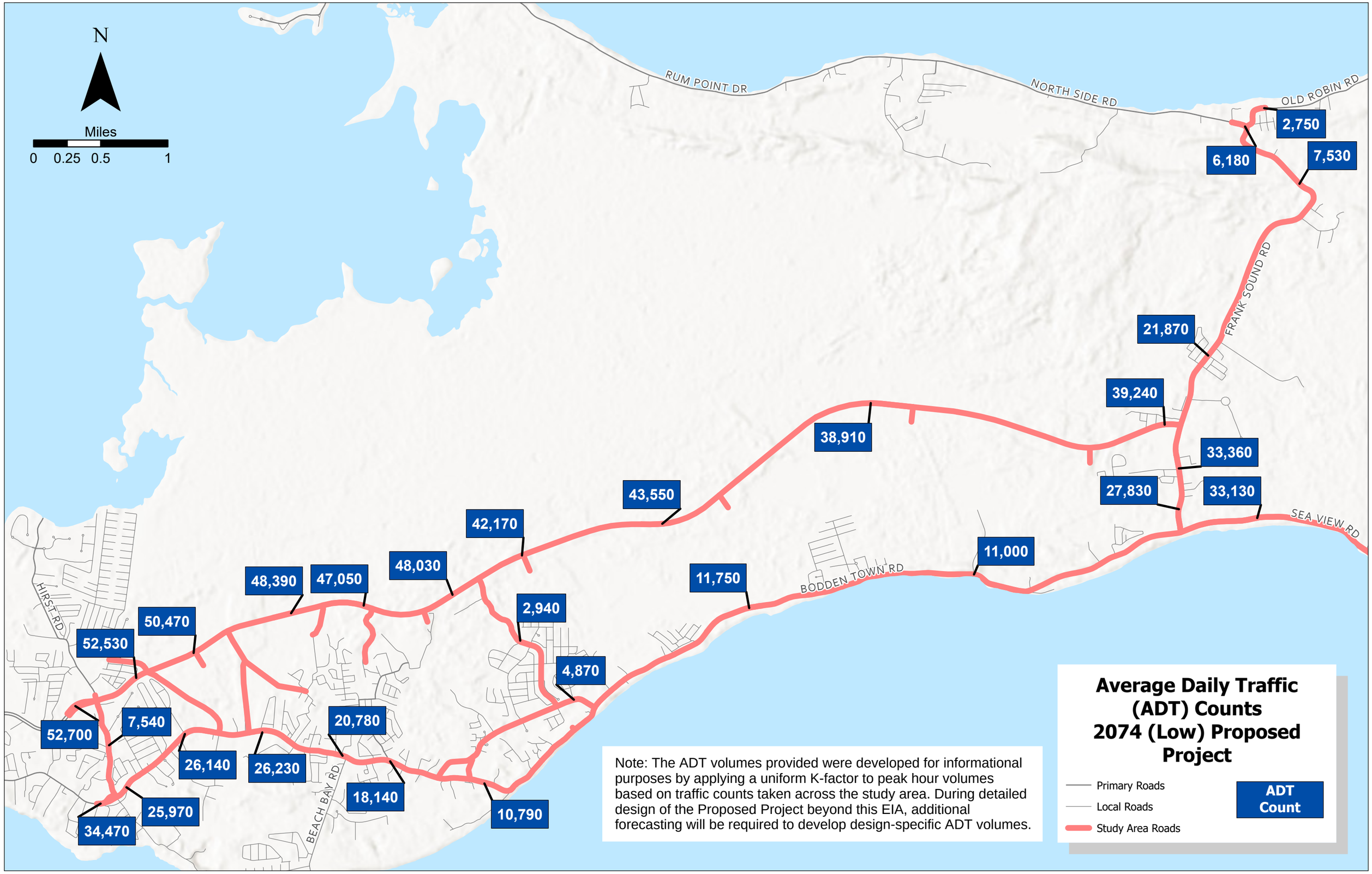
Study Area Roads

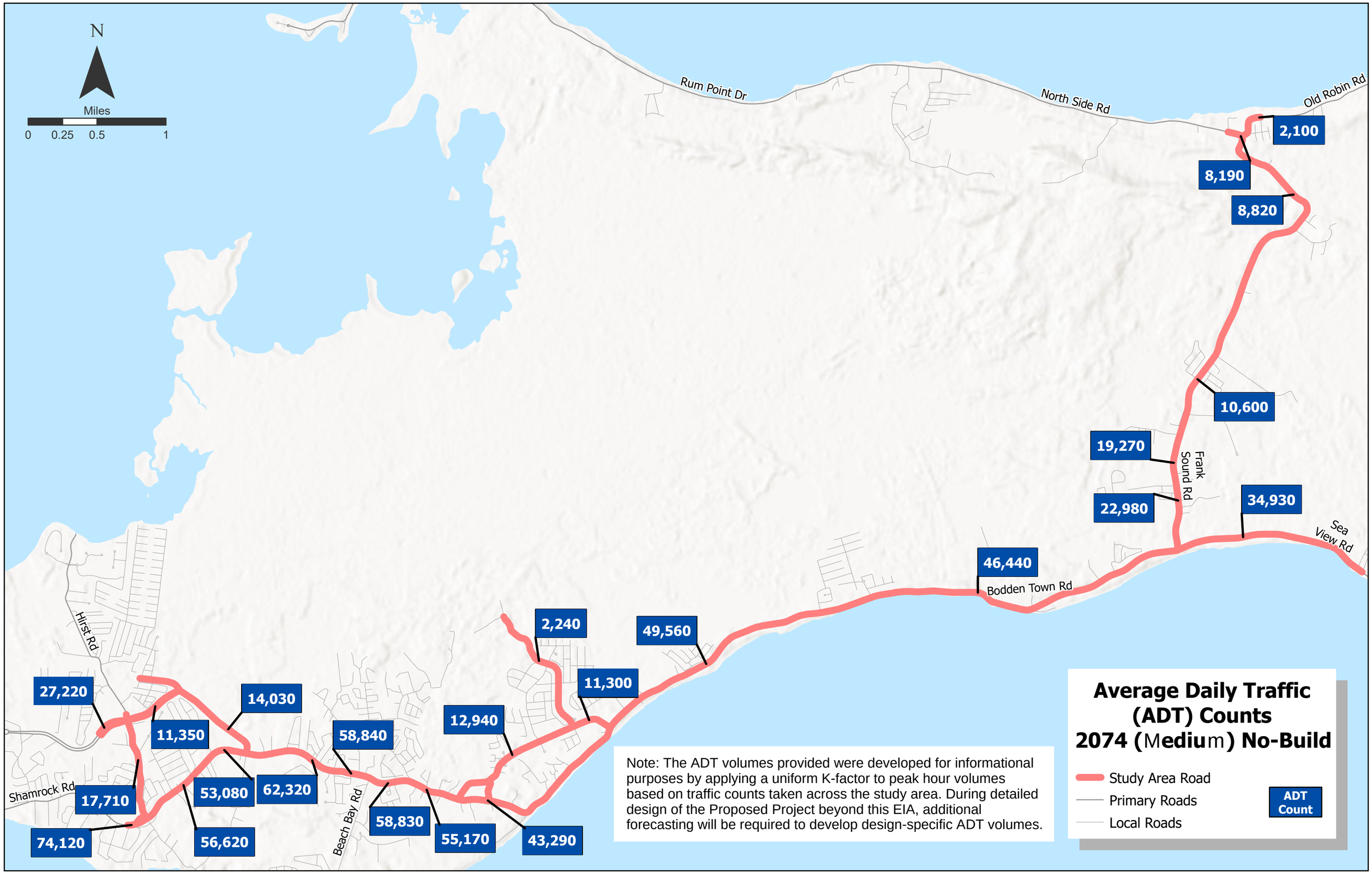
ADT Count

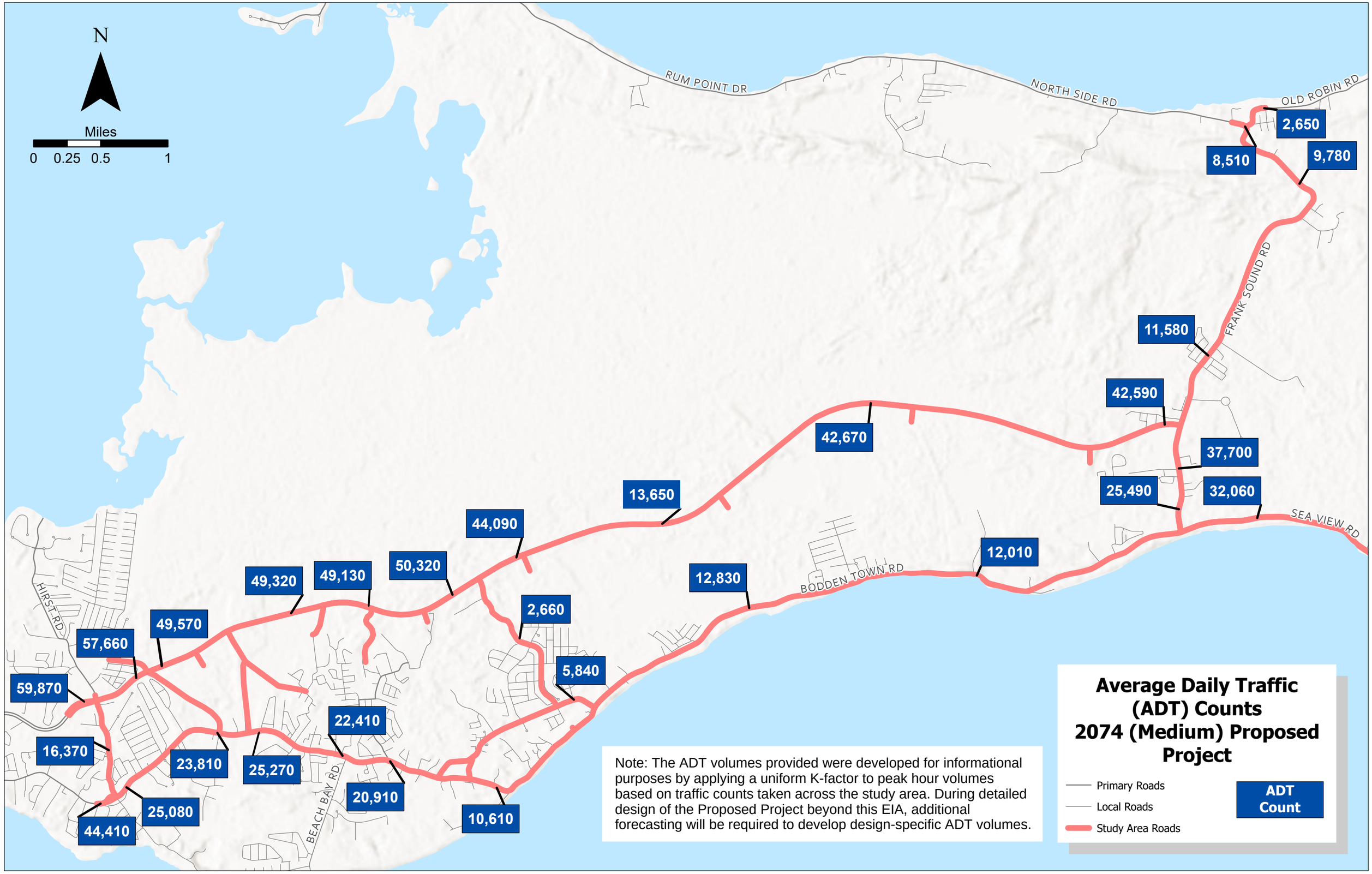

N
Miles
0 0.25 0.5 1
Rum Point Dr
North Side Rd
Old Robin Rd
1,900
5,550
5,940
7,580
9,990
9,120
Frank Sound Rd
24,050
Sea View Rd
31,240
Bodden Town Rd
34,260
2,010
6,110
7,180
41,990
45,280
42,090
39,820
33,600
Beach Bay Rd
12,630
12,640
25,200
33,190
14,500
32,890
34,710
Shamrock Rd
Hirst Rd
Average Daily Traffic (ADT) Counts 2046 No-Build
Study Area Road
Primary Roads
Local Roads
ADT Count
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.


N
Miles
0 0.25 0.5 1
RUM POINT DR
NORTH SIDE RD
OLD ROBIN RD
FRANK SOUND RD
BODDEN TOWN RD
SEA VIEW RD
HIRST RD
BEACH BAY RD
2,350
5,620
6,540
8,110
25,890
23,130
19,790
24,820
8,930
25,600
26,190
26,640
32,820
31,850
32,060
33,080
2,880
9,850
4,460
37,440
36,200
18,080
16,660
5,650
14,840
15,960
15,700
24,960
9,320
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.
Average Daily Traffic (ADT) Counts 2046 Proposed Project
Primary Roads
Local Roads
Study Area Roads
ADT Count


N
Miles
0 0.25 0.5 1
RUM POINT DR
NORTH SIDE RD
OLD ROBIN RD
2,200
6,070
6,780
FRANK SOUND RD
19,150
13,170
15,040
32,020
SEA VIEW RD
40,900
BODDEN TOWN RD
42,650
2,110
11,420
HIRST RD
30,060
48,950
18,990
45,030
36,020
BEACH BAY RD
35,280
29,240
18,720
34,280
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.
Average Daily Traffic (ADT) Counts 2074 (Low) No-Build
Primary Roads
Local Roads
Study Area Roads
ADT Count


N
Miles
0 0.25 0.5 1
RUM POINT DR
NORTH SIDE RD
OLD ROBIN RD
FRANK SOUND RD
BODDEN TOWN RD
SEA VIEW RD
HIRST RD
BEACH BAY RD
2,750
6,180
7,530
21,870
39,240
38,910
33,360
27,830
33,130
43,550
42,170
48,030
47,050
48,390
50,470
52,530
52,700
7,540
26,140
26,230
20,780
18,140
25,970
34,470
2,940
4,870
10,790
11,750
11,000
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.
Average Daily Traffic (ADT) Counts 2074 (Low) Proposed Project
Primary Roads
Local Roads
Study Area Roads
ADT Count


N
Miles
0 0.25 0.5 1
Rum Point Dr
North Side Rd
Old Robin Rd
2,100
8,190
8,820
10,600
19,270
Frank Sound Rd
22,980
34,930
Sea View Rd
46,440
Bodden Town Rd
49,560
2,240
11,300
12,940
58,840
14,030
11,350
27,220
Hirst Rd
Shamrock Rd
17,710
74,120
53,080
56,620
62,320
Beach Bay Rd
58,830
55,170
43,290
Average Daily Traffic (ADT) Counts
2074 (Medium) No-Build
Study Area Road
Primary Roads
Local Roads
ADT Count
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.


N
Miles
0 0.25 0.5 1
RUM POINT DR
NORTH SIDE RD
OLD ROBIN RD
FRANK SOUND RD
BODDEN TOWN RD
SEA VIEW RD
HIRST RD
BEACH BAY RD
2,650
8,510
9,780
11,580
42,590
37,700
25,490
32,060
42,670
13,650
44,090
50,320
49,320
49,130
2,660
5,840
12,830
12,010
49,570
57,660
59,870
16,370
23,810
25,270
22,410
20,910
10,610
25,080
44,410
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.
Average Daily Traffic (ADT) Counts 2074 (Medium) Proposed Project
Primary Roads
Local Roads
Study Area Roads
ADT Count

N

Miles

0 0.25 0.5 1

RUM POINT DR

NORTH SIDE RD

OLD ROBIN RD

FRANK SOUND RD

SEA VIEW RD

BODDEN TOWN RD

HIRST RD

19,980

19,800

31,390

41,630

52,160

42,160

67,990

99,040

95,270

8,570

11,790

73,380

100,910

38,680

97,500

97,910

92,970

84,640

100,220

56,760

Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

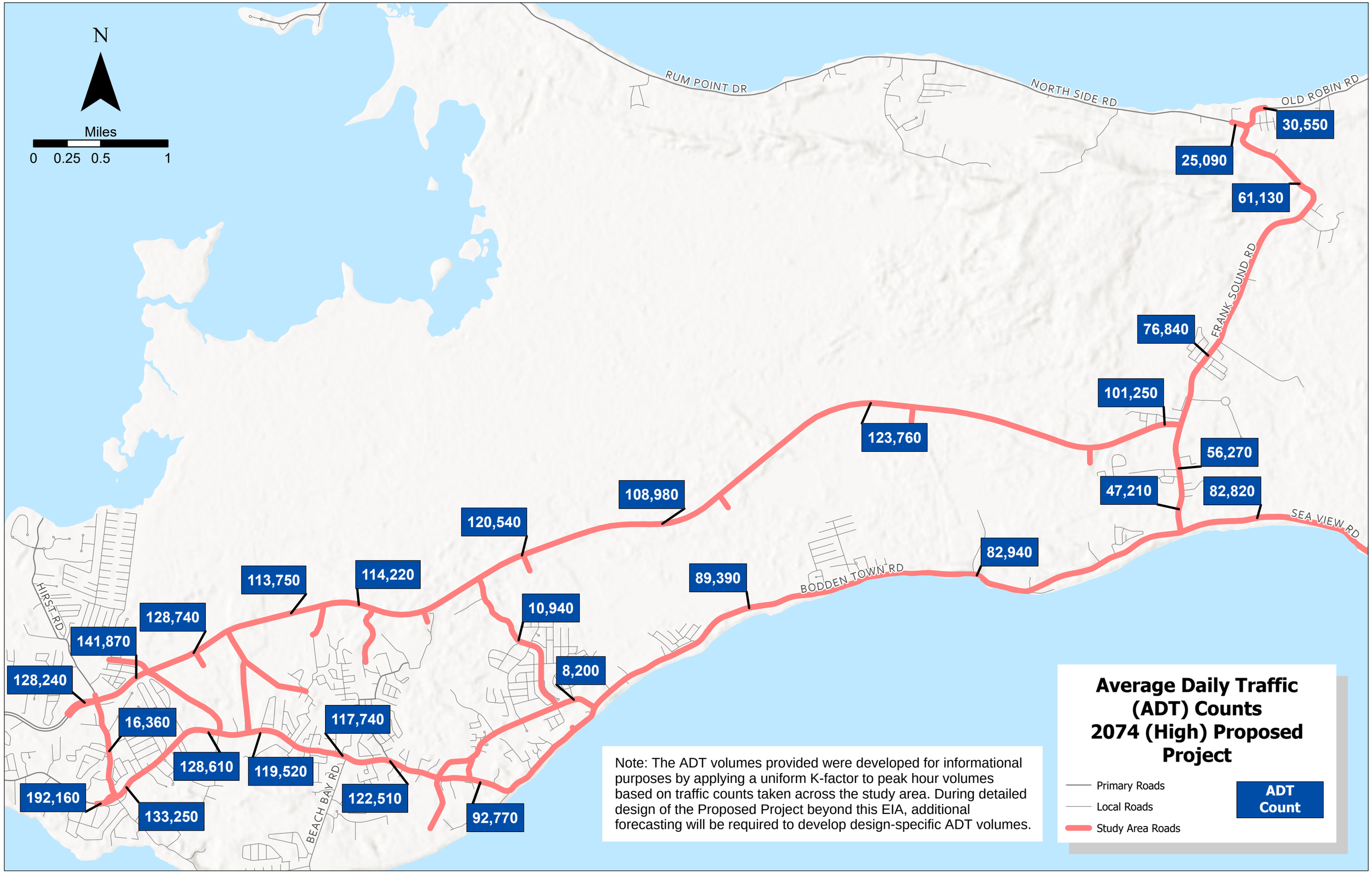
Average Daily Traffic (ADT) Counts 2074 (High) No-Build

Primary Roads

Local Roads

Study Area Roads

ADT Count


N
Miles
0 0.25 0.5 1
RUM POINT DR
NORTH SIDE RD
OLD ROBIN RD
FRANK SOUND RD
SEA VIEW RD
BODDEN TOWN RD
HIRST RD
BEACH BAY RD
30,550
25,090
61,130
76,840
101,250
123,760
56,270
47,210
82,820
82,940
89,390
108,980
120,540
113,750
114,220
10,940
8,200
128,740
141,870
128,240
16,360
128,610
119,520
117,740
122,510
92,770
192,160
133,250
Average Daily Traffic (ADT) Counts 2074 (High) Proposed Project
Primary Roads
Local Roads
Study Area Roads
ADT Count
Note: The ADT volumes provided were developed for informational purposes by applying a uniform K-factor to peak hour volumes based on traffic counts taken across the study area. During detailed design of the Proposed Project beyond this EIA, additional forecasting will be required to develop design-specific ADT volumes.

Appendix G.4 – Crash Modification Factors (CMFs)

CMF / CRF Details

CMF ID: 206

CMF Name: Conversion of stop-controlled intersection into single-lane roundabout

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: *Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method*, Persaud et al. 2001

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.28
Adjusted Standard Error:	0.11
Unadjusted Standard Error:	0.06

Crash Reduction Factor	
Value:	72
Adjusted Standard Error:	11
Unadjusted Standard Error:	6

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 208

CMF Name: Conversion of stop-controlled intersection into multi-lane roundabout

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: *Observational Before-After Study of the Safety Effect of U.S. Roundabout Conversions Using the Empirical Bayes Method*, Persaud et al. 2001

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	0.18
Unadjusted Standard Error:	0.1

Crash Reduction Factor	
Value:	5
Adjusted Standard Error:	18
Unadjusted Standard Error:	10

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 974

CMF Name: Install median barrier

Description:

Prior Condition: No Prior Condition(s)

Category: Roadside

Study ID: *Development of Crash Reduction Factors*, Hovey and Chowdhury 2005

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.14
Adjusted Standard Error:	
Unadjusted Standard Error:	0.029

Crash Reduction Factor	
Value:	86
Adjusted Standard Error:	
Unadjusted Standard Error:	2.9

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	OH
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	4 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a beneift of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggragate dataset used for CMF development.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 3097

CMF Name: Absence of access points

Description:

Prior Condition: No Prior Condition(s)

Category: Access management

Study ID: *Non-intersection-related Crashes at Mid-block in an Urban Divided Arterial Road with High Truck Volume*, Lee et al. 2011

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	
Unadjusted Standard Error:	0.27

Crash Reduction Factor	
Value:	44
Adjusted Standard Error:	
Unadjusted Standard Error:	26.7

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2000 to 2006
Municipality:	Windsor, Ontario
State:	notusa
Country:	Canada
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	383 crashes

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 7566

CMF Name: Convert 2 lane roadway to 4 lane divided roadway

Description: Conversion of urban and rural two-lane roadways to four-lane divided

Prior Condition: 2 lane roadway

Category: Roadway

Study ID: *Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes*, Ahmed et al. 2015

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.341
Adjusted Standard Error:	
Unadjusted Standard Error:	0.091

Crash Reduction Factor	
Value:	65.88
Adjusted Standard Error:	
Unadjusted Standard Error:	9.05

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	Undivided
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2002 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	69 crashes before, 30 crashes after
Sample Size (sites):	41 sites before, 41 sites after
Sample Size (miles):	8.578 miles before

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 01, 2015
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 9403

CMF Name: Convert intersection with minor-road stop control to modern roundabo

Description:

Prior Condition: Intersection with stop-control on the minor roadway.

Category: Intersection geometry

Study ID: *Safety of Roundabout: The Details Matter*, Sun et al. 2018

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.28
Adjusted Standard Error:	
Unadjusted Standard Error:	0.054

Crash Reduction Factor	
Value:	72
Adjusted Standard Error:	
Unadjusted Standard Error:	5.4

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	LA
Country:	United States
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	124 crashes before, 37 crashes after
Sample Size (sites):	5 sites before, 5 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Oct 27, 2018
Comments:	This CMF is for converting 3- or 4-leg minor stop control intersections to roundabout.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 9821

CMF Name: Install right-in-right-out (RIRO) operations at stop-controlled intersectio

Description:

Prior Condition: No Prior Condition(s)

Category: Access management

Study ID: *Safety Effects of Turning Movement Restrictions at Stop-Controlled Intersections*, Le et al. 2018

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.55
Adjusted Standard Error:	
Unadjusted Standard Error:	0.09

Crash Reduction Factor	
Value:	45
Adjusted Standard Error:	
Unadjusted Standard Error:	9

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	4
Maximum Number of Lanes:	6
Number of Lanes Direction:	
Number of Lanes Comment:	4 and 6 Lanes
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	Minimum of 13433 to Maximum of 75000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 51 to Maximum of 2600 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	38724 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	519 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	
Municipality:	
State:	CA
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	483 crashes
Sample Size (sites):	138 sites

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Oct 27, 2018
Comments:	This CMF compares urban, three-legged, stop-controlled intersections with RIRO operation to full movement. This CMF looks at Total crashes. Total crashes are defined as all crashes within 100 ft of intersection (all types and severities combined)

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

CMF / CRF Details

CMF ID: 11246

CMF Name: Install sidewalk

Description:

Prior Condition: No Prior Condition(s)

Category: Pedestrians

Study ID: *Investigating the Correlation between Sidewalks and Pedestrian Safety*, Abou-Senna et al. 2022

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.598
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	40.2
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	All
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2009 to 2014
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 06, 2022
Comments:	The CMF presented here is the inverse of what was presented in the paper in order to be consistent with the countermeasures present in the CMF Clearinghouse.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.