Engineers, Surveyors, Planners, Scientists

MAH 46 & New Road
Traffic Analysis Memo
May 10, 2024

This memo serves to document analysis and recommendations supporting development of MAH-46-13.62 (PID 120083) safety improvements to the SR 46/New Road intersection located in Austintown Township, Mahoning County, Ohio. The Ohio Department of Transportation (ODOT) ranked this intersection at #189 for suburban intersections on their statewide 2020 Highway Safety Improvement Program (HSIP). ODOT retained Toole Design and Environmental Design Group to provide a Safety Study detailing physical and operational conditions, crash history and potential countermeasures at the intersection. The Safety Study report, dated April 2023, identified the following areas of concern related to intersection safety:

Traffic Operations
- Drivers fail to slow behind stopped/yielded or slowing vehicles as they approach the intersection—22 rear-end crashes at the intersection, seven (7) resulting in injury.
- Drivers have difficulty making left turns during the permissive phases—eight (8) left-turn crashes at the intersection, three (3) resulting in injury.
- Update clearance intervals (yellow and red) per ODOT TEM 403-2.
- First traffic signal in approximately one mile in the northbound direction which may be unexpected—11 rear-end crashes on south approach.
- Drivers making westbound right-turn movement did not stop before turning right on red.

Geometric Features
- Two driveways to Credit Union very close to intersection cause difficulty exiting the driveway as observed during the field visit.
- Fifty-foot (50') corner radii allow right-turns to be made at relatively high speeds

The 2023 Safety Study, found in its entirety in **Appendix E**, recommended several short and medium-term countermeasures to improve operations at the intersection. However, the short-term and medium-term signal improvement countermeasures are expected to have little to no substantive impact on crash and injury reduction at the intersection. The long-term roundabout countermeasure, however, shows an expected reduction of over 6 crashes per year, providing a significant safety benefit to the intersection. The roundabout countermeasure will also provide a decrease in vehicular speeds on SR 46 and New Road, as all vehicles entering the roundabout must slow to negotiate the curves. This will provide a traffic calming effect in this area.

This memo is limited to advancing the long-term countermeasure of converting this intersection from signal control to roundabout control. EMH&T is working with ODOT District 4 to refine the broad recommendation of roundabout control made in the 2023 Safety Study with 1) project specific Design Traffic, 2) capacity and queue analysis, and 3) a geometric report, preparing the roundabout concept for final design. Design Traffic was previously documented in a memo from EMH&T to District 4 dated January 5, 2024. Design Traffic provides Average Daily Traffic (ADT), AM Design Hour, and PM Design Hour traffic forecasts for the project opening and design year traffic forecasts of 2028 and 2048. These volumes were approved by District 4, and used for the analysis discussed herein. The Design Traffic Memo is included in **Appendix C**.

Capacity and queue analysis are documented in this submission. In addition to updating concept-level intersection capacity analysis for SR 46 and New Road found in the Safety Study, this submission also examines SR 46 corridor operations. The corridor analysis is being conducted in response to public input regarding potential project impacts on adjacent intersections of SR 46/N. Beacon Drive and SR 46/Willow Crest/Notre Dame Ave. The traffic memo also includes further refinements to the access management countermeasures recommended in the 2023 Safety Study.



Figure 1: Study Area Map

Existing Conditions

The SR 46/New Road intersection is signal controlled. The southbound left turn operates as protective-permissive, and the westbound right operates with a right turn overlap phase with the southbound left turn. The SR 46/N. Beacon Drive intersection is side street stop controlled. The SR 46/Willow Crest Dr/Notre Dame Ave intersection is signal controlled, with all left turns at the intersection operated with permissive phasing. See Figure 1 for a map of the study area, including intersection spacing, and intersection control types.

The general volume pattern for SR 46 is heavier in the northbound direction during the morning peak period, with 65% of traffic traveling northbound during that time. In the afternoon peak period, 57% of traffic travels southbound. The westbound right turn is a movement that is particularly high at the SR 46/New Road intersection. In the AM peak, the westbound right turn volume is 61% of the westbound approach. In the PM peak, it is 50% of the approach.

Capacity Analysis

EMH&T used Highway Capacity Software (HCS) 2024, Version 8.3 as the primary software to evaluate Level of Service (LOS) and delay for existing conditions and proposed improvements. This study applied performance criteria for locations inside an MPO per the ODOT Analysis & Traffic Simulation Manual (OATS Manual) § 5.9. Therefore, operational goals for the overall intersection Level of Service (LOS) are LOS D with approach LOS E and LOS E in any individual movement. Volume-to-Capacity (v/c) ratio should be less than 1.0 (less than or equal to 0.93 is preferred). Queue-Storage ratio should be less than 1.0 for all movements. In addition to HCS, TransModeler was used to examine how a roundabout at New Road will interact with other Study Area intersections and access points. Capacity analysis was limited to weekday AM Design Hour, and weekday PM Design Hour. **Appendix F** includes the detailed results for each alternative analyzed.

Per the Highway Capacity Manual (HCM), LOS and delay thresholds for signalized intersections and roundabouts are different. Roundabout LOS and delay match criteria for all way stop control and two way stop controlled intersections. Per the HCM, drivers at these types of intersections accept similar levels of delay, which is much lower in general than the delay drivers will accept at signalized intersections. Consequently, direct comparison of LOS between the existing signalized intersection and a proposed roundabout is not an equal juxtaposition for performance. Instead, delay and queue length should be compared between these intersection types. See **Table 1** for the LOS for each type of intersection, and its associated control delay.

Table 1: Intersection LOS Standards

Signalized Intersections		Roundabout Intersections	
LOS	Control Delay per Vehicle (s/veh)	LOS	Control Delay per Vehicle (s/veh)
A	≤ 10	A	≤ 10
B	> 10 - 20	B	> 10 - 15
C	> 20 - 35	C	> 15 - 25
D	> 35 - 55	D	> 25 - 35
E	> 55 - 80	E	> 35 - 50
F	> 80	F	> 50

Four scenarios for this memo were analyzed and compared. All alternatives include a proposed roundabout at the SR 46/New Road intersection. The safety study was used as the base roundabout condition to establish Alternative 1, with the subsequent Alternative 2 roundabout being derived from newly developed traffic volumes provided in Appendix C. The westbound right turn bypass lane in Alternative 2 was requested through local public input. Alternative 2 was analyzed to attempt to keep the roundabout to one circulating lane as much as possible. Alternative 3 was developed to meet capacity and queuing needs at the SR 46/New Road intersection, and along the SR 46 corridor, when the shortcomings of Alternatives 1 and 2 were discovered. None of the scenarios make changes to the SR 46/N. Beacon Drive, or SR 46/Willow Crest Drive intersections. The four scenarios are as follows:

Existing Conditions – the roadway as it currently exists, without any additional improvements.

Alternative 1 – All approaches to the roundabout are single lane, with the exception of the southbound approach, which includes a right turn lane, and a left-thru lane. This roundabout layout is the recommended countermeasure for the intersection from the Safety Study. See **Figure 2**.

Alternative 2 – All approaches to the roundabout are two lanes, with the northbound, eastbound, and westbound approaches having a left-thru lane, and a right turn bypass lane. The southbound approach has a left turn lane, and a thru-right lane. See **Figure 3**.

Alternative 3 – The northbound and southbound approaches to the roundabout are two lanes, each with a thru-left lane and a thru-right lane. The eastbound and westbound approaches are single lane. See **Figure 4**.

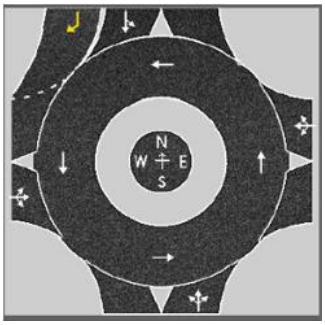


Figure 2: Alternative 1 Roundabout

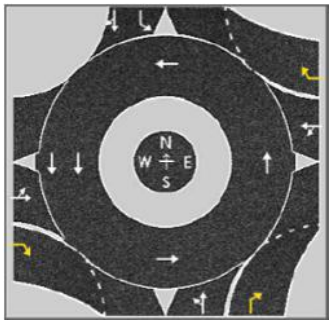


Figure 3: Alternative 2 Roundabout

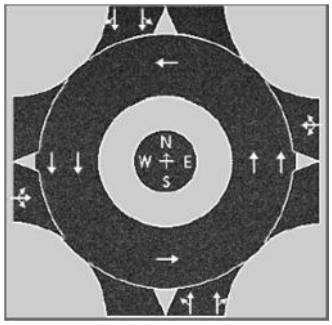


Figure 4: Alternative 3 Roundabout

State Route 46/New Road

The short-term and medium-term countermeasures from the 2023 Safety Study at the SR 46/New Road intersection include implementation of protected-permitted left turn phasing on the northbound and eastbound approaches. These left turn phase improvements will increase delay and queuing for the intersection, further exacerbating the rear-end crashes identified in the safety study. By comparison, roundabout control is a countermeasure that reduces the occurrence of rear-end crashes, has less conflict points than a traditional intersection, and provides a 75% expected reduction in serious injury and fatal crashes. Roundabouts also have the benefit of improved overall efficiency, slower traffic speeds, and provide a traffic calming effect. Roundabout control is a countermeasure for the safety concerns identified in the Safety Study and outlined on the first page of this memo.

Table 2 and **Table 3** summarize the results of the capacity analysis for all scenarios in the 2048 AM and PM Design Hours, using TransModeler. TransModeler is a microsimulation tool that employs randomness in the computational methods to model real world traffic conditions. It is especially helpful when analyzing

interactions on corridors with a mix of different traffic control types, such as signalized intersections, two-way stop-controlled intersections, and roundabouts. TransModeler software was used to assess corridor-level queues, to understand how these queues impact adjacent intersections within the Study Area, and to evaluate access management adjacent to the proposed roundabout. Additionally, HCS capacity analysis was conducted for isolated intersection analyses at New Road, N. Beacon Drive, and Willow Crest Drive. The results for all scenarios in the 2048 AM and PM Design Hours are included in **Appendix F**.

Table 2: SR 46/New Road – 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
EBL	F	95.1	217.0	A	5.7	51.5	A	6.0	27.7	A	4.6	30.3
EBT	B	15.5	81.4									
EBR	B	15.5	81.4				A	3.3	3.3			
EB Approach	D	45.3	-	-	-	-	-	-	-	-	-	-
WBL	C	32.7	28.3	A	8.4	58.1	A	7.0	20.4	A	6.4	47.0
WBT	B	17.1	38.6									
WBR	A	9.6	59.6				C	16.8	91.3			
WB Approach	B	15.0	-	-	-	-	-	-	-	-	-	-
NBL	C	24.8	17.5	A	6.3	42.7	A	8.1	69.4	A	6.8	43.3
NBT	B	18.4	95.4							-	-	-
NBR	B	17.5	99.1				B	10.8	15.8	A	5.2	12.9
NB Approach	B	18.4	-	-	-	-	-	-	-	-	-	-
SBL	B	16.1	40.9	A	5.4	19.7	A	6.0	25.6	A	4.3	22.1
SBT	A	9.9	89.6							-	-	-
SBR	A	2.3	0.0	A	0.0	0.0	A	4.7	10.8	A	3.3	1.3
SB Approach	B	10.7	-	-	-	-	-	-	-	-	-	-
Intersection	C	21.2	-	A	6.3	-	A	7.9	-	A	5.4	-

Table 3: SR 46/New Road – 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
EBL	F	142.1	186.1	C	17.7	117.0	C	15.9	79.2	A	9.8	81.2
EBT	C	29.7	150.4									
EBR	C	29.7	150.4				A	8.2	22.8			
EB Approach	E	55.1	-	-	-	-	-	-	-	-	-	-
WBL	F	264.2	672.3	C	18.5	173.4	C	17.0	73.1	A	6.9	57.6
WBT	E	69.4	106.2									
WBR	D	37.0	68.6				F	86.1	376.8			
WB Approach	F	80.6	-	-	-	-	-	-	-	-	-	-
NBL	E	76.7	153.5	C	16.1	186.3	E	40.2	436.0	C	17.1	146.3
NBT	C	24.2	126.4							-	-	-
NBR	C	23.6	131.1				D	32.7	24.3	A	8.3	30.9
NB Approach	C	33.1	-	-	-	-	-	-	-	-	-	-
SBL	C	24.9	143.9	F	191.9	1147.0	F	248.1	1138.9	D	25.5	269.6
SBT	B	12.9	212.3							-	-	-
SBR	A	3.8	16.8	F	89.9	0.1	F	106.0	356.6	A	8.1	42.4
SB Approach	B	15.2	-	-	-	-	-	-	-	-	-	-
Intersection	D	36.8	-	F	76.5	-	F	92.5	-	B	14.5	-

During the AM peak hour, all movements and approaches meet performance criteria for all scenarios analyzed. During the PM peak hour, the existing condition meets criteria, with the eastbound thru-right lane having a Queue Storage Ratio (QSR) above 1.0. This can be attributed to the fact that as the eastbound approach develops, the thru-right lane drops in, and has less storage than the left turn lane. HCS analysis results are consistent with the 2023 Safety Study in showing that the deficient safety performance of this intersection is not entirely due to signalized capacity, where results for existing conditions largely meet delay and LOS criteria.

Alternative 3 meets performance criteria, with a LOS E for the eastbound approach. As mentioned previously, signalized intersections and roundabout controlled intersections have different thresholds for LOS and delay. The Existing Condition and Alternative 3 have similar delays, similar queues for the eastbound and southbound approaches, and shorter northbound queues. Alternative 1 exhibits high delay and poor levels of service and is unable to serve the volumes at the intersection. Alternative 2 improves these delays, but is expected to operate at LOS F for the northbound left-thru lane.

In the afternoon peak, there are several instances of high delay, and significant queues. The most notable queuing is on the southbound approach in Alternative 1 and Alternative 2, which identifies queues building up from the SR 46/New Road intersection to the SR 46/N. Beacon Dr intersection. Alternative 3 addresses these queues by providing more thru lanes southbound at the SR 46/New Road intersection.

The westbound right turn at SR 46/New Road is a heavy turn movement at the intersection and a westbound right turn lane was requested through local public input following the 2023 Safety Study. In the existing condition, this movement operates with a right turn overlap phase with the southbound left turn, and receives a LOS D with a delay of 37 seconds. To address the request, a right turn lane was incorporated into Alternative 2. However, the capacity analysis results indicate that additional capacity is not needed on the New Road approaches when two through lanes are provided on SR 46 as shown in Alternative 3.

Both the HCS and TransModeler analysis identified long queues for the southbound approach in Alternative 1. In the Alternative 2 PM peak, TransModeler shows these queues at 1,139 feet, while HCS shows southbound queues at 368 feet. HCS analyzes traffic volumes for individual intersections, without taking neighboring intersections into account. TransModeler analyzes several intersections in a roadway network, via traffic simulation.

SR 46 and N. Beacon Drive

As mentioned previously, TransModeler software was used to assess corridor-level queues, to understand how these queues impact adjacent intersections within the Study Area. **Table 4** and **Table 5** below summarizes the results of the capacity analysis, using TransModeler, for all scenarios in the 2048 AM and PM Design Hours.

Table 4: SR 46/N Beacon Dr – 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
WBL/R	B	12.3	15.9	C	17.6	17.8	C	19.3	17.6	C	19.6	17.3
WB Approach	B	12.3	-	C	17.6	-	C	19.3	-	C	19.6	-
SBL	A	8.3	0.0	B	13.7	1.1	B	14.1	2.4	B	12.3	0.7
SB Approach	A	0.2	-	A	0.4	-	A	0.3	-	A	0.3	-
Intersection	A	0.5	-	A	0.6	-	A	0.7	-	A	0.6	-

Table 5: SR 46/N Beacon Dr – 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
WBL/R	C	15.7	16.7	C	23.8	627.7	F	428.0	416.5	C	18.7	17.6
WB Approach	C	15.7	-	C	23.8	-	F	428.0	-	C	18.7	-
SBL	A	6.6	1.3	F	73.7	5.3	F	66.5	2.5	B	12.0	6.0
SB Approach	A	0.2	-	F	68.9	-	F	65.8	-	A	0.3	-
Intersection	A	0.4	-	E	37.2	-	E	38.9	-	A	0.6	-

Table 4 shows that at the SR 46/N. Beacon Drive intersection, all scenarios analyzed meet criteria and operate without excessive delays in the AM peak hour. When the PM peak hour was analyzed in TransModeler, Alternatives 1 and 2 show an increase in delay, outside of performance thresholds, due to

the excessive queue build-up at the SR 46/New Road intersection. Alternative 3 meets the operational needs of the intersection at SR 46/New Road and shows a negligible increase in delay for the westbound approach of N. Beacon Drive in the AM and PM peak hour. The N. Beacon Drive intersection was of particular interest when looking at the results of the TransModeler simulation. Based on public input, there was concern that removing the signal at the intersection would eliminate the gaps created by the existing signal and a constant flow of traffic would be the result, making it difficult to exit N. Beacon Drive. This is an understandable concern as a signal often creates large platoons of traffic and then gaps are seen when the signal phase changes. However, with a roundabout, gaps are still created albeit in a different manner. This is from the constantly varying entering and exiting of vehicles from all different approaches. This theory was confirmed in the simulation model and is also shown in the negligible delay increase in the table above.

SR 46 and Willow Crest Drive

Table 6 and **Table 7** summarize the results of the capacity analysis, using TransModeler, for all scenarios in the 2048 AM and PM Design Hours.

Table 6: SR 46/Willow Crest Dr – 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
EBL/T/R	B	11.6	34.3	B	12.4	35.4	B	11.8	38.2	B	12.7	43.0
EB Approach	B	11.6	-	B	12.4	-	B	11.8	-	B	12.7	-
WBL/T/R	B	11.3	27.6	B	11.6	31.9	B	11.8	32.7	B	11.7	31.4
WB Approach	B	11.3	-	B	11.6	-	B	11.8	-	B	11.7	-
NBL	B	10.2	0.0	B	11.6	0.7	B	12.4	0.7	B	12.0	1.6
NBT	A	6.3	67.4	A	6.6	71.2	A	7.2	73.6	A	6.1	63.3
NBR	A	6.1	74.0	A	6.2	72.6	A	7.3	76.5	A	6.0	69.0
NB Approach	A	6.2	-	A	6.5	-	A	7.3	-	A	6.2	-
SBL	B	18.6	6.6	C	21.0	8.5	C	21.0	8.6	C	20.8	9.1
SBT	A	5.5	23.7	A	5.4	23.9	A	6.1	35.3	A	5.6	29.5
SBR	A	5.1	18.3	A	5.0	23.0	A	5.5	20.9	A	5.1	22.8
SB Approach	A	6.0	-	A	5.9	-	A	6.6	-	A	6.1	-
Intersection	A	6.8	-	A	7.0	-	A	7.6	-	A	6.9	-

Table 7: SR 46/Willow Crest Dr – 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)	LOS	Delay (sec/veh)	95th %ile Queue (ft)
EBL/T/R	B	15.4	24.6	E	71.4	124.9	E	64.3	112.4	B	15.7	26.4
EB Approach	B	15.4	-	E	71.4	-	E	64.3	-	B	15.7	-
WBL/T/R	B	17.2	71.6	F	216.4	582.1	F	183.3	528.3	B	17.0	69.2
WB Approach	B	17.2	-	F	216.4	-	F	183.3	-	B	17.0	-
NBL	C	31.2	27.8	F	205.1	221.7	F	192.8	228.9	C	29.3	29.0
NBT	A	7.3	90.2	B	11.0	101.9	B	10.6	96.9	A	6.8	69.0
NBR	A	7.4	93.8	B	10.6	107.0	B	11.0	105.2	A	6.8	81.6
NB Approach	A	8.7	-	B	19.7	-	B	19.1	-	A	8.0	-
SBL	C	21.3	22.7	E	61.6	31.5	D	47.9	30.2	C	21.5	20.6
SBT	A	7.1	85.9	F	85.0	543.7	E	75.1	538.0	A	7.0	90.9
SBR	A	6.9	81.6	D	42.0	536.7	D	53.7	540.0	A	7.0	88.1
SB Approach	A	7.8	-	E	58.6	-	E	60.5	-	A	7.9	-
Intersection	A	9.1	-	D	52.4	-	D	50.7	-	A	8.8	-

Table 6 shows that at the SR 46/Willow Crest Drive intersection, all scenarios analyzed meet criteria and operate without excessive delays in the AM peak hour. Table 7 shows that during the PM peak hour, the existing condition operates within performance criteria. Alternative 1 and Alternative 2 have delays outside of the performance criteria, with high delays for the eastbound approach, westbound approach, and the southbound thru movement. Long queues are shown on the southbound approach, westbound approach, and northbound left turn. These high delays and queues are attributed to the build up of queues from the SR 46/New Road intersection, which extends to the other intersections within the Study Area. These queues

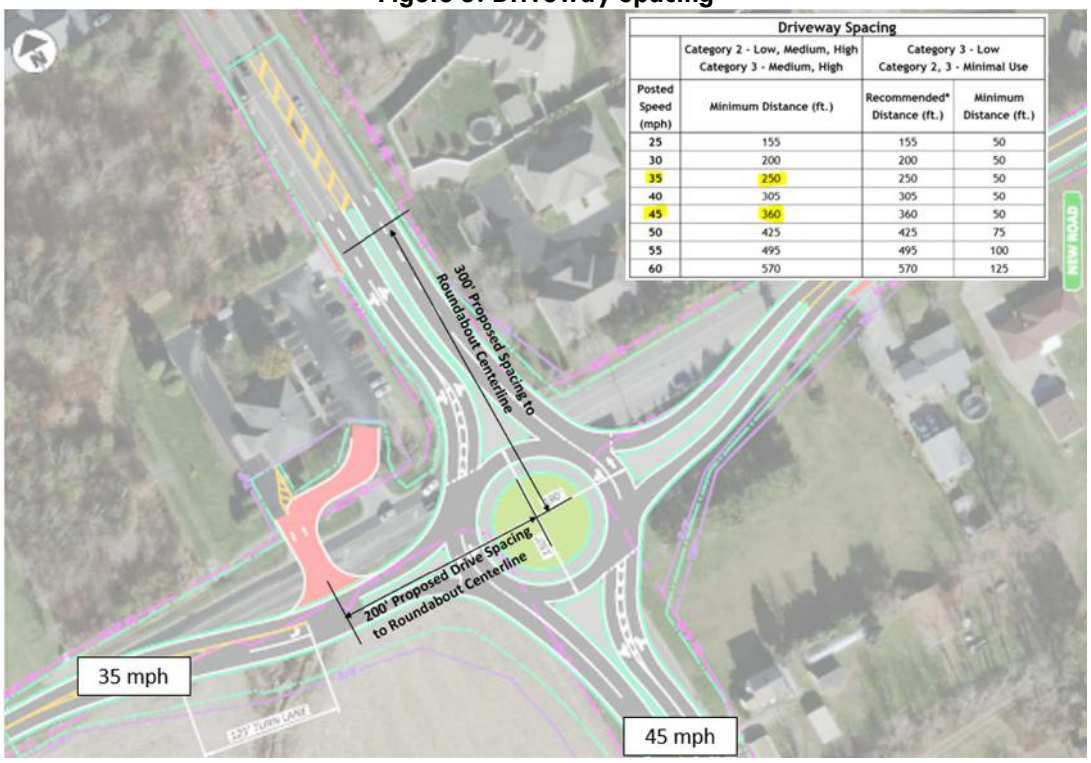
prohibit the ability of the side street approaches to turn onto SR 46, causing the high delays. Alternative 3 solves this issue by providing additional circulating lanes northbound and southbound at the SR 46/New Road intersection, which reduces the queues along the corridor, lowering delay to acceptable ranges.

Access Management

As a part of the roundabout evaluation, access management was assessed for the existing credit union located on the northwest corner of the SR 46/New Road intersection. ODOT District 4 conducted turning movement counts at the three driveways for the Associated School Employees Credit Union on Friday, January 26th, 2024, from 8:00 am – 10:00 am, 11:00 am – 1:00 pm, and 3:00 pm – 5:00 pm. One driveway is located on SR 46, approximately 240 feet north of New Road. Two driveways are located on New Road, approximately 200 feet west of SR 46, and 120 feet west of SR 46.

The counted volumes from the morning and afternoon peaks were incorporated in the TransModeler analyses and were used to confirm acceptable operations with the Alternative 3 roundabout, and assist with the proposed layout of the credit union driveways. The proposed access more closely meets driveway spacing standards by consolidating the two driveways on New Road, and removing the existing driveway closest to the SR 46/New Road intersection. See **Figure 5** for the proposed driveway locations for the Associated School Employees Credit Union, and driveway spacing standards per ODOT's State Highway Access Management Manual, Table 4-2.

Figure 5: Driveway Spacing



Driveway Spacing

	Category 2 - Low, Medium, High Category 3 - Medium, High	Category 3 - Low Category 2, 3 - Minimal Use	
Posted Speed (mph)	Minimum Distance (ft.)	Recommended* Distance (ft.)	Minimum Distance (ft.)
25	155	155	50
30	200	200	50
35	250	250	50
40	305	305	50
45	360	360	50
50	425	425	75
55	495	495	100
60	570	570	125

Conclusion

The existing signal at the SR 46/New Road intersection performs within the operational thresholds using HCS, but exhibits high delays using TransModeler. The continued use of a signal at this intersection does not address the safety performance of the intersection identified in the Safety Study, dated April 2023. The recommended countermeasure of the Safety Study is to install a roundabout at the SR 46/New Road intersection. With the installation of a roundabout justified in the Safety Study, the purpose of this report is

to identify a roundabout which performs within established operational criteria, and addresses concerns of public and stakeholder feedback received by ODOT District 4.

The roundabout layout identified in the Safety Study was conceptual and intended as a safety solution. This traffic analysis memo expanded on the previous Safety Study by developing Design Traffic and performed a more detailed intersection and corridor analysis, using the advanced traffic simulation program, TransModeler. The intent of the memo was to thoroughly investigate the roundabout concept and assess overall corridor operations based upon initial public feedback that expressed concern about queuing and upstream impacts at neighboring intersections. These concerns are validated in the TransModeler analysis of Alternative 1 and Alternative 2. Alternative 3 was developed through operational assessment that addressed safety needs, access management, corridor level impacts, and traffic capacity.

Alternative 3 meets performance criteria with the two northbound and southbound thru lanes at the SR 46/New Road roundabout, which Alternative 1 and Alternative 2 lack. Alternative 3 addresses the issues identified in Alternative 1 and Alternative 2 by eliminating the LOS and delays outcomes from HCS analysis, and by correcting the delays and long queues from the TransModeler analysis. It is recommended that Alternative 3 roundabout be installed at the SR 46/New Road intersection to mitigate the safety concerns identified in the Safety Study, as well as the concerns of the public in regards to queuing, and impacts to neighboring intersections. An Alternative 3 exhibit can be found in **Appendix A**, along with a cost estimate in **Appendix B**. In addition, a roundabout geometry report is included in **Appendix D** which details the size and layout of Alternative 3 based on the capacity and queue analysis and recommendations provided herein.

EMH&T

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APPENDIX A

Roundabout Improvements Exhibit

PRELIMINARY ROUNDABOUT EXHIBIT

HORIZONTAL SCALE IN FEET
0 25 50 100

LEGEND

- *FULL DEPTH PAVEMENT*
- *CONC MEDIAN/TRUCK APRON*
- *RESURFACING*
- *GREEN SPACE*
- *DRIVEWAY*

125' TURN LANE
405' MERGE TAPER @ 45 MPH
BEGIN LANE TAPER
405' SHIFT TAPER @ 45 MPH
END LANE TAPER
150'
180'
NEW ROAD
46
EX R/W
TMP
R/W

DESIGN AGENCY
EMH&T

DESIGNER XXX
REVIEWER XXX MM-DD-YY
PROJECT ID 120083
SHEET 1 TOTAL 1

MAH-46-13.62

MODEL: Exhibit - Sheet PAPERSIZE: 34x22 (in.) DATE: 9/9/2024 TIME: 12:27:22 PM USER: jkoebel
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EMH&T

Engineers, Surveyors, Planners, Scientists

APPENDIX B

Cost Estimate

MAH-46-13.62

Preliminary Opinion of Construction Cost

March 6, 2024

Summary of Project Costs	MAH-46-13.62
Roadway Subtotal	$ 600,200
Sedimentation & Erosion Control Subtotal	$ 45,000
Drainage Subtotal	$ 188,600
Pavement Subtotal	$ 903,000
Maintenance of Traffic Subtotal	$ 60,000
Water Works Subtotal	$ 20,000
Lighting Subtotal	$ 150,000
Traffic Control Subtotal	$ 30,000
Landscaping Subtotal	$ 15,000
Miscellaneous Subtotal	$ 163,600
2024 Preliminary Opinion of Construction Cost Total	$2,175,400
Contingency (20%)	$436,000
Inflation from 2024 to 2027 (16.8%)	$439,000
Right-Of-Way (Per ODOT Ellis)	$150,000
Preliminary Opinion of Construction Cost including Contingency	**$3,200,400**

Notes & Clarifications

Estimate does not include Reimbursement to Private Utilities, Design, and Construction Engineering.
Inflation is estimated based upon ODOT's Business Plan Inflation Calculator

Pricing reflects probable construction costs obtainable in the project locality on the date of this opinion. Unit rates have been obtained from historical records and/or discussion with contractors. The unit rates reflect current bid costs in the area. This is an opinion of fair market value for the construction of this project. It is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the construction work for all subcontractors and general contractors. Experience indicates that a fewer number of bidders may result in higher bids, conversely an increased number of bidders may result in more competitive bids.

Since EMH&T has no control over the cost of labor, material, equipment, or over the contractor's method of determining prices, or over the competitive bidding or market conditions at the time of bid, the cost opinon is based on industry practice, professional experience and qualifications, and represents EMH&T's best judgment as a consultant familiar with the construction industry. EMH&T does not guarantee that the proposals, bids, or the construction cost will not vary from opinions of probable cost prepared by them.

ITEM NO.	EXT.	ESTIMATED QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE	
					UNIT COST	TOTAL EXTENDED PRICE
				Roadway		
201	E32000	1	L. Sum	Clearing and Grubbing	$ 5,000.00	$ *5,000.00*
202		3,085	Ft	Curb Removed	$ 4.85	$ *14,964.00*
202	#REF!	9,344	Sq Yd	Pavement Removed	$ 16.43	$ *153,521.00*
203		2,000	Cu Yd	Excavation	$ 25.00	$ *50,000.00*
203		5,000	Cu Yd	Embankment	$ 12.00	$ *60,000.00*
204		9,670	Sq Yd	Subgrade Compaction	$ 3.00	$ *29,011.00*
206*		9,670	Sq Yd	Cement Stabilized Subgrade (assumed global at 14")	$ 5.51	$ *53,283.00*
206*		292	Ton	Cement	$ 181.16	$ *52,899.00*
609		3,574	Ft	Combination Curb and Gutter, Type 2	$ 30.17	$ *107,817.00*
609		1,683	Ft	Curb, Type 6	$ 33.28	$ *56,020.00*
609		371	Ft	Combination Curb and Gutter, Type 9	$ 47.66	$ *17,668.00*
				Roadway Subtotal		***$ 600,200.00***
				Sediment & Erosion Control		
832		1	Each	Storm Water Pollution Prevention Plan	$ 5,000.00	$ *5,000.00*
832		1	Each	Storm Water Pollution Prevention Plan Inspections	$ 5,000.00	$ *5,000.00*
832		1	Each	Storm Water Pollution Prevention Plan Inspection Software	$ 5,000.00	$ *5,000.00*
832		30,000	Each	Erosion Control	$ 1.00	$ *30,000.00*
	E56000			***Sediment & Erosion Control Subtotal***		***$ 45,000.00***
	E20000			***Drainage***		
511		0.75	Cy	Headwall	$ 1,500.00	$ *1,125.00*
605	E50300	5,628	Ft	4" Pipe Underdrain	$ 12.23	$ *68,826.00*
611		2	Each	Manhole, No. 3	$ 5,579.45	$ *11,159.00*
611		7	Each	Manhole, Adjust to Grade	$ 921.58	$ *6,452.00*
611		6	Each	Catch Basin, No. 3	$ 3,397.19	$ *20,384.00*
611		4	Each	Catch Basin, No. 3A	$ 3,130.07	$ *12,521.00*
611		3	Each	Catch Basin, No. 2-3	$ 2,579.00	$ *7,737.00*
901	E54000	200	Ft	12" Storm Pipe	$ 113.84	$ *22,768.00*
901		94	Ft	18" Storm Pipe	$ 139.37	$ *13,101.00*
901		19	Ft	24" Storm Pipe	$ 281.70	$ *5,286.00*
901		68	Ft	36" Storm Pipe	$ 284.44	$ *19,207.00*
				Drainage Subtotal		***$ 188,600.00***

ITEM NO.	EXT.	ESTIMATED QUANTITY	UNIT	DESCRIPTION	ENGINEER'S ESTIMATE	
					UNIT COST	TOTAL EXTENDED PRICE
				Pavement		
301		1,598	Cy	Asphalt Concrete Base, PG64-22, (449) (7" depth)	$ 197.16	$ *314,973.00*
304		1,612	Cy	Aggreagate Base (6" Depth)	$ 80.22	$ *129,289.00*
407		1,741	Gal	Non-Tracking Tack Coat	$ 3.20	$ *5,570.00*
441		329	Cy	Asphalt Concrete Surface Course, Type 1. (448), PG64-22 (1.25" Depth)	$ 287.78	$ *94,551.00*
441		399	Cy	Asphalt Concrete Intermediate Course, Type 2, (448), (1.75' Depth)	$ 194.69	$ *77,757.00*
452		673	Sy	6" Non-Reinforced Concrete Pavement	$ 110.00	$ *74,029.00*
452		508	Sy	10" Non-Reinforced Concrete Pavement	$ 136.75	$ *69,502.00*
609		966	Sy	6" Concrete Traffic Island	$ 142.11	$ *137,236.00*
				Pavement Subtotal		***$ 903,000.00***
				Maintenance of Traffic		
SPEC		1	L. Sum	Maintenance of Traffic Miscellaneous	$ 60,000.00	$ *60,000.00*
				Maintenance of Traffic Subtotal		***$ 60,000.00***
				Water Works		
SPEC		1	L. Sum	Water Works Miscellaneous	$ 20,000.00	$ *20,000.00*
				Water Works Subtotal		***$ 20,000.00***
				Lighting		
SPEC		1	L. Sum	Lighting Miscellaneous	$ 150,000.00	$ *150,000.00*
				Lighting Subtotal		***$ 150,000.00***
				Traffic Control		
SPEC		1	L. Sum	Traffic Control Miscellaneous	$ 30,000.00	$ *30,000.00*
				Traffic Control Subtotal		***$ 30,000.00***
				Landscaping		
SPEC		1	Each	Landscaping Miscellaneous	$ 15,000.00	$ *15,000.00*
				Landscaping Subtotal		***$ 15,000.00***
				Miscellaneous		
614		1	L.Sum	Maintaining Traffic	$ 10,000.00	$ *10,000.00*
619		16	Month	Field Office, Type B	$ 2,100.00	$ *33,600.00*
623		1	L.Sum	Construction Layout Stakes, As Per Plan	$ 20,000.00	$ *20,000.00*
624		1	L.Sum	Mobilization, As Per Plan	$ 100,000.00	$ *100,000.00*
				Miscellaneous Subtotal		***$ 163,600.00***
* Denotes Contingency Quantity to be Used as Directed.						

Engineers, Surveyors, Planners, Scientists

APPENDIX C

Design Traffic Memo

With Design Traffic Volumes

Engineers, Surveyors, Planners, Scientists

MAH 46 & New Road
Design Traffic Memo
December 7, 2023
Revised January 5, 2024

This memo serves to document the development of 2028/2048 design traffic, consisting of Average Daily Traffic (ADT), AM Design Hour, and PM Design Hour turning movement volumes in a Study Area limited to the intersections of State Route 46/Willow Crest Drive, State Route 46/N Beacon Dr, and State Route 46/New Road. Per historical traffic count data and the Eastgate Regional Council of Governments, no growth rate was applied. Therefore opening year and design year traffic is identical.

Data Collection
Turning movement counts from October of 2023 were initially utilized. Upon review by District 4, volume discrepancies between this count and a prior count from July 2021 were noted – primarily for the northbound left, northbound thru and eastbound right turn movements at the State Route 46/New Road intersection. Streetlight analysis from October from 2022 was also examined and presented higher volumes than the October 2023 turning movement count.

The 2021 and 2023 counts were compared, and the higher movement volumes for the northbound left, northbound thru, and eastbound right turn movements were used. The 2023 count data was used for all movements in the Study Area, except for the movements stated above. For these movements, the higher volumes from the 2021 count data were utilized for the proposed modified count volumes. ODOT approved this modification to the traffic count data via email correspondence on November 9, 2023.

Peak Hour Determination
A homogenous system peak hour was selected by determining the total entering volume of each intersection and summating those volumes together in fifteen-minute intervals. The AM peak hour for the Study Area was determined to be 7:15 AM to 8:15 AM, and a PM peak hour of 4:15 PM to 5:15 PM.

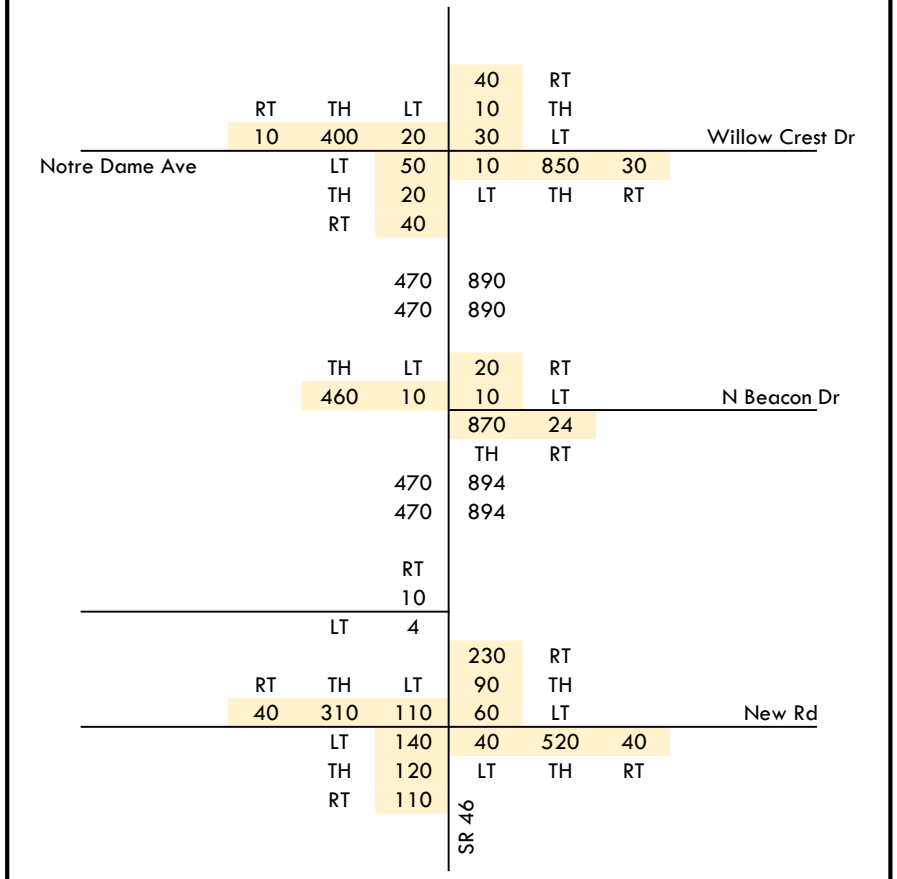
Volume Smoothing
Following the *Ohio Traffic Forecasting Manual Volume 2, Section 2.6*, volume smoothing was employed due to a limited number of accesses between the three intersections within the Study Area. Volumes were rounded to the nearest 10 then smoothed utilizing the higher volume distributed method. This procedure was performed for both AM and PM peak hours.

AM and PM Design Hour Volumes were calculated using the Statewide Average DHV Factors, as provided by *Section 2.7* of the *Ohio Traffic Forecasting Manual Volume 2*. These factors were multiplied by the smoothed peak hour volumes to obtain the AM & PM Design Hour Volumes.

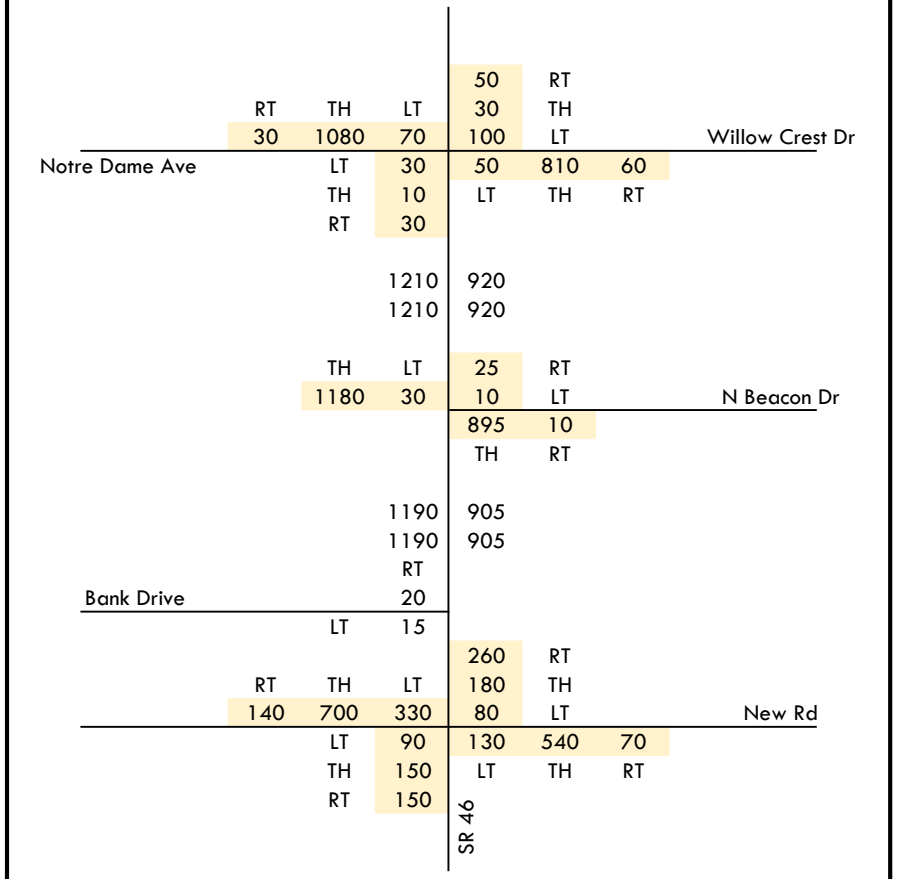
Annual Daily Traffic (ADT)
Annual Daily Traffic was estimated from the 12 hours of turning movement data observed in October 2023. ODOT's *Partial Count Factor Form* was utilized to estimate 24-hour traffic volumes. Expansion factors for cars (P&A) and trucks (B&C) were obtained from ODOT's *2021 Hourly Percent by Vehicle Type by FC (Weekday)*. ADT calculations are attached.

Attachments: Count Data, Peak Hour Determination, Traffic Count Modifications, ODOT Email Correspondence, Design Hour Volumes, Design Hour Factors, Hourly Percent Factors, AADT Calculations, Seasonal Adjustment Factors

2028/2048 Design Hour Volumes - Rounded & Balanced (for TM analysis) AM Peak Hour
7:15 - 8:15 AM **Plate 7A**



2028/2048 Design Hour Volumes - Rounded & Balanced (for TM analysis) PM Peak Hour
4:15 - 5:15 PM **Plate 7B**



Ohio Department of Transportation

Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
7:00AM	7	171	7	0	0	185	15	12	4	0	0	31	4	61	4	0	0	69	5	0	6	0	0	11	296
7:15AM	1	175	8	0	0	184	15	6	13	0	0	34	3	83	2	0	0	88	6	3	12	0	0	21	327
7:30AM	4	203	4	0	0	211	13	3	6	0	0	22	5	77	5	0	0	87	7	4	13	0	0	24	344
7:45AM	1	213	12	0	0	226	9	3	12	0	0	24	4	102	1	0	0	107	8	0	12	0	0	20	377
Hour Total	13	762	31	0	0	806	52	24	35	0	0	111	16	323	12	0	0	351	26	7	43	0	0	76	1,344
8:00AM	5	163	7	0	0	175	11	3	10	0	0	24	5	72	5	0	0	82	8	0	3	0	0	11	292
8:15AM	0	157	4	0	0	161	6	2	11	0	0	19	3	84	5	0	0	92	4	0	8	0	0	12	284
8:30AM	3	165	11	0	0	179	4	4	8	0	0	16	5	89	3	0	0	97	3	2	12	0	0	17	309
8:45AM	0	166	4	0	0	170	7	6	4	0	0	17	7	82	3	0	0	92	4	2	9	0	0	15	294
Hour Total	8	651	26	0	0	685	28	15	33	0	0	76	20	327	16	0	0	363	19	4	32	0	0	55	1,179
9:00AM	5	153	6	0	0	164	9	2	4	0	0	15	6	99	6	0	0	111	8	0	11	0	0	19	309
9:15AM	1	146	6	0	0	153	6	1	13	0	0	20	5	108	5	0	0	118	5	1	9	0	0	15	306
9:30AM	1	150	3	0	0	154	8	1	8	0	0	17	3	103	5	0	0	111	12	0	7	0	0	19	301
9:45AM	7	144	6	0	0	157	4	1	6	0	0	11	5	131	2	0	0	138	7	1	11	0	0	19	325
Hour Total	14	593	21	0	0	628	27	5	31	0	0	63	19	441	18	0	0	478	32	2	38	0	0	72	1,241
10:00AM	3	127	9	0	0	139	10	3	4	0	0	17	4	113	6	0	0	123	5	5	10	0	0	20	299
10:15AM	0	138	4	0	0	142	9	4	3	0	0	16	1	133	1	0	0	135	10	0	10	0	0	20	313
10:30AM	2	129	5	0	0	136	10	0	2	0	0	12	4	115	10	0	0	129	4	1	3	0	0	8	285
10:45AM	1	154	4	0	0	159	10	4	4	0	0	18	6	122	4	0	0	132	12	2	4	0	0	18	327
Hour Total	6	548	22	0	0	576	39	11	13	0	0	63	15	483	21	0	0	519	31	8	27	0	0	66	1,224
11:00AM	5	134	1	0	0	140	8	2	4	0	0	14	11	147	5	0	0	163	3	3	8	0	0	14	331
11:15AM	4	153	5	0	0	162	7	3	6	0	0	16	8	137	5	0	0	150	8	3	10	0	0	21	349
11:30AM	3	175	6	0	0	184	4	1	5	0	0	10	11	131	5	0	0	147	13	4	6	0	0	23	364
11:45AM	4	175	6	0	0	185	6	1	3	0	0	10	6	124	8	0	0	138	10	4	10	0	0	24	357
Hour Total	16	637	18	0	0	671	25	7	18	0	0	50	36	539	23	0	0	598	34	14	34	0	0	82	1,401
12:00PM	3	144	2	0	0	149	3	2	6	0	0	11	7	166	4	0	0	177	10	0	8	0	0	18	355
12:15PM	9	159	7	0	0	175	7	3	7	0	0	17	12	139	1	0	0	152	7	3	8	0	0	18	362
12:30PM	7	150	4	0	0	161	10	1	1	0	0	12	15	170	1	0	0	186	14	6	9	0	0	29	388
12:45PM	10	153	5	0	0	168	6	2	6	0	0	14	10	140	3	0	0	153	17	0	7	0	0	24	359
Hour Total	29	606	18	0	0	653	26	8	20	0	0	54	44	615	9	0	0	668	48	9	32	0	0	89	1,464
1:00PM	9	144	10	0	0	163	5	4	5	0	0	14	9	162	5	0	0	176	6	0	7	0	0	13	366
1:15PM	6	144	2	0	0	152	3	1	8	0	0	12	5	146	9	0	0	160	1	1	8	0	0	10	334
1:30PM	7	173	5	0	0	185	9	1	3	0	0	13	8	154	4	0	0	166	11	5	12	0	0	28	392
1:45PM	6	146	2	0	0	154	9	2	7	0	0	18	5	153	5	0	0	163	14	5	4	0	0	23	358
Hour Total	28	607	19	0	0	654	26	8	23	0	0	57	27	615	23	0	0	665	32	11	31	0	0	74	1,450

Ohio Department of Transportation

Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	7	155	4	0	0	166	8	4	2	0	0	14	10	164	9	0	0	183	7	4	8	0	0	19	382
2:15PM	7	143	9	0	0	159	10	2	6	0	0	18	13	180	2	0	0	195	16	4	6	0	0	26	398
2:30PM	8	165	9	0	0	182	5	3	4	0	0	12	5	180	6	0	0	191	5	1	14	0	0	20	405
2:45PM	6	152	10	0	0	168	11	4	4	0	0	19	16	177	6	0	0	199	17	5	8	0	0	30	416
Hour Total	28	615	32	0	0	675	34	13	16	0	0	63	44	701	23	0	0	768	45	14	36	0	0	95	1,601
3:00PM	3	148	14	0	0	165	5	0	3	0	0	8	13	198	3	0	0	214	15	3	10	0	0	28	415
3:15PM	6	171	8	0	0	185	9	4	3	0	0	16	9	199	11	0	0	219	19	9	14	0	0	42	462
3:30PM	5	168	13	0	0	186	5	3	7	0	0	15	10	240	8	0	0	258	17	7	8	0	0	32	491
3:45PM	9	147	9	0	0	165	9	2	7	0	0	18	13	214	14	0	0	241	24	6	13	0	0	43	467
Hour Total	23	634	44	0	0	701	28	9	20	0	0	57	45	851	36	0	0	932	75	25	45	0	0	145	1,835
4:00PM	7	153	11	0	0	171	8	2	6	0	0	16	15	202	11	0	0	228	20	6	8	0	0	34	449
4:15PM	9	177	7	0	0	193	7	3	6	0	0	16	10	219	2	0	0	231	24	5	11	0	0	40	480
4:30PM	7	169	14	0	0	190	9	1	10	0	0	20	16	239	10	0	0	265	21	6	14	0	0	41	516
4:45PM	10	143	11	0	0	164	5	3	7	0	0	15	16	217	7	0	0	240	27	5	11	0	0	43	462
Hour Total	33	642	43	0	0	718	29	9	29	0	0	67	57	877	30	0	0	964	92	22	44	0	0	158	1,907
5:00PM	9	168	12	0	0	189	10	2	9	0	0	21	14	232	15	0	0	261	23	11	16	0	0	50	521
5:15PM	16	176	8	0	0	200	15	3	9	0	0	27	15	221	11	0	0	247	15	5	15	0	0	35	509
5:30PM	21	146	8	0	0	175	11	5	10	0	0	26	12	202	12	0	0	226	14	14	19	0	0	47	474
5:45PM	26	162	11	0	0	199	15	4	11	0	0	30	17	207	14	0	0	238	18	9	5	0	0	32	499
Hour Total	72	652	39	0	0	763	51	14	39	0	0	104	58	862	52	0	0	972	70	39	55	0	0	164	2,003
6:00PM	22	122	9	0	0	153	11	4	9	0	0	24	7	191	11	0	0	209	18	5	9	0	0	32	418
6:15PM	5	128	9	0	0	142	12	2	6	0	0	20	13	154	10	0	0	177	13	6	10	0	0	29	368
6:30PM	6	137	2	0	0	145	4	3	7	0	0	14	9	184	11	0	0	204	17	4	5	0	0	26	389
6:45PM	19	118	4	0	0	141	8	2	9	0	0	19	6	149	7	0	0	162	8	2	9	0	0	19	341
Hour Total	52	505	24	0	0	581	35	11	31	0	0	77	35	678	39	0	0	752	56	17	33	0	0	106	1,516
App Total	322	7,452	337	0	0	8,111	400	134	308	0	0	842	416	7,312	302	0	0	8,030	560	172	450	0	0	1,182	18,165
App %	4.0%	91.9%	4.2%	0.0%	0.0%	-	47.5%	15.9%	36.6%	0.0%	0.0%	-	5.2%	91.1%	3.8%	0.0%	0.0%	-	47%	15%	38%	0%	0%	-	-
Total %	2%	41%	2%	0%	0%	45%	2%	1%	2%	0%	0%	5%	2%	40%	2%	0%	0%	44%	3%	1%	2%	0%	0%	7%	-
Passenger Vehicle	315	7342	328	0	0	7985	391	128	294	0	0	813	406	7157	290	0	0	7853	554	167	441	0	0	1162	17813
Passenger Vehicle %	97.8%	98.5%	97.3%	-	-	98.4%	97.8%	95.5%	95.5%	-	-	96.6%	97.6%	97.9%	96.0%	-	-	97.8%	98.9%	97.1%	98.0%	-	-	98.3%	98.1%
Medium	7	91	8	0	0	106	9	6	14	0	0	29	10	135	12	0	0	157	6	5	9	0	0	20	312
Medium %	2.2%	1.2%	2.4%	-	-	1.3%	2.3%	4.5%	4.5%	-	-	3.4%	2.4%	1.8%	4.0%	-	-	2.0%	1.1%	2.9%	2.0%	-	-	1.7%	1.7%
Heavy	0	19	1	0	0	20	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	40
Heavy %	0.0%	0.3%	0.3%	-	-	0.2%	0.0%	0.0%	0.0%	-	-	0.0%	0.0%	0.3%	0.0%	-	-	0.2%	0.0%	0.0%	0.0%	-	-	0.0%	0.2%

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	6	168	6	0	0	180	15	11	4	0	0	30	3	56	4	0	0	63	4	0	6	0	0	10	283
7:15AM	1	173	8	0	0	182	15	6	12	0	0	33	3	81	2	0	0	86	5	2	11	0	0	18	319
7:30AM	4	201	4	0	0	209	12	3	5	0	0	20	4	74	4	0	0	82	7	4	13	0	0	24	335
7:45AM	1	211	11	0	0	223	9	3	12	0	0	24	4	98	1	0	0	103	8	0	12	0	0	20	370
Hour Total	12	753	29	0	0	794	51	23	33	0	0	107	14	309	11	0	0	334	24	6	42	0	0	72	1,307
8:00AM	4	160	7	0	0	171	11	2	9	0	0	22	5	68	5	0	0	78	8	0	3	0	0	11	282
8:15AM	0	153	4	0	0	157	5	2	10	0	0	17	3	81	4	0	0	88	4	0	8	0	0	12	274
8:30AM	3	161	11	0	0	175	4	3	8	0	0	15	4	84	3	0	0	91	3	1	11	0	0	15	296
8:45AM	0	166	4	0	0	170	7	6	4	0	0	17	7	80	3	0	0	90	4	2	8	0	0	14	291
Hour Total	7	640	26	0	0	673	27	13	31	0	0	71	19	313	15	0	0	347	19	3	30	0	0	52	1,143
9:00AM	5	152	6	0	0	163	9	2	4	0	0	15	6	97	6	0	0	109	8	0	11	0	0	19	306
9:15AM	1	143	6	0	0	150	6	1	12	0	0	19	5	102	5	0	0	112	5	1	7	0	0	13	294
9:30AM	0	148	3	0	0	151	7	1	8	0	0	16	3	98	3	0	0	104	12	0	7	0	0	19	290
9:45AM	7	141	6	0	0	154	4	1	6	0	0	11	4	128	2	0	0	134	7	1	11	0	0	19	318
Hour Total	13	584	21	0	0	618	26	5	30	0	0	61	18	425	16	0	0	459	32	2	36	0	0	70	1,208
10:00AM	3	124	9	0	0	136	10	3	4	0	0	17	4	108	6	0	0	118	5	5	10	0	0	20	291
10:15AM	0	135	4	0	0	139	9	3	3	0	0	15	1	127	1	0	0	129	10	0	10	0	0	20	303
10:30AM	2	122	5	0	0	129	10	0	2	0	0	12	4	113	10	0	0	127	4	1	3	0	0	8	276
10:45AM	1	152	4	0	0	157	10	4	4	0	0	18	6	118	4	0	0	128	12	2	4	0	0	18	321
Hour Total	6	533	22	0	0	561	39	10	13	0	0	62	15	466	21	0	0	502	31	8	27	0	0	66	1,191
11:00AM	5	131	1	0	0	137	8	2	4	0	0	14	11	146	5	0	0	162	3	3	8	0	0	14	327
11:15AM	4	151	5	0	0	160	7	3	6	0	0	16	8	130	5	0	0	143	7	3	10	0	0	20	339
11:30AM	3	173	6	0	0	182	4	1	5	0	0	10	11	130	5	0	0	146	13	4	6	0	0	23	361
11:45AM	4	172	6	0	0	182	5	1	3	0	0	9	6	122	7	0	0	135	10	4	10	0	0	24	350
Hour Total	16	627	18	0	0	661	24	7	18	0	0	49	36	528	22	0	0	586	33	14	34	0	0	81	1,377
12:00PM	3	142	2	0	0	147	3	2	6	0	0	11	7	160	4	0	0	171	10	0	8	0	0	18	347
12:15PM	8	157	7	0	0	172	7	3	7	0	0	17	12	133	1	0	0	146	7	3	8	0	0	18	353
12:30PM	7	147	4	0	0	158	10	1	1	0	0	12	15	161	1	0	0	177	14	6	9	0	0	29	376
12:45PM	9	151	5	0	0	165	6	2	5	0	0	13	10	134	3	0	0	147	17	0	6	0	0	23	348
Hour Total	27	597	18	0	0	642	26	8	19	0	0	53	44	588	9	0	0	641	48	9	31	0	0	88	1,424
1:00PM	9	142	10	0	0	161	4	4	5	0	0	13	9	161	4	0	0	174	6	0	7	0	0	13	361
1:15PM	6	139	2	0	0	147	2	1	7	0	0	10	5	144	9	0	0	158	1	1	8	0	0	10	325
1:30PM	7	169	5	0	0	181	9	1	3	0	0	13	7	152	4	0	0	163	11	5	11	0	0	27	384
1:45PM	6	144	2	0	0	152	9	2	6	0	0	17	5	150	4	0	0	159	14	5	4	0	0	23	351

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	28	594	19	0	0	641	24	8	21	0	0	53	26	607	21	0	0	654	32	11	30	0	0	73	1,421
2:00PM	7	150	4	0	0	161	8	4	2	0	0	14	10	160	9	0	0	179	7	4	7	0	0	18	372
2:15PM	7	138	9	0	0	154	10	2	6	0	0	18	13	178	2	0	0	193	16	4	6	0	0	26	391
2:30PM	8	164	8	0	0	180	5	3	4	0	0	12	5	177	6	0	0	188	4	1	14	0	0	19	399
2:45PM	6	148	10	0	0	164	11	2	4	0	0	17	16	175	6	0	0	197	17	3	7	0	0	27	405
Hour Total	28	600	31	0	0	659	34	11	16	0	0	61	44	690	23	0	0	757	44	12	34	0	0	90	1,567
3:00PM	3	147	13	0	0	163	5	0	2	0	0	7	12	192	3	0	0	207	15	2	10	0	0	27	404
3:15PM	6	169	7	0	0	182	9	4	2	0	0	15	9	197	9	0	0	215	19	9	14	0	0	42	454
3:30PM	4	167	12	0	0	183	4	3	6	0	0	13	9	238	7	0	0	254	17	7	8	0	0	32	482
3:45PM	9	146	9	0	0	164	9	2	7	0	0	18	13	212	14	0	0	239	24	6	13	0	0	43	464
Hour Total	22	629	41	0	0	692	27	9	17	0	0	53	43	839	33	0	0	915	75	24	45	0	0	144	1,804
4:00PM	6	152	10	0	0	168	8	2	6	0	0	16	15	200	10	0	0	225	19	6	8	0	0	33	442
4:15PM	9	175	7	0	0	191	7	3	6	0	0	16	9	215	2	0	0	226	24	5	11	0	0	40	473
4:30PM	7	169	14	0	0	190	9	1	10	0	0	20	16	237	10	0	0	263	21	6	14	0	0	41	514
4:45PM	10	142	11	0	0	163	5	3	7	0	0	15	16	215	7	0	0	238	27	5	11	0	0	43	459
Hour Total	32	638	42	0	0	712	29	9	29	0	0	67	56	867	29	0	0	952	91	22	44	0	0	157	1,888
5:00PM	9	167	12	0	0	188	10	2	8	0	0	20	14	227	15	0	0	256	23	11	16	0	0	50	514
5:15PM	16	173	8	0	0	197	15	3	9	0	0	27	15	219	11	0	0	245	14	5	15	0	0	34	503
5:30PM	21	146	8	0	0	175	11	5	10	0	0	26	12	199	12	0	0	223	14	14	19	0	0	47	471
5:45PM	26	161	10	0	0	197	15	4	10	0	0	29	15	203	13	0	0	231	18	9	5	0	0	32	489
Hour Total	72	647	38	0	0	757	51	14	37	0	0	102	56	848	51	0	0	955	69	39	55	0	0	163	1,977
6:00PM	22	120	8	0	0	150	11	4	9	0	0	24	7	190	11	0	0	208	18	5	9	0	0	32	414
6:15PM	5	128	9	0	0	142	11	2	6	0	0	19	13	154	10	0	0	177	13	6	10	0	0	29	367
6:30PM	6	137	2	0	0	145	4	3	7	0	0	14	9	184	11	0	0	204	17	4	5	0	0	26	389
6:45PM	19	115	4	0	0	138	7	2	8	0	0	17	6	149	7	0	0	162	8	2	9	0	0	19	336
Hour Total	52	500	23	0	0	575	33	11	30	0	0	74	35	677	39	0	0	751	56	17	33	0	0	106	1,506
App Total	315	7,342	328	0	0	7,985	391	128	294	0	0	813	406	7,157	290	0	0	7,853	554	167	441	0	0	1,162	17,813
App %	3.9	91.9	4.1	0.0	0.0	0.0	48.1	15.7	36.2	0.0	0.0	0.0	5.2	91.1	3.7	0.0	0.0	0.0	47.7	14.4	38.0	0.0	0.0	0.0	0.0
Total %	1.8	41.2	1.8	0.0	0.0	44.8	2.2	0.7	1.7	0.0	0.0	4.6	2.3	40.2	1.6	0.0	0.0	44.1	3.1	0.9	2.5	0.0	0.0	6.5	-

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Medium **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	1	2	1	0	0	4	0	1	0	0	0	1	1	4	0	0	0	5	1	0	0	0	0	1	11
7:15AM	0	2	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	1	1	1	0	0	3	7
7:30AM	0	2	0	0	0	2	1	0	1	0	0	2	1	3	1	0	0	5	0	0	0	0	0	0	9
7:45AM	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
Hour Total	1	8	2	0	0	11	1	1	2	0	0	4	2	10	1	0	0	13	2	1	1	0	0	4	32
8:00AM	1	3	0	0	0	4	0	1	1	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	10
8:15AM	0	4	0	0	0	4	1	0	1	0	0	2	0	3	1	0	0	4	0	0	0	0	0	0	10
8:30AM	0	3	0	0	0	3	0	1	0	0	0	1	1	5	0	0	0	6	0	1	1	0	0	2	12
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	3
Hour Total	1	10	0	0	0	11	1	2	2	0	0	5	1	14	1	0	0	16	0	1	2	0	0	3	35
9:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:15AM	0	2	0	0	0	2	0	0	1	0	0	1	0	5	0	0	0	5	0	0	2	0	0	2	10
9:30AM	1	2	0	0	0	3	1	0	0	0	0	1	0	5	2	0	0	7	0	0	0	0	0	0	11
9:45AM	0	3	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	7
Hour Total	1	8	0	0	0	9	1	0	1	0	0	2	1	14	2	0	0	17	0	0	2	0	0	2	30
10:00AM	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	7
10:15AM	0	2	0	0	0	2	0	1	0	0	0	1	0	6	0	0	0	6	0	0	0	0	0	0	9
10:30AM	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
10:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
Hour Total	0	11	0	0	0	11	0	1	0	0	0	1	0	15	0	0	0	15	0	0	0	0	0	0	27
11:00AM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
11:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	0	1	8
11:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
11:45AM	0	3	0	0	0	3	1	0	0	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	7
Hour Total	0	9	0	0	0	9	1	0	0	0	0	1	0	10	1	0	0	11	1	0	0	0	0	1	22
12:00PM	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	8
12:15PM	1	1	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	7
12:30PM	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	11
12:45PM	1	1	0	0	0	2	0	0	1	0	0	1	0	6	0	0	0	6	0	0	1	0	0	1	10
Hour Total	2	7	0	0	0	9	0	0	1	0	0	1	0	25	0	0	0	25	0	0	1	0	0	1	36
1:00PM	0	2	0	0	0	2	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
1:15PM	0	5	0	0	0	5	1	0	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	9
1:30PM	0	3	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3	0	0	1	0	0	1	7
1:45PM	0	1	0	0	0	1	0	0	1	0	0	1	0	2	1	0	0	3	0	0	0	0	0	0	5

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Medium **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	11	0	0	0	11	2	0	2	0	0	4	1	6	2	0	0	9	0	0	1	0	0	1	25
2:00PM	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	8
2:15PM	0	5	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	7
2:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	5
2:45PM	0	1	0	0	0	1	0	2	0	0	0	2	0	2	0	0	0	2	0	2	1	0	0	3	8
Hour Total	0	11	0	0	0	11	0	2	0	0	0	2	0	10	0	0	0	10	1	2	2	0	0	5	28
3:00PM	0	1	1	0	0	2	0	0	1	0	0	1	1	2	0	0	0	3	0	1	0	0	0	1	7
3:15PM	0	2	1	0	0	3	0	0	1	0	0	1	0	2	2	0	0	4	0	0	0	0	0	0	8
3:30PM	1	1	1	0	0	3	1	0	1	0	0	2	1	2	1	0	0	4	0	0	0	0	0	0	9
3:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	1	4	3	0	0	8	1	0	3	0	0	4	2	8	3	0	0	13	0	1	0	0	0	1	26
4:00PM	1	1	1	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1	6
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	6
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
4:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
Hour Total	1	3	1	0	0	5	0	0	0	0	0	0	1	9	1	0	0	11	1	0	0	0	0	1	17
5:00PM	0	1	0	0	0	1	0	0	1	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	6
5:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	5
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
5:45PM	0	1	1	0	0	2	0	0	1	0	0	1	2	4	1	0	0	7	0	0	0	0	0	0	10
Hour Total	0	4	1	0	0	5	0	0	2	0	0	2	2	13	1	0	0	16	1	0	0	0	0	1	24
6:00PM	0	2	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
6:15PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	3	0	0	0	3	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	1	0	0	6	2	0	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	10
App Total	7	91	8	0	0	106	9	6	14	0	0	29	10	135	12	0	0	157	6	5	9	0	0	20	312
App %	6.6	85.8	7.5	0.0	0.0	0.0	31.0	20.7	48.3	0.0	0.0	0.0	6.4	86.0	7.6	0.0	0.0	0.0	30.0	25.0	45.0	0.0	0.0	0.0	0.0
Total %	2.2	29.2	2.6	0.0	0.0	34.0	2.9	1.9	4.5	0.0	0.0	9.3	3.2	43.3	3.8	0.0	0.0	50.3	1.9	1.6	2.9	0.0	0.0	6.4	0.0

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Heavy **Owner ID** Bridget.Richard **County** /ahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
10:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
10:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
11:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
1:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 11250 **Classification** Heavy **Owner ID** Bridget.Richard **County** /ahoning

	SR-46 Northbound						Notre Dame Ave (TR-2267) Eastbound						SR-46 Southbound						Willowcrest Dr (TR-2270) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
2:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
2:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	1	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	4
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
App Total	0	19	1	0	0	20	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	40
App %	0.0	95.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	47.5	2.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ohio Department of Transportation

Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
7:00AM	0	169	2	0	0	171	0	0	0	0	0	0	4	75	0	0	0	79	10	0	14	0	0	24	274
7:15AM	0	184	0	0	0	184	0	0	0	0	0	0	1	102	0	0	0	103	5	0	4	0	0	9	296
7:30AM	0	211	2	0	0	213	0	0	0	0	0	0	1	91	0	0	0	92	2	0	5	0	0	7	312
7:45AM	0	208	1	0	0	209	0	0	0	0	0	0	3	120	0	0	0	123	1	0	9	0	0	10	342
Hour Total	0	772	5	0	0	777	0	0	0	0	0	0	9	388	0	0	0	397	18	0	32	0	0	50	1,224
8:00AM	0	173	2	0	0	175	0	0	0	0	0	0	0	92	0	0	0	92	1	0	6	0	0	7	274
8:15AM	0	159	1	0	0	160	0	0	0	0	0	0	0	99	0	0	0	99	2	0	3	0	0	5	264
8:30AM	0	179	1	0	0	180	0	0	0	0	0	0	0	98	0	0	0	98	2	0	3	0	0	5	283
8:45AM	0	165	1	0	0	166	0	0	0	0	0	0	1	89	0	0	0	90	1	0	3	0	0	4	260
Hour Total	0	676	5	0	0	681	0	0	0	0	0	0	1	378	0	0	0	379	6	0	15	0	0	21	1,081
9:00AM	0	166	0	0	0	166	0	0	0	0	0	0	3	108	0	0	0	111	0	0	5	0	0	5	282
9:15AM	0	140	0	0	0	140	0	0	0	0	0	0	3	120	0	0	0	123	4	0	7	0	0	11	274
9:30AM	0	158	2	0	0	160	0	0	0	0	0	0	2	120	0	0	0	122	5	0	6	0	0	11	293
9:45AM	0	151	2	0	0	153	0	0	0	0	0	0	7	132	0	0	0	139	1	0	4	0	0	5	297
Hour Total	0	615	4	0	0	619	0	0	0	0	0	0	15	480	0	0	0	495	10	0	22	0	0	32	1,146
10:00AM	0	130	1	0	0	131	0	0	0	0	0	0	4	122	0	0	0	126	1	0	4	0	0	5	262
10:15AM	0	137	0	0	0	137	0	0	0	0	0	0	1	143	0	0	0	144	3	0	3	0	0	6	287
10:30AM	0	135	1	0	0	136	0	0	0	0	0	0	2	117	0	0	0	119	1	0	3	0	0	4	259
10:45AM	0	162	1	0	0	163	0	0	0	0	0	0	2	132	0	0	0	134	0	0	3	0	0	3	300
Hour Total	0	564	3	0	0	567	0	0	0	0	0	0	9	514	0	0	0	523	5	0	13	0	0	18	1,108
11:00AM	0	144	1	0	0	145	0	0	0	0	0	0	4	151	0	0	0	155	3	0	2	0	0	5	305
11:15AM	0	154	4	0	0	158	0	0	0	0	0	0	3	148	0	0	0	151	1	0	5	0	0	6	315
11:30AM	0	184	1	0	0	185	0	0	0	0	0	0	1	153	0	0	0	154	0	0	5	0	0	5	344
11:45AM	0	180	2	0	0	182	0	0	0	0	0	0	2	132	0	0	0	134	2	0	3	0	0	5	321
Hour Total	0	662	8	0	0	670	0	0	0	0	0	0	10	584	0	0	0	594	6	0	15	0	0	21	1,285
12:00PM	0	152	2	0	0	154	0	0	0	0	0	0	2	177	0	0	0	179	2	0	3	0	0	5	338
12:15PM	0	170	3	0	0	173	0	0	0	0	0	0	1	157	0	0	0	158	1	0	3	0	0	4	335
12:30PM	0	153	3	0	0	156	0	0	0	0	0	0	5	187	0	0	0	192	1	0	4	0	0	5	353
12:45PM	0	161	4	0	0	165	0	0	0	0	0	0	0	167	0	0	0	167	4	0	3	0	0	7	339
Hour Total	0	636	12	0	0	648	0	0	0	0	0	0	8	688	0	0	0	696	8	0	13	0	0	21	1,365
1:00PM	0	159	3	0	0	162	0	0	0	0	0	0	3	182	0	0	0	185	2	0	2	0	0	4	351
1:15PM	0	149	1	0	0	150	0	0	0	0	0	0	4	155	0	0	0	159	0	0	0	0	0	0	309
1:30PM	0	179	3	0	0	182	0	0	0	0	0	0	1	167	0	0	0	168	0	0	1	0	0	1	351
1:45PM	0	155	2	0	0	157	0	0	0	0	0	0	6	168	0	0	0	174	1	0	1	0	0	2	333
Hour Total	0	642	9	0	0	651	0	0	0	0	0	0	14	672	0	0	0	686	3	0	4	0	0	7	1,344

Ohio Department of Transportation

Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	0	166	0	0	0	166	0	0	0	0	0	0	3	171	0	0	0	174	2	0	5	0	0	7	347
2:15PM	0	155	5	0	0	160	0	0	0	0	0	0	6	199	0	0	0	205	0	0	4	0	0	4	369
2:30PM	0	184	1	0	0	185	0	0	0	0	0	0	0	188	0	0	0	188	3	0	0	0	0	3	376
2:45PM	0	157	3	0	0	160	0	0	0	0	0	0	5	194	0	0	0	199	0	0	5	0	0	5	364
Hour Total	0	662	9	0	0	671	0	0	0	0	0	0	14	752	0	0	0	766	5	0	14	0	0	19	1,456
3:00PM	0	165	3	0	0	168	0	0	0	0	0	0	5	211	0	0	0	216	3	0	2	0	0	5	389
3:15PM	0	179	3	0	0	182	0	0	0	0	0	0	3	219	0	0	0	222	3	0	4	0	0	7	411
3:30PM	0	185	3	0	0	188	0	0	0	0	0	0	8	253	0	0	0	261	3	0	2	0	0	5	454
3:45PM	0	161	2	0	0	163	0	0	0	0	0	0	5	245	0	0	0	250	2	0	3	0	0	5	418
Hour Total	0	690	11	0	0	701	0	0	0	0	0	0	21	928	0	0	0	949	11	0	11	0	0	22	1,672
4:00PM	0	171	7	0	0	178	0	0	0	0	0	0	4	227	0	0	0	231	0	0	4	0	0	4	413
4:15PM	0	185	1	0	0	186	0	0	0	0	0	0	5	236	0	0	0	241	4	0	7	0	0	11	438
4:30PM	0	192	4	0	0	196	0	0	0	0	0	0	8	267	0	0	0	275	0	0	2	0	0	2	473
4:45PM	0	157	4	0	0	161	0	0	0	0	0	0	7	246	0	0	0	253	5	0	6	0	0	11	425
Hour Total	0	705	16	0	0	721	0	0	0	0	0	0	24	976	0	0	0	1,000	9	0	19	0	0	28	1,749
5:00PM	0	192	3	0	0	195	0	0	0	0	0	0	10	255	0	0	0	265	4	0	9	0	0	13	473
5:15PM	0	200	5	0	0	205	0	0	0	0	0	0	7	245	0	0	0	252	3	0	10	0	0	13	470
5:30PM	0	182	2	0	0	184	0	0	0	0	0	0	3	224	0	0	0	227	1	0	8	0	0	9	420
5:45PM	0	200	2	0	0	202	0	0	0	0	0	0	10	229	0	0	0	239	3	0	5	0	0	8	449
Hour Total	0	774	12	0	0	786	0	0	0	0	0	0	30	953	0	0	0	983	11	0	32	0	0	43	1,812
6:00PM	0	144	2	0	0	146	0	0	0	0	0	0	5	218	0	0	0	223	1	0	4	0	0	5	374
6:15PM	0	139	1	0	0	140	0	0	0	0	0	0	4	171	0	0	0	175	2	0	2	0	0	4	319
6:30PM	0	143	3	0	0	146	0	0	0	0	0	0	4	203	0	0	0	207	2	0	2	0	0	4	357
6:45PM	0	137	2	0	0	139	0	0	0	0	0	0	4	164	0	0	0	168	1	0	5	0	0	6	313
Hour Total	0	563	8	0	0	571	0	0	0	0	0	0	17	756	0	0	0	773	6	0	13	0	0	19	1,363
App Total	0	7,961	102	0	0	8,063	0	0	0	0	0	0	172	8,069	0	0	0	8,241	98	0	203	0	0	301	16,605
App %	0.0%	98.7%	1.3%	0.0%	0.0%	-	0.0%	0.0%	0.0%	0.0%	0.0%	-	2.1%	97.9%	0.0%	0.0%	0.0%	-	33%	0%	67%	0%	0%	100%	-
Total %	0%	48%	1%	0%	0%	49%	0%	0%	0%	0%	0%	0%	1%	49%	0%	0%	0%	50%	1%	0%	1%	0%	0%	2%	100%
Passenger Vehicle	0	7841	95	0	0	7936	0	0	0	0	0	0	160	7930	0	0	0	8090	92	0	191	0	0	283	16309
Passenger Vehicle %	0.0%	98.5%	93.1%	0.0%	0.0%	98.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	93.0%	98.3%	0.0%	0.0%	0.0%	98.2%	93.9%	0.0%	94.1%	0.0%	0.0%	94.0%	98.2%
Medium	0	94	7	0	0	101	0	0	0	0	0	0	10	114	0	0	0	124	5	0	11	0	0	16	241
Medium %	0.0%	1.2%	6.9%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	1.4%	0.0%	0.0%	0.0%	1.5%	5.1%	0.0%	5.4%	0.0%	0.0%	5.3%	1.5%
Heavy	0	26	0	0	0	26	0	0	0	0	0	0	2	25	0	0	0	27	1	0	1	0	0	2	55
Heavy %	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.3%	0.0%	0.0%	0.0%	0.3%	1.0%	0.0%	0.5%	0.0%	0.0%	0.7%	0.3%

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	167	1	0	0	168	0	0	0	0	0	0	2	71	0	0	0	73	10	0	11	0	0	21	262
7:15AM	0	181	0	0	0	181	0	0	0	0	0	0	0	99	0	0	0	99	5	0	4	0	0	9	289
7:30AM	0	210	1	0	0	211	0	0	0	0	0	0	1	85	0	0	0	86	1	0	5	0	0	6	303
7:45AM	0	206	1	0	0	207	0	0	0	0	0	0	3	115	0	0	0	118	1	0	8	0	0	9	334
Hour Total	0	764	3	0	0	767	0	0	0	0	0	0	6	370	0	0	0	376	17	0	28	0	0	45	1,188
8:00AM	0	170	1	0	0	171	0	0	0	0	0	0	0	85	0	0	0	85	1	0	6	0	0	7	263
8:15AM	0	155	1	0	0	156	0	0	0	0	0	0	0	93	0	0	0	93	2	0	2	0	0	4	253
8:30AM	0	174	1	0	0	175	0	0	0	0	0	0	0	93	0	0	0	93	2	0	3	0	0	5	273
8:45AM	0	165	1	0	0	166	0	0	0	0	0	0	1	85	0	0	0	86	1	0	3	0	0	4	256
Hour Total	0	664	4	0	0	668	0	0	0	0	0	0	1	356	0	0	0	357	6	0	14	0	0	20	1,045
9:00AM	0	166	0	0	0	166	0	0	0	0	0	0	3	107	0	0	0	110	0	0	5	0	0	5	281
9:15AM	0	136	0	0	0	136	0	0	0	0	0	0	2	116	0	0	0	118	3	0	7	0	0	10	264
9:30AM	0	156	2	0	0	158	0	0	0	0	0	0	2	119	0	0	0	121	5	0	6	0	0	11	290
9:45AM	0	148	2	0	0	150	0	0	0	0	0	0	7	129	0	0	0	136	1	0	4	0	0	5	291
Hour Total	0	606	4	0	0	610	0	0	0	0	0	0	14	471	0	0	0	485	9	0	22	0	0	31	1,126
10:00AM	0	128	0	0	0	128	0	0	0	0	0	0	3	117	0	0	0	120	1	0	3	0	0	4	252
10:15AM	0	134	0	0	0	134	0	0	0	0	0	0	1	135	0	0	0	136	2	0	3	0	0	5	275
10:30AM	0	128	1	0	0	129	0	0	0	0	0	0	2	114	0	0	0	116	1	0	3	0	0	4	249
10:45AM	0	160	1	0	0	161	0	0	0	0	0	0	2	125	0	0	0	127	0	0	3	0	0	3	291
Hour Total	0	550	2	0	0	552	0	0	0	0	0	0	8	491	0	0	0	499	4	0	12	0	0	16	1,067
11:00AM	0	139	1	0	0	140	0	0	0	0	0	0	4	151	0	0	0	155	3	0	2	0	0	5	300
11:15AM	0	151	4	0	0	155	0	0	0	0	0	0	3	139	0	0	0	142	1	0	5	0	0	6	303
11:30AM	0	180	1	0	0	181	0	0	0	0	0	0	1	152	0	0	0	153	0	0	5	0	0	5	339
11:45AM	0	177	2	0	0	179	0	0	0	0	0	0	2	130	0	0	0	132	2	0	3	0	0	5	316
Hour Total	0	647	8	0	0	655	0	0	0	0	0	0	10	572	0	0	0	582	6	0	15	0	0	21	1,258
12:00PM	0	148	2	0	0	150	0	0	0	0	0	0	2	176	0	0	0	178	2	0	3	0	0	5	333
12:15PM	0	164	3	0	0	167	0	0	0	0	0	0	1	152	0	0	0	153	1	0	3	0	0	4	324
12:30PM	0	152	3	0	0	155	0	0	0	0	0	0	5	184	0	0	0	189	1	0	4	0	0	5	349
12:45PM	0	158	3	0	0	161	0	0	0	0	0	0	0	166	0	0	0	166	4	0	3	0	0	7	334
Hour Total	0	622	11	0	0	633	0	0	0	0	0	0	8	678	0	0	0	686	8	0	13	0	0	21	1,340
1:00PM	0	157	3	0	0	160	0	0	0	0	0	0	3	181	0	0	0	184	2	0	2	0	0	4	348
1:15PM	0	144	1	0	0	145	0	0	0	0	0	0	3	152	0	0	0	155	0	0	0	0	0	0	300
1:30PM	0	175	3	0	0	178	0	0	0	0	0	0	1	166	0	0	0	167	0	0	1	0	0	1	346
1:45PM	0	153	2	0	0	155	0	0	0	0	0	0	6	162	0	0	0	168	1	0	1	0	0	2	325

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	629	9	0	0	638	0	0	0	0	0	0	13	661	0	0	0	674	3	0	4	0	0	7	1,319
2:00PM	0	162	0	0	0	162	0	0	0	0	0	0	3	169	0	0	0	172	2	0	4	0	0	6	340
2:15PM	0	153	5	0	0	158	0	0	0	0	0	0	6	196	0	0	0	202	0	0	4	0	0	4	364
2:30PM	0	181	1	0	0	182	0	0	0	0	0	0	0	185	0	0	0	185	3	0	0	0	0	3	370
2:45PM	0	155	3	0	0	158	0	0	0	0	0	0	5	192	0	0	0	197	0	0	5	0	0	5	360
Hour Total	0	651	9	0	0	660	0	0	0	0	0	0	14	742	0	0	0	756	5	0	13	0	0	18	1,434
3:00PM	0	163	3	0	0	166	0	0	0	0	0	0	3	207	0	0	0	210	2	0	2	0	0	4	380
3:15PM	0	177	3	0	0	180	0	0	0	0	0	0	2	216	0	0	0	218	3	0	3	0	0	6	404
3:30PM	0	183	2	0	0	185	0	0	0	0	0	0	8	250	0	0	0	258	3	0	1	0	0	4	447
3:45PM	0	159	2	0	0	161	0	0	0	0	0	0	5	243	0	0	0	248	1	0	3	0	0	4	413
Hour Total	0	682	10	0	0	692	0	0	0	0	0	0	18	916	0	0	0	934	9	0	9	0	0	18	1,644
4:00PM	0	170	6	0	0	176	0	0	0	0	0	0	4	224	0	0	0	228	0	0	3	0	0	3	407
4:15PM	0	182	1	0	0	183	0	0	0	0	0	0	5	236	0	0	0	241	4	0	7	0	0	11	435
4:30PM	0	192	4	0	0	196	0	0	0	0	0	0	8	267	0	0	0	275	0	0	2	0	0	2	473
4:45PM	0	156	4	0	0	160	0	0	0	0	0	0	7	245	0	0	0	252	5	0	6	0	0	11	423
Hour Total	0	700	15	0	0	715	0	0	0	0	0	0	24	972	0	0	0	996	9	0	18	0	0	27	1,738
5:00PM	0	191	3	0	0	194	0	0	0	0	0	0	8	254	0	0	0	262	3	0	7	0	0	10	466
5:15PM	0	198	5	0	0	203	0	0	0	0	0	0	6	244	0	0	0	250	3	0	10	0	0	13	466
5:30PM	0	182	2	0	0	184	0	0	0	0	0	0	3	223	0	0	0	226	1	0	8	0	0	9	419
5:45PM	0	198	2	0	0	200	0	0	0	0	0	0	10	226	0	0	0	236	3	0	5	0	0	8	444
Hour Total	0	769	12	0	0	781	0	0	0	0	0	0	27	947	0	0	0	974	10	0	30	0	0	40	1,795
6:00PM	0	141	2	0	0	143	0	0	0	0	0	0	5	217	0	0	0	222	1	0	4	0	0	5	370
6:15PM	0	139	1	0	0	140	0	0	0	0	0	0	4	171	0	0	0	175	2	0	2	0	0	4	319
6:30PM	0	143	3	0	0	146	0	0	0	0	0	0	4	203	0	0	0	207	2	0	2	0	0	4	357
6:45PM	0	134	2	0	0	136	0	0	0	0	0	0	4	163	0	0	0	167	1	0	5	0	0	6	309
Hour Total	0	557	8	0	0	565	0	0	0	0	0	0	17	754	0	0	0	771	6	0	13	0	0	19	1,355
App Total	0	7,841	95	0	-	7,936	0	0	0	0	-	0	160	7,930	0	0	-	8,090	92	0	191	0	-	283	16,309
App %	0.0	98.8	1.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	2.0	98.0	0.0	0.0	-	-	32.5	0.0	67.5	0.0	-	-	-
Total %	0.0	48.1	0.6	0.0	-	48.7	0.0	0.0	0.0	0.0	-	0.0	1.0	48.6	0.0	0.0	-	49.6	0.6	0.0	1.2	0.0	-	1.7	-

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Medium **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	1	1	0	0	2	0	0	0	0	0	0	2	2	0	0	0	4	0	0	3	0	0	3	9
7:15AM	0	3	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	5
7:30AM	0	1	1	0	0	2	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	8
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	5
Hour Total	0	6	2	0	0	8	0	0	0	0	0	0	3	11	0	0	0	14	1	0	4	0	0	5	27
8:00AM	0	3	1	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	11
8:15AM	0	4	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	1	11
8:30AM	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	8
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	11	0	0	0	0	0	0	0	20	0	0	0	20	0	0	1	0	0	1	32
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:15AM	0	3	0	0	0	3	0	0	0	0	0	0	1	3	0	0	0	4	1	0	0	0	0	1	8
9:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
9:45AM	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
Hour Total	0	8	0	0	0	8	0	0	0	0	0	0	1	8	0	0	0	9	1	0	0	0	0	1	18
10:00AM	0	1	1	0	0	2	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0	6
10:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	10
10:30AM	0	5	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	7
10:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	7
Hour Total	0	7	1	0	0	8	0	0	0	0	0	0	1	20	0	0	0	21	1	0	0	0	0	1	30
11:00AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15AM	0	3	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	11
11:30AM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
11:45AM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
Hour Total	0	15	0	0	0	15	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	26
12:00PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
12:15PM	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8
12:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:45PM	0	2	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	10	1	0	0	11	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	18
1:00PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15PM	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7
1:30PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
1:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	6

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Medium **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	10	0	0	0	10	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	19
2:00PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	5
2:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
2:30PM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
2:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0	8	0	0	1	0	0	1	16
3:00PM	0	2	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	3	1	0	0	0	0	1	6
3:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	6
3:30PM	0	2	1	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	7
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	7	1	0	0	8	0	0	0	0	0	0	2	9	0	0	0	11	1	0	2	0	0	3	22
4:00PM	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	6
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	9
5:00PM	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	1	0	2	0	0	3	7
5:15PM	0	2	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	4
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:45PM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Hour Total	0	5	0	0	0	5	0	0	0	0	0	0	3	5	0	0	0	8	1	0	2	0	0	3	16
6:00PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	6	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	8
App Total	0	94	7	0	-	101	0	0	0	0	-	0	10	114	0	0	-	124	5	0	11	0	-	16	241
App %	0.0	93.1	6.9	0.0	-	-	0.0	0.0	0.0	0.0	-	-	8.1	91.9	0.0	0.0	-	-	31.3	0.0	68.8	0.0	-	-	-
Total %	0.0	39.0	2.9	0.0	-	41.9	0.0	0.0	0.0	0.0	-	0.0	4.1	47.3	0.0	0.0	-	51.5	2.1	0.0	4.6	0.0	-	6.6	-

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Heavy **Owner ID** Bridget.Richard **County** /ahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	9
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
10:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	4
10:15AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
10:45AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	11
11:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
12:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
1:15PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
1:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2

Ohio Department of Transportation
Volume by Approach

TMC Date 10/3/2023 **Time Interval** 15 Min. **Intersection ID** 51650 **Classification** Heavy **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						North Beacon Dr (TR-2820) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	3	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	6
2:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
2:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	4	1	0	0	0	0	1	6
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
App Total	0	26	0	0	-	26	0	0	0	0	-	0	2	25	0	0	-	27	1	0	1	0	-	2	55
App %	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	7.4	92.6	0.0	0.0	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	0.0	47.3	0.0	0.0	-	47.3	0.0	0.0	0.0	0.0	-	0.0	3.6	45.5	0.0	0.0	-	49.1	1.8	0.0	1.8	0.0	-	3.6	-

Ohio Department of Transportation

Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						New Rd (CR-162) Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	1	84	14	0	0	99	28	55	8	0	0	91	31	39	4	0	0	74	8	15	49	0	0	72	336
7:15AM	3	114	6	0	0	123	28	39	18	0	0	85	16	58	7	0	0	81	19	24	53	0	0	96	385
7:30AM	4	112	9	0	0	125	42	20	19	0	0	81	22	54	9	0	0	85	13	21	53	0	0	87	378
7:45AM	6	103	15	0	0	124	31	21	15	0	0	67	22	58	8	0	0	88	10	23	49	0	0	82	361
Hour Total	14	413	44	0	0	471	129	135	60	0	0	324	91	209	28	0	0	328	50	83	204	0	0	337	1,460
8:00AM	9	112	12	0	0	133	22	25	7	0	0	54	31	57	10	0	0	98	6	13	46	0	0	65	350
8:15AM	9	102	12	0	0	123	25	16	7	0	0	48	35	56	8	0	0	99	7	17	44	0	0	68	338
8:30AM	3	104	9	0	0	116	28	20	8	0	0	56	35	66	8	0	0	109	4	11	55	0	0	70	351
8:45AM	5	109	10	0	0	124	26	17	11	0	0	54	21	87	7	0	0	115	12	18	57	0	0	87	380
Hour Total	26	427	43	0	0	496	101	78	33	0	0	212	122	266	33	0	0	421	29	59	202	0	0	290	1,419
9:00AM	4	84	1	0	0	89	13	18	11	0	0	42	33	47	11	0	0	91	13	16	41	0	0	70	292
9:15AM	3	94	7	0	0	104	24	19	11	0	0	54	31	64	10	0	0	105	11	17	45	0	0	73	336
9:30AM	3	101	3	0	0	107	25	10	8	0	0	43	38	74	7	0	0	119	5	13	49	0	0	67	336
9:45AM	5	87	6	0	0	98	20	8	4	0	0	32	39	62	15	0	0	116	8	15	45	0	0	68	314
Hour Total	15	366	17	0	0	398	82	55	34	0	0	171	141	247	43	0	0	431	37	61	180	0	0	278	1,278
10:00AM	5	87	7	0	0	99	20	20	8	0	0	48	38	75	13	0	0	126	5	7	41	0	0	53	326
10:15AM	5	93	8	0	0	106	12	14	3	0	0	29	53	66	12	0	0	131	12	7	50	0	0	69	335
10:30AM	9	77	6	0	0	92	13	9	9	0	0	31	53	66	15	0	0	134	8	9	48	0	0	65	322
10:45AM	8	101	8	0	0	117	9	10	9	0	0	28	47	87	15	0	0	149	11	17	42	0	0	70	364
Hour Total	27	358	29	0	0	414	54	53	29	0	0	136	191	294	55	0	0	540	36	40	181	0	0	257	1,347
11:00AM	6	80	16	0	0	102	14	11	7	0	0	32	48	92	15	0	0	155	5	9	28	0	0	42	331
11:15AM	12	98	2	0	0	112	14	15	15	0	0	44	47	85	16	0	0	148	4	14	49	0	0	67	371
11:30AM	8	95	10	0	0	113	16	11	11	0	0	38	49	77	12	0	0	138	6	10	38	0	0	54	343
11:45AM	5	93	7	0	0	105	19	11	5	0	0	35	48	75	21	0	0	144	7	22	54	0	0	83	367
Hour Total	31	366	35	0	0	432	63	48	38	0	0	149	192	329	64	0	0	585	22	55	169	0	0	246	1,412
12:00PM	6	104	12	0	0	122	24	11	5	0	0	40	69	90	26	0	0	185	5	12	30	0	0	47	394
12:15PM	9	93	3	0	0	105	19	21	13	0	0	53	39	98	18	0	0	155	9	15	41	0	0	65	378
12:30PM	11	108	12	0	0	131	21	18	7	0	0	46	39	98	19	0	0	156	4	17	63	0	0	84	417
12:45PM	15	86	10	0	0	111	22	21	9	0	0	52	61	83	21	0	0	165	6	16	42	0	0	64	392
Hour Total	41	391	37	0	0	469	86	71	34	0	0	191	208	369	84	0	0	661	24	60	176	0	0	260	1,581
1:00PM	8	108	10	0	0	126	12	14	10	0	0	36	49	77	12	0	0	138	6	19	54	0	0	79	379
1:15PM	12	101	8	0	0	121	18	21	11	0	0	50	50	90	16	0	0	156	14	16	43	0	0	73	400
1:30PM	7	97	12	0	0	116	27	18	5	0	0	50	44	101	20	0	0	165	14	36	47	0	0	97	428
1:45PM	5	97	10	0	0	112	25	12	12	0	0	49	47	102	26	0	0	175	4	19	65	0	0	88	424
Hour Total	32	403	40	0	0	475	82	65	38	0	0	185	190	370	74	0	0	634	38	90	209	0	0	337	1,631

Ohio Department of Transportation

Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Summary **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						New Rd (CR-162) Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	9	93	13	0	0	115	13	21	14	0	0	48	66	79	22	0	0	167	7	14	57	0	0	78	408
2:15PM	7	98	19	0	0	124	13	33	8	0	0	54	53	110	20	0	0	183	14	29	53	0	0	96	457
2:30PM	14	89	12	0	0	115	26	28	16	0	0	70	60	111	19	0	0	190	16	25	54	0	0	95	470
2:45PM	11	93	10	0	0	114	24	30	13	0	0	67	55	101	19	0	0	175	13	34	56	0	0	103	459
Hour Total	41	373	54	0	0	468	76	112	51	0	0	239	234	401	80	0	0	715	50	102	220	0	0	372	1,794
3:00PM	14	105	9	0	0	128	13	23	11	0	0	47	61	101	25	0	0	187	15	28	35	0	0	78	440
3:15PM	9	115	11	0	0	135	23	26	14	0	0	63	61	130	24	0	0	215	16	37	50	0	0	103	516
3:30PM	11	131	15	0	0	157	29	23	10	0	0	62	64	132	28	0	0	224	8	29	44	0	0	81	524
3:45PM	13	109	8	0	0	130	22	26	17	0	0	65	64	115	26	0	0	205	15	29	76	0	0	120	520
Hour Total	47	460	43	0	0	550	87	98	52	0	0	237	250	478	103	0	0	831	54	123	205	0	0	382	2,000
4:00PM	12	112	16	0	0	140	12	34	14	0	0	60	61	130	34	0	0	225	11	31	54	0	0	96	521
4:15PM	18	108	9	0	0	135	14	27	6	0	0	47	71	147	29	0	0	247	14	44	69	0	0	127	556
4:30PM	9	103	13	0	0	125	27	26	17	0	0	70	72	130	36	0	0	238	20	38	53	0	0	111	544
4:45PM	8	118	18	0	0	144	19	37	14	0	0	70	79	165	25	0	0	269	17	31	57	0	0	105	588
Hour Total	47	441	56	0	0	544	72	124	51	0	0	247	283	572	124	0	0	979	62	144	233	0	0	439	2,209
5:00PM	11	97	21	0	0	129	23	36	13	0	0	72	80	185	42	0	0	307	19	42	52	0	0	113	621
5:15PM	9	112	25	0	0	146	19	38	22	0	0	79	80	160	25	0	0	265	16	36	39	0	0	91	581
5:30PM	21	93	8	0	0	122	29	37	18	0	0	84	78	130	32	0	0	240	14	19	76	0	0	109	555
5:45PM	7	91	20	0	0	118	23	37	9	0	0	69	60	118	27	0	0	205	8	24	68	0	0	100	492
Hour Total	48	393	74	0	0	515	94	148	62	0	0	304	298	593	126	0	0	1,017	57	121	235	0	0	413	2,249
6:00PM	6	77	9	0	0	92	20	24	12	0	0	56	60	105	18	0	0	183	15	27	60	0	0	102	433
6:15PM	13	94	24	0	0	131	17	21	8	0	0	46	77	132	23	0	0	232	13	19	42	0	0	74	483
6:30PM	6	92	20	0	0	118	19	20	11	0	0	50	59	97	27	0	0	183	8	13	44	0	0	65	416
6:45PM	7	71	11	0	0	89	9	16	9	0	0	34	59	88	34	0	0	181	10	20	38	0	0	68	372
Hour Total	32	334	64	0	0	430	65	81	40	0	0	186	255	422	102	0	0	779	46	79	184	0	0	309	1,704
App Total	401	4,725	536	0	0	5,662	991	1,068	522	0	0	2,581	2,455	4,550	916	0	0	7,921	505	1,017	2,398	0	0	3,920	20,084
App %	7.1%	83.5%	9.5%	0.0%	0.0%	-	17.5%	18.9%	9.2%	0.0%	0.0%	-	31.0%	57.4%	11.6%	0.0%	0.0%	-	13%	26%	61%	0%	0%	100%	-
Total %	2%	24%	3%	0%	0%	28%	5%	5%	3%	0%	0%	13%	12%	23%	5%	0%	0%	39%	3%	5%	12%	0%	0%	20%	100%
Passenger Vehicle	393	4634	518	0	0	5545	981	1050	517	0	0	2548	2431	4470	902	0	0	7803	491	985	2369	0	0	3845	19741
Passenger Vehicle %	98.0%	98.1%	96.6%	0.0%	0.0%	97.9%	99.0%	98.3%	99.0%	0.0%	0.0%	98.7%	99.0%	98.2%	98.5%	0.0%	0.0%	98.5%	97.2%	96.9%	98.8%	0.0%	0.0%	98.1%	98.3%
Medium	8	68	17	0	0	93	10	18	5	0	0	33	23	59	13	0	0	95	12	29	26	0	0	67	288
Medium %	2.0%	1.4%	3.2%	0.0%	0.0%	1.6%	1.0%	1.7%	1.0%	0.0%	0.0%	0.0%	0.9%	1.3%	0.0%	0.0%	0.0%	1.2%	2.4%	0.0%	1.1%	0.0%	0.0%	1.7%	1.4%
Heavy	0	23	1	0	0	24	0	0	0	0	0	0	1	21	1	0	0	23	2	3	3	0	0	8	55
Heavy %	0.0%	0.5%	0.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.3%	0.4%	0.3%	0.1%	0.0%	0.0%	0.2%	0.3%

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	1	83	13	0	0	97	26	54	6	0	0	86	31	39	3	0	0	73	8	15	48	0	0	71	327
7:15AM	3	114	5	0	0	122	27	39	17	0	0	83	16	57	6	0	0	79	19	22	53	0	0	94	378
7:30AM	4	109	9	0	0	122	40	20	19	0	0	79	21	52	9	0	0	82	11	18	52	0	0	81	364
7:45AM	6	103	14	0	0	123	31	19	15	0	0	65	22	53	8	0	0	83	10	23	49	0	0	82	353
Hour Total	14	409	41	0	0	464	124	132	57	0	0	313	90	201	26	0	0	317	48	78	202	0	0	328	1,422
8:00AM	9	110	11	0	0	130	22	25	7	0	0	54	30	55	10	0	0	95	6	11	43	0	0	60	339
8:15AM	8	98	12	0	0	118	25	15	7	0	0	47	32	54	7	0	0	93	7	17	43	0	0	67	325
8:30AM	3	99	9	0	0	111	28	20	8	0	0	56	34	63	8	0	0	105	4	11	54	0	0	69	341
8:45AM	5	107	10	0	0	122	26	16	10	0	0	52	21	82	7	0	0	110	11	18	57	0	0	86	370
Hour Total	25	414	42	0	0	481	101	76	32	0	0	209	117	254	32	0	0	403	28	57	197	0	0	282	1,375
9:00AM	4	81	1	0	0	86	13	18	11	0	0	42	33	45	10	0	0	88	13	15	41	0	0	69	285
9:15AM	3	94	6	0	0	103	24	19	11	0	0	54	31	62	10	0	0	103	11	15	44	0	0	70	330
9:30AM	3	96	3	0	0	102	25	10	8	0	0	43	38	71	7	0	0	116	5	13	49	0	0	67	328
9:45AM	4	85	6	0	0	95	19	8	4	0	0	31	38	58	15	0	0	111	8	15	45	0	0	68	305
Hour Total	14	356	16	0	0	386	81	55	34	0	0	170	140	236	42	0	0	418	37	58	179	0	0	274	1,248
10:00AM	4	86	6	0	0	96	20	20	8	0	0	48	37	72	13	0	0	122	4	7	41	0	0	52	318
10:15AM	5	92	8	0	0	105	12	14	3	0	0	29	52	62	12	0	0	126	12	6	50	0	0	68	328
10:30AM	9	76	6	0	0	91	13	8	9	0	0	30	52	64	15	0	0	131	8	8	48	0	0	64	316
10:45AM	8	100	8	0	0	116	9	10	9	0	0	28	47	84	14	0	0	145	10	17	42	0	0	69	358
Hour Total	26	354	28	0	0	408	54	52	29	0	0	135	188	282	54	0	0	524	34	38	181	0	0	253	1,320
11:00AM	5	79	15	0	0	99	14	10	7	0	0	31	48	91	15	0	0	154	5	9	27	0	0	41	325
11:15AM	11	97	2	0	0	110	14	15	15	0	0	44	47	80	16	0	0	143	4	14	49	0	0	67	364
11:30AM	8	93	10	0	0	111	16	10	11	0	0	37	49	76	10	0	0	135	6	9	37	0	0	52	335
11:45AM	4	92	7	0	0	103	19	10	5	0	0	34	48	74	21	0	0	143	7	21	54	0	0	82	362
Hour Total	28	361	34	0	0	423	63	45	38	0	0	146	192	321	62	0	0	575	22	53	167	0	0	242	1,386
12:00PM	6	97	11	0	0	114	24	11	5	0	0	40	68	89	25	0	0	182	5	12	30	0	0	47	383
12:15PM	9	91	3	0	0	103	19	21	13	0	0	53	38	97	18	0	0	153	9	15	41	0	0	65	374
12:30PM	11	104	12	0	0	127	21	18	7	0	0	46	39	98	19	0	0	156	4	16	63	0	0	83	412
12:45PM	15	83	10	0	0	108	22	21	9	0	0	52	61	82	21	0	0	164	6	15	42	0	0	63	387
Hour Total	41	375	36	0	0	452	86	71	34	0	0	191	206	366	83	0	0	655	24	58	176	0	0	258	1,556
1:00PM	8	108	10	0	0	126	12	13	10	0	0	35	47	76	12	0	0	135	6	19	53	0	0	78	374
1:15PM	12	96	8	0	0	116	18	21	11	0	0	50	49	90	16	0	0	155	10	15	42	0	0	67	388
1:30PM	7	95	11	0	0	113	26	18	5	0	0	49	44	99	20	0	0	163	14	35	44	0	0	93	418
1:45PM	5	94	10	0	0	109	25	11	12	0	0	48	46	102	26	0	0	174	4	18	65	0	0	87	418

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Passenger **Owner ID** Bridget.Richard **County** Mahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	32	393	39	0	0	464	81	63	38	0	0	182	186	367	74	0	0	627	34	87	204	0	0	325	1,598
2:00PM	9	91	13	0	0	113	13	21	14	0	0	48	66	74	22	0	0	162	7	14	57	0	0	78	401
2:15PM	7	96	15	0	0	118	13	33	8	0	0	54	53	108	20	0	0	181	14	28	51	0	0	93	446
2:30PM	14	87	12	0	0	113	26	27	16	0	0	69	59	109	17	0	0	185	16	24	52	0	0	92	459
2:45PM	11	91	10	0	0	112	24	30	13	0	0	67	55	100	18	0	0	173	13	30	55	0	0	98	450
Hour Total	41	365	50	0	0	456	76	111	51	0	0	238	233	391	77	0	0	701	50	96	215	0	0	361	1,756
3:00PM	13	98	8	0	0	119	13	21	11	0	0	45	60	99	25	0	0	184	15	28	35	0	0	78	426
3:15PM	9	112	11	0	0	132	22	26	14	0	0	62	60	127	23	0	0	210	15	34	48	0	0	97	501
3:30PM	11	129	14	0	0	154	28	21	9	0	0	58	63	131	28	0	0	222	8	29	44	0	0	81	515
3:45PM	12	107	7	0	0	126	22	25	17	0	0	64	64	114	26	0	0	204	15	27	75	0	0	117	511
Hour Total	45	446	40	0	0	531	85	93	51	0	0	229	247	471	102	0	0	820	53	118	202	0	0	373	1,953
4:00PM	12	111	16	0	0	139	12	34	14	0	0	60	60	129	34	0	0	223	11	30	52	0	0	93	515
4:15PM	18	107	8	0	0	133	14	27	6	0	0	47	70	147	28	0	0	245	13	43	69	0	0	125	550
4:30PM	9	102	13	0	0	124	27	26	17	0	0	70	72	130	36	0	0	238	19	38	53	0	0	110	542
4:45PM	8	116	17	0	0	141	19	37	14	0	0	70	79	165	25	0	0	269	17	31	57	0	0	105	585
Hour Total	47	436	54	0	0	537	72	124	51	0	0	247	281	571	123	0	0	975	60	142	231	0	0	433	2,192
5:00PM	11	96	21	0	0	128	23	36	13	0	0	72	80	185	42	0	0	307	17	42	52	0	0	111	618
5:15PM	9	111	25	0	0	145	19	38	22	0	0	79	80	160	25	0	0	265	16	36	38	0	0	90	579
5:30PM	21	93	8	0	0	122	29	37	18	0	0	84	78	130	32	0	0	240	14	19	74	0	0	107	553
5:45PM	7	91	20	0	0	118	22	37	9	0	0	68	59	118	27	0	0	204	8	24	68	0	0	100	490
Hour Total	48	391	74	0	0	513	93	148	62	0	0	303	297	593	126	0	0	1,016	55	121	232	0	0	408	2,240
6:00PM	6	77	9	0	0	92	20	24	12	0	0	56	59	104	18	0	0	181	15	27	60	0	0	102	431
6:15PM	13	94	24	0	0	131	17	20	8	0	0	45	77	131	22	0	0	230	13	19	42	0	0	74	480
6:30PM	6	92	20	0	0	118	19	20	11	0	0	50	59	96	27	0	0	182	8	13	44	0	0	65	415
6:45PM	7	71	11	0	0	89	9	16	9	0	0	34	59	86	34	0	0	179	10	20	37	0	0	67	369
Hour Total	32	334	64	0	0	430	65	80	40	0	0	185	254	417	101	0	0	772	46	79	183	0	0	308	1,695
App Total	393	4,634	518	0	-	5,545	981	1,050	517	0	-	2,548	2,431	4,470	902	0	-	7,803	491	985	2,369	0	-	3,845	19,741
App %	7.1	83.6	9.3	0.0	-	-	38.5	41.2	20.3	0.0	-	-	31.2	57.3	11.6	0.0	-	-	12.8	25.6	61.6	0.0	-	-	-
Total %	2.0	23.5	2.6	0.0	-	28.1	5.0	5.3	2.6	0.0	-	12.9	12.3	22.6	4.6	0.0	-	39.5	2.5	5.0	12.0	0.0	-	19.5	-

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Medium **Owner ID** Bridget.Richard **County** /ahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	0	1	0	0	1	2	1	2	0	0	5	0	0	1	0	0	1	0	0	1	0	0	1	8
7:15AM	0	0	0	0	0	0	1	0	1	0	0	2	0	1	1	0	0	2	0	2	0	0	0	2	6
7:30AM	0	3	0	0	0	3	2	0	0	0	0	2	1	2	0	0	0	3	2	3	0	0	0	5	13
7:45AM	0	0	1	0	0	1	0	2	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	6
Hour Total	0	3	2	0	0	5	5	3	3	0	0	11	1	6	2	0	0	9	2	5	1	0	0	8	33
8:00AM	0	2	1	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3	0	2	3	0	0	5	11
8:15AM	1	3	0	0	0	4	0	1	0	0	0	1	3	1	1	0	0	5	0	0	1	0	0	1	11
8:30AM	0	5	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0	1	8
8:45AM	0	2	0	0	0	2	0	1	1	0	0	2	0	3	0	0	0	3	1	0	0	0	0	1	8
Hour Total	1	12	1	0	0	14	0	2	1	0	0	3	5	7	1	0	0	13	1	2	5	0	0	8	38
9:00AM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	0	0	1	7
9:15AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	0	3	5
9:30AM	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
9:45AM	1	2	0	0	0	3	1	0	0	0	0	1	1	4	0	0	0	5	0	0	0	0	0	0	9
Hour Total	1	8	1	0	0	10	1	0	0	0	0	1	1	10	1	0	0	12	0	3	1	0	0	4	27
10:00AM	1	0	1	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	5
10:15AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	1	0	0	0	1	5
10:30AM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0	3
10:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	0	0	0	0	1	5
Hour Total	1	0	1	0	0	2	0	1	0	0	0	1	3	8	1	0	0	12	2	1	0	0	0	3	18
11:00AM	1	1	1	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	6
11:15AM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
11:30AM	0	2	0	0	0	2	0	1	0	0	0	1	0	1	2	0	0	3	0	1	0	0	0	1	7
11:45AM	1	1	0	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	4
Hour Total	3	4	1	0	0	8	0	3	0	0	0	3	0	6	2	0	0	8	0	1	1	0	0	2	21
12:00PM	0	6	1	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	8
12:15PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
12:30PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
12:45PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	5
Hour Total	0	14	1	0	0	15	0	0	0	0	0	0	2	1	0	0	0	3	0	2	0	0	0	2	20
1:00PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	3
1:15PM	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	3	1	1	0	0	5	10
1:30PM	0	1	1	0	0	2	1	0	0	0	0	1	0	1	0	0	0	1	0	1	3	0	0	4	8
1:45PM	0	2	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	5

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Medium **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	7	1	0	0	8	1	2	0	0	0	3	3	1	0	0	0	4	3	3	5	0	0	11	26
2:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
2:15PM	0	1	4	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	9
2:30PM	0	2	0	0	0	2	0	1	0	0	0	1	1	2	2	0	0	5	0	1	1	0	0	2	10
2:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	4	1	0	0	5	7
Hour Total	0	4	4	0	0	8	0	1	0	0	0	1	1	9	3	0	0	13	0	5	4	0	0	9	31
3:00PM	1	7	1	0	0	9	0	2	0	0	0	2	1	2	0	0	0	3	0	0	0	0	0	0	14
3:15PM	0	3	0	0	0	3	1	0	0	0	0	1	1	3	1	0	0	5	1	3	2	0	0	6	15
3:30PM	0	2	1	0	0	3	1	2	1	0	0	4	1	1	0	0	0	2	0	0	0	0	0	0	9
3:45PM	1	1	1	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	0	2	1	0	0	3	8
Hour Total	2	13	3	0	0	18	2	5	1	0	0	8	3	7	1	0	0	11	1	5	3	0	0	9	46
4:00PM	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	1	2	0	0	3	6
4:15PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	1	1	0	0	0	2	5
4:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:45PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	2	0	0	5	0	0	0	0	0	0	2	1	1	0	0	4	2	2	2	0	0	6	15
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45PM	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	1	0	3	0	0	4	6
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	2
6:15PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
Hour Total	0	0	0	0	0	0	0	1	0	0	0	1	1	3	1	0	0	5	0	0	1	0	0	1	7
App Total	8	68	17	0	-	93	10	18	5	0	-	33	23	59	13	0	-	95	12	29	26	0	-	67	288
App %	8.6	73.1	18.3	0.0	-	-	30.3	54.5	15.2	0.0	-	-	24.2	62.1	13.7	0.0	-	-	17.9	43.3	38.8	0.0	-	-	-
Total %	2.8	23.6	5.9	0.0	-	32.3	3.5	6.3	1.7	0.0	-	11.5	8.0	20.5	4.5	0.0	-	33.0	4.2	10.1	9.0	0.0	-	23.3	-

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	5
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	6
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:30AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
10:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
10:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
10:30AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	3
10:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	0	1	9
11:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	1	1	0	0	2	5
12:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
12:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	5
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	2
1:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
1:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
1:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Ohio Department of Transportation
Volume by Approach

TMC Date 10/4/2023 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard **County** /lahoning

	SR-46 Northbound						Eastbound						SR-46 Southbound						New Rd (CR-162) Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
Hour Total	0	3	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	3	1	0	0	0	0	1	7
2:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
2:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
2:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:45PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	2	7
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
App Total	0	23	1	0	-	24	0	0	0	0	-	0	1	21	1	0	-	23	2	3	3	0	-	8	55
App %	0.0	95.8	4.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	4.3	91.3	4.3	0.0	-	-	25.0	37.5	37.5	0.0	-	-	-
Total %	0.0	41.8	1.8	0.0	-	43.6	0.0	0.0	0.0	0.0	-	0.0	1.8	38.2	1.8	0.0	-	41.8	3.6	5.5	5.5	0.0	-	14.5	-

2022 Streetlight Data - SR 46/New Road

Mode of Travel	Intersection Name	Origin Orientation	Origin Gate	Origin Direction	Destination Orientation	Destination Gate	Destination Direction	Turn Type	Day Type	Day Part	Total Traffic (StL Volume)
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	00: 7:00am-7:15am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	01: 7:15am-7:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	02: 7:30am-7:45am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	03: 7:45am-8:00am	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	04: 8:00am-8:15am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	05: 8:15am-8:30am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	06: 8:30am-8:45am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	07: 8:45am-9:00am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	08: 9:00am-9:15am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	09: 9:15am-9:30am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	10: 9:30am-9:45am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	11: 9:45am-10:00am	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	12: 10:00am-10:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	13: 10:15am-10:30am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	14: 10:30am-10:45am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	15: 10:45am-11:00am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	16: 11:00am-11:15am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	17: 11:15am-11:30am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	18: 11:30am-11:45am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	19: 11:45am-12:00noon	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	20: 12:00noon-12:15noon	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	21: 12:15noon-12:30noon	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	22: 12:30noon-12:45noon	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	23: 12:45noon-1:00pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	24: 1:00pm-1:15pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	25: 1:15pm-1:30pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	26: 1:30pm-1:45pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	27: 1:45pm-2:00pm	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	28: 2:00pm-2:15pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	29: 2:15pm-2:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	30: 2:30pm-2:45pm	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	31: 2:45pm-3:00pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	32: 3:00pm-3:15pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	33: 3:15pm-3:30pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	34: 3:30pm-3:45pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	35: 3:45pm-4:00pm	54
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	36: 4:00pm-4:15pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	37: 4:15pm-4:30pm	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	38: 4:30pm-4:45pm	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	39: 4:45pm-5:00pm	54
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	40: 5:00pm-5:15pm	54
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	41: 5:15pm-5:30pm	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	42: 5:30pm-5:45pm	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	43: 5:45pm-6:00pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	44: 6:00pm-6:15pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	45: 6:15pm-6:30pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	46: 6:30pm-6:45pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	0: All Days (M-Su)	47: 6:45pm-7:00pm	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	00: 7:00am-7:15am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	01: 7:15am-7:30am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	02: 7:30am-7:45am	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	03: 7:45am-8:00am	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	04: 8:00am-8:15am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	05: 8:15am-8:30am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	06: 8:30am-8:45am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	07: 8:45am-9:00am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	08: 9:00am-9:15am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	09: 9:15am-9:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	10: 9:30am-9:45am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	11: 9:45am-10:00am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	12: 10:00am-10:15am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	13: 10:15am-10:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	14: 10:30am-10:45am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	15: 10:45am-11:00am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	16: 11:00am-11:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	17: 11:15am-11:30am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	18: 11:30am-11:45am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	42
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	42
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		West	New Rd W		Thru	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E		North	SR-46 N		Right	0: All Days (M-Su)	00: 7:00am-7:15am	35

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	01: 7:15am-7:30am	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	02: 7:30am-7:45am	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	03: 7:45am-8:00am	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	04: 8:00am-8:15am	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	05: 8:15am-8:30am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	06: 8:30am-8:45am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	07: 8:45am-9:00am	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	08: 9:00am-9:15am	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	09: 9:15am-9:30am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	10: 9:30am-9:45am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	11: 9:45am-10:00am	72
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	12: 10:00am-10:15am	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	13: 10:15am-10:30am	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	14: 10:30am-10:45am	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	15: 10:45am-11:00am	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	16: 11:00am-11:15am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	17: 11:15am-11:30am	64
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	18: 11:30am-11:45am	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	19: 11:45am-12:00noon	59
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	20: 12:00noon-12:15noon	71
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	21: 12:15noon-12:30noon	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	22: 12:30noon-12:45noon	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	23: 12:45noon-1:00pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	24: 1:00pm-1:15pm	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	25: 1:15pm-1:30pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	26: 1:30pm-1:45pm	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	27: 1:45pm-2:00pm	65
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	28: 2:00pm-2:15pm	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	29: 2:15pm-2:30pm	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	30: 2:30pm-2:45pm	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	31: 2:45pm-3:00pm	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	32: 3:00pm-3:15pm	59
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	33: 3:15pm-3:30pm	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	34: 3:30pm-3:45pm	72
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	35: 3:45pm-4:00pm	63
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	36: 4:00pm-4:15pm	64
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	37: 4:15pm-4:30pm	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	38: 4:30pm-4:45pm	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	39: 4:45pm-5:00pm	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	40: 5:00pm-5:15pm	59
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	41: 5:15pm-5:30pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	42: 5:30pm-5:45pm	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	43: 5:45pm-6:00pm	64
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	44: 6:00pm-6:15pm	54
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	45: 6:15pm-6:30pm	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	46: 6:30pm-6:45pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	0: All Days (M-Su)	47: 6:45pm-7:00pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	00: 7:00am-7:15am	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	01: 7:15am-7:30am	67
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	02: 7:30am-7:45am	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	03: 7:45am-8:00am	67
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	04: 8:00am-8:15am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	05: 8:15am-8:30am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	06: 8:30am-8:45am	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	07: 8:45am-9:00am	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	08: 9:00am-9:15am	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	09: 9:15am-9:30am	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	10: 9:30am-9:45am	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	11: 9:45am-10:00am	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	12: 10:00am-10:15am	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	13: 10:15am-10:30am	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	14: 10:30am-10:45am	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	15: 10:45am-11:00am	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	16: 11:00am-11:15am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	17: 11:15am-11:30am	69
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	18: 11:30am-11:45am	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	65
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	68
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	63
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	64
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	74
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	72
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	78
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	73
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	81
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	42
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	North	SR-46 N	Right	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	00: 7:00am-7:15am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	01: 7:15am-7:30am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	02: 7:30am-7:45am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	03: 7:45am-8:00am	3

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	04: 8:00am-8:15am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	05: 8:15am-8:30am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	06: 8:30am-8:45am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	07: 8:45am-9:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	08: 9:00am-9:15am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	09: 9:15am-9:30am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	10: 9:30am-9:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	11: 9:45am-10:00am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	12: 10:00am-10:15am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	13: 10:15am-10:30am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	14: 10:30am-10:45am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	15: 10:45am-11:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	16: 11:00am-11:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	17: 11:15am-11:30am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	18: 11:30am-11:45am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	19: 11:45am-12:00noon	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	20: 12:00noon-12:15noon	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	21: 12:15noon-12:30noon	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	22: 12:30noon-12:45noon	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	23: 12:45noon-1:00pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	24: 1:00pm-1:15pm	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	25: 1:15pm-1:30pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	26: 1:30pm-1:45pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	27: 1:45pm-2:00pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	28: 2:00pm-2:15pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	29: 2:15pm-2:30pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	30: 2:30pm-2:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	31: 2:45pm-3:00pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	32: 3:00pm-3:15pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	33: 3:15pm-3:30pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	34: 3:30pm-3:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	35: 3:45pm-4:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	36: 4:00pm-4:15pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	37: 4:15pm-4:30pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	38: 4:30pm-4:45pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	39: 4:45pm-5:00pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	40: 5:00pm-5:15pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	41: 5:15pm-5:30pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	42: 5:30pm-5:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	43: 5:45pm-6:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	44: 6:00pm-6:15pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	45: 6:15pm-6:30pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	46: 6:30pm-6:45pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	0: All Days (M-Su)	47: 6:45pm-7:00pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	00: 7:00am-7:15am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	01: 7:15am-7:30am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	02: 7:30am-7:45am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	03: 7:45am-8:00am	2
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	04: 8:00am-8:15am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	05: 8:15am-8:30am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	06: 8:30am-8:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	07: 8:45am-9:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	08: 9:00am-9:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	09: 9:15am-9:30am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	10: 9:30am-9:45am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	11: 9:45am-10:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	12: 10:00am-10:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	13: 10:15am-10:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	14: 10:30am-10:45am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	15: 10:45am-11:00am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	16: 11:00am-11:15am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	17: 11:15am-11:30am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	18: 11:30am-11:45am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	East	New Rd E	South	SR-46 S	Left	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	00: 7:00am-7:15am	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	01: 7:15am-7:30am	69
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	02: 7:30am-7:45am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	03: 7:45am-8:00am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	04: 8:00am-8:15am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	05: 8:15am-8:30am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	06: 8:30am-8:45am	28

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	07: 8:45am-9:00am	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	08: 9:00am-9:15am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	09: 9:15am-9:30am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	10: 9:30am-9:45am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	11: 9:45am-10:00am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	12: 10:00am-10:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	13: 10:15am-10:30am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	14: 10:30am-10:45am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	15: 10:45am-11:00am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	16: 11:00am-11:15am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	17: 11:15am-11:30am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	18: 11:30am-11:45am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	19: 11:45am-12:00noon	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	20: 12:00noon-12:15noon	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	21: 12:15noon-12:30noon	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	22: 12:30noon-12:45noon	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	23: 12:45noon-1:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	24: 1:00pm-1:15pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	25: 1:15pm-1:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	26: 1:30pm-1:45pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	27: 1:45pm-2:00pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	28: 2:00pm-2:15pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	29: 2:15pm-2:30pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	30: 2:30pm-2:45pm	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	31: 2:45pm-3:00pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	32: 3:00pm-3:15pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	33: 3:15pm-3:30pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	34: 3:30pm-3:45pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	35: 3:45pm-4:00pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	36: 4:00pm-4:15pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	37: 4:15pm-4:30pm	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	38: 4:30pm-4:45pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	39: 4:45pm-5:00pm	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	40: 5:00pm-5:15pm	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	41: 5:15pm-5:30pm	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	42: 5:30pm-5:45pm	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	43: 5:45pm-6:00pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	44: 6:00pm-6:15pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	45: 6:15pm-6:30pm	48
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	46: 6:30pm-6:45pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	0: All Days (M-Su)	47: 6:45pm-7:00pm	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	00: 7:00am-7:15am	71
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	01: 7:15am-7:30am	86
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	02: 7:30am-7:45am	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	03: 7:45am-8:00am	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	04: 8:00am-8:15am	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	05: 8:15am-8:30am	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	06: 8:30am-8:45am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	07: 8:45am-9:00am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	08: 9:00am-9:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	09: 9:15am-9:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	10: 9:30am-9:45am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	11: 9:45am-10:00am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	12: 10:00am-10:15am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	13: 10:15am-10:30am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	14: 10:30am-10:45am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	15: 10:45am-11:00am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	16: 11:00am-11:15am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	17: 11:15am-11:30am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	18: 11:30am-11:45am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	46
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	48
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	East	New Rd E	Thru	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	00: 7:00am-7:15am	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	01: 7:15am-7:30am	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	02: 7:30am-7:45am	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	03: 7:45am-8:00am	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	04: 8:00am-8:15am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	05: 8:15am-8:30am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	06: 8:30am-8:45am	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	07: 8:45am-9:00am	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	08: 9:00am-9:15am	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	09: 9:15am-9:30am	22

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	10: 9:30am-9:45am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	11: 9:45am-10:00am	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	12: 10:00am-10:15am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	13: 10:15am-10:30am	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	14: 10:30am-10:45am	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	15: 10:45am-11:00am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	16: 11:00am-11:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	17: 11:15am-11:30am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	18: 11:30am-11:45am	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	19: 11:45am-12:00noon	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	20: 12:00noon-12:15noon	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	21: 12:15noon-12:30noon	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	22: 12:30noon-12:45noon	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	23: 12:45noon-1:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	24: 1:00pm-1:15pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	25: 1:15pm-1:30pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	26: 1:30pm-1:45pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	27: 1:45pm-2:00pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	28: 2:00pm-2:15pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	29: 2:15pm-2:30pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	30: 2:30pm-2:45pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	31: 2:45pm-3:00pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	32: 3:00pm-3:15pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	33: 3:15pm-3:30pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	34: 3:30pm-3:45pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	35: 3:45pm-4:00pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	36: 4:00pm-4:15pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	37: 4:15pm-4:30pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	38: 4:30pm-4:45pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	39: 4:45pm-5:00pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	40: 5:00pm-5:15pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	41: 5:15pm-5:30pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	42: 5:30pm-5:45pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	43: 5:45pm-6:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	44: 6:00pm-6:15pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	45: 6:15pm-6:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	46: 6:30pm-6:45pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	0: All Days (M-Su)	47: 6:45pm-7:00pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	00: 7:00am-7:15am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	01: 7:15am-7:30am	69
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	02: 7:30am-7:45am	65
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	03: 7:45am-8:00am	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	04: 8:00am-8:15am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	05: 8:15am-8:30am	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	06: 8:30am-8:45am	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	07: 8:45am-9:00am	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	08: 9:00am-9:15am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	09: 9:15am-9:30am	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	10: 9:30am-9:45am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	11: 9:45am-10:00am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	12: 10:00am-10:15am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	13: 10:15am-10:30am	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	14: 10:30am-10:45am	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	15: 10:45am-11:00am	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	16: 11:00am-11:15am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	17: 11:15am-11:30am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	18: 11:30am-11:45am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	North	SR-46 N	Left	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	00: 7:00am-7:15am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	01: 7:15am-7:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	02: 7:30am-7:45am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	03: 7:45am-8:00am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	04: 8:00am-8:15am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	05: 8:15am-8:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	06: 8:30am-8:45am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	07: 8:45am-9:00am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	08: 9:00am-9:15am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	09: 9:15am-9:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	10: 9:30am-9:45am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	11: 9:45am-10:00am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	12: 10:00am-10:15am	20

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	13: 10:15am-10:30am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	14: 10:30am-10:45am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	15: 10:45am-11:00am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	16: 11:00am-11:15am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	17: 11:15am-11:30am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	18: 11:30am-11:45am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	19: 11:45am-12:00noon	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	20: 12:00noon-12:15noon	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	21: 12:15noon-12:30noon	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	22: 12:30noon-12:45noon	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	23: 12:45noon-1:00pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	24: 1:00pm-1:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	25: 1:15pm-1:30pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	26: 1:30pm-1:45pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	27: 1:45pm-2:00pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	28: 2:00pm-2:15pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	29: 2:15pm-2:30pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	30: 2:30pm-2:45pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	31: 2:45pm-3:00pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	32: 3:00pm-3:15pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	33: 3:15pm-3:30pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	34: 3:30pm-3:45pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	35: 3:45pm-4:00pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	36: 4:00pm-4:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	37: 4:15pm-4:30pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	38: 4:30pm-4:45pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	39: 4:45pm-5:00pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	40: 5:00pm-5:15pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	41: 5:15pm-5:30pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	42: 5:30pm-5:45pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	43: 5:45pm-6:00pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	44: 6:00pm-6:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	45: 6:15pm-6:30pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	46: 6:30pm-6:45pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	0: All Days (M-Su)	47: 6:45pm-7:00pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	00: 7:00am-7:15am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	01: 7:15am-7:30am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	02: 7:30am-7:45am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	03: 7:45am-8:00am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	04: 8:00am-8:15am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	05: 8:15am-8:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	06: 8:30am-8:45am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	07: 8:45am-9:00am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	08: 9:00am-9:15am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	09: 9:15am-9:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	10: 9:30am-9:45am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	11: 9:45am-10:00am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	12: 10:00am-10:15am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	13: 10:15am-10:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	14: 10:30am-10:45am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	15: 10:45am-11:00am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	16: 11:00am-11:15am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	17: 11:15am-11:30am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	18: 11:30am-11:45am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	West	New Rd W	South	SR-46 S	Right	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	00: 7:00am-7:15am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	01: 7:15am-7:30am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	02: 7:30am-7:45am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	03: 7:45am-8:00am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	04: 8:00am-8:15am	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	05: 8:15am-8:30am	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	06: 8:30am-8:45am	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	07: 8:45am-9:00am	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	08: 9:00am-9:15am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	09: 9:15am-9:30am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	10: 9:30am-9:45am	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	11: 9:45am-10:00am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	12: 10:00am-10:15am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	13: 10:15am-10:30am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	14: 10:30am-10:45am	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	15: 10:45am-11:00am	51

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	16: 11:00am-11:15am	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	17: 11:15am-11:30am	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	18: 11:30am-11:45am	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	19: 11:45am-12:00noon	60
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	20: 12:00noon-12:15noon	64
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	21: 12:15noon-12:30noon	75
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	22: 12:30noon-12:45noon	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	23: 12:45noon-1:00pm	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	24: 1:00pm-1:15pm	68
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	25: 1:15pm-1:30pm	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	26: 1:30pm-1:45pm	66
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	27: 1:45pm-2:00pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	28: 2:00pm-2:15pm	73
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	29: 2:15pm-2:30pm	63
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	30: 2:30pm-2:45pm	76
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	31: 2:45pm-3:00pm	81
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	32: 3:00pm-3:15pm	77
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	33: 3:15pm-3:30pm	81
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	34: 3:30pm-3:45pm	79
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	35: 3:45pm-4:00pm	91
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	36: 4:00pm-4:15pm	85
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	37: 4:15pm-4:30pm	88
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	38: 4:30pm-4:45pm	76
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	39: 4:45pm-5:00pm	89
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	40: 5:00pm-5:15pm	76
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	41: 5:15pm-5:30pm	75
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	42: 5:30pm-5:45pm	72
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	43: 5:45pm-6:00pm	83
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	44: 6:00pm-6:15pm	72
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	45: 6:15pm-6:30pm	65
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	46: 6:30pm-6:45pm	65
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	0: All Days (M-Su)	47: 6:45pm-7:00pm	54
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	00: 7:00am-7:15am	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	01: 7:15am-7:30am	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	02: 7:30am-7:45am	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	03: 7:45am-8:00am	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	04: 8:00am-8:15am	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	05: 8:15am-8:30am	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	06: 8:30am-8:45am	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	07: 8:45am-9:00am	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	08: 9:00am-9:15am	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	09: 9:15am-9:30am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	10: 9:30am-9:45am	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	11: 9:45am-10:00am	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	12: 10:00am-10:15am	33
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	13: 10:15am-10:30am	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	14: 10:30am-10:45am	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	15: 10:45am-11:00am	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	16: 11:00am-11:15am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	17: 11:15am-11:30am	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	18: 11:30am-11:45am	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	55
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	70
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	57
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	79
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	69
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	74
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	87
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	85
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	94
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	62
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	95
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	92
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	81
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	93
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	85
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	82
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	85
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	99
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	78
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	74
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	East	New Rd E	Left	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	67
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	00: 7:00am-7:15am	3
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	01: 7:15am-7:30am	4
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	02: 7:30am-7:45am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	03: 7:45am-8:00am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	04: 8:00am-8:15am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	05: 8:15am-8:30am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	06: 8:30am-8:45am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	07: 8:45am-9:00am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	08: 9:00am-9:15am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	09: 9:15am-9:30am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	10: 9:30am-9:45am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	11: 9:45am-10:00am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	12: 10:00am-10:15am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	13: 10:15am-10:30am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	14: 10:30am-10:45am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	15: 10:45am-11:00am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	16: 11:00am-11:15am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	17: 11:15am-11:30am	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	18: 11:30am-11:45am	19

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	19: 11:45am-12:00noon	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	20: 12:00noon-12:15noon	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	21: 12:15noon-12:30noon	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	22: 12:30noon-12:45noon	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	23: 12:45noon-1:00pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	24: 1:00pm-1:15pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	25: 1:15pm-1:30pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	26: 1:30pm-1:45pm	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	27: 1:45pm-2:00pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	28: 2:00pm-2:15pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	29: 2:15pm-2:30pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	30: 2:30pm-2:45pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	31: 2:45pm-3:00pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	32: 3:00pm-3:15pm	49
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	33: 3:15pm-3:30pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	34: 3:30pm-3:45pm	45
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	35: 3:45pm-4:00pm	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	36: 4:00pm-4:15pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	37: 4:15pm-4:30pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	38: 4:30pm-4:45pm	47
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	39: 4:45pm-5:00pm	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	40: 5:00pm-5:15pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	41: 5:15pm-5:30pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	42: 5:30pm-5:45pm	39
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	43: 5:45pm-6:00pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	44: 6:00pm-6:15pm	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	45: 6:15pm-6:30pm	32
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	46: 6:30pm-6:45pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	0: All Days (M-Su)	47: 6:45pm-7:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	00: 7:00am-7:15am	3
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	01: 7:15am-7:30am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	02: 7:30am-7:45am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	03: 7:45am-8:00am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	04: 8:00am-8:15am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	05: 8:15am-8:30am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	06: 8:30am-8:45am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	07: 8:45am-9:00am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	08: 9:00am-9:15am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	09: 9:15am-9:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	10: 9:30am-9:45am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	11: 9:45am-10:00am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	12: 10:00am-10:15am	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	13: 10:15am-10:30am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	14: 10:30am-10:45am	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	15: 10:45am-11:00am	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	16: 11:00am-11:15am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	17: 11:15am-11:30am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	18: 11:30am-11:45am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	30
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	31
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	27
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	48
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	48
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	50
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	42
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	41
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	51
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	34
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	37
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	38
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	48
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	West	New Rd W	Right	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	35
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	00: 7:00am-7:15am	26
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	01: 7:15am-7:30am	44
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	02: 7:30am-7:45am	36
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	03: 7:45am-8:00am	63
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	04: 8:00am-8:15am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	05: 8:15am-8:30am	74
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	06: 8:30am-8:45am	59
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	07: 8:45am-9:00am	79
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	08: 9:00am-9:15am	67
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	09: 9:15am-9:30am	56
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	10: 9:30am-9:45am	70
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	11: 9:45am-10:00am	90
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	12: 10:00am-10:15am	89
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	13: 10:15am-10:30am	103
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	14: 10:30am-10:45am	107
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	15: 10:45am-11:00am	110
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	16: 11:00am-11:15am	103
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	17: 11:15am-11:30am	83
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	18: 11:30am-11:45am	113
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	19: 11:45am-12:00noon	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	20: 12:00noon-12:15noon	118
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	21: 12:15noon-12:30noon	120

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	22: 12:30noon-12:45noon	115
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	23: 12:45noon-1:00pm	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	24: 1:00pm-1:15pm	118
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	25: 1:15pm-1:30pm	114
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	26: 1:30pm-1:45pm	119
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	27: 1:45pm-2:00pm	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	28: 2:00pm-2:15pm	115
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	29: 2:15pm-2:30pm	138
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	30: 2:30pm-2:45pm	125
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	31: 2:45pm-3:00pm	124
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	32: 3:00pm-3:15pm	158
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	33: 3:15pm-3:30pm	129
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	34: 3:30pm-3:45pm	120
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	35: 3:45pm-4:00pm	145
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	36: 4:00pm-4:15pm	156
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	37: 4:15pm-4:30pm	163
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	38: 4:30pm-4:45pm	152
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	39: 4:45pm-5:00pm	150
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	40: 5:00pm-5:15pm	156
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	41: 5:15pm-5:30pm	161
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	42: 5:30pm-5:45pm	130
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	43: 5:45pm-6:00pm	130
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	44: 6:00pm-6:15pm	121
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	45: 6:15pm-6:30pm	108
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	46: 6:30pm-6:45pm	98
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	0: All Days (M-Su)	47: 6:45pm-7:00pm	105
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	00: 7:00am-7:15am	40
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	01: 7:15am-7:30am	52
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	02: 7:30am-7:45am	43
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	03: 7:45am-8:00am	77
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	04: 8:00am-8:15am	61
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	05: 8:15am-8:30am	86
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	06: 8:30am-8:45am	58
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	07: 8:45am-9:00am	71
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	08: 9:00am-9:15am	76
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	09: 9:15am-9:30am	53
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	10: 9:30am-9:45am	67
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	11: 9:45am-10:00am	91
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	12: 10:00am-10:15am	96
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	13: 10:15am-10:30am	86
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	14: 10:30am-10:45am	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	15: 10:45am-11:00am	98
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	16: 11:00am-11:15am	88
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	17: 11:15am-11:30am	81
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	18: 11:30am-11:45am	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	103
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	118
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	100
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	90
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	99
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	90
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	124
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	123
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	145
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	115
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	119
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	185
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	134
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	125
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	148
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	154
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	178
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	182
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	175
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	182
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	173
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	141
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	162
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	146
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	108
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	North	SR-46 N	South	SR-46 S	Thru	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	121
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	00: 7:00am-7:15am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	01: 7:15am-7:30am	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	02: 7:30am-7:45am	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	03: 7:45am-8:00am	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	04: 8:00am-8:15am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	05: 8:15am-8:30am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	06: 8:30am-8:45am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	07: 8:45am-9:00am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	08: 9:00am-9:15am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	09: 9:15am-9:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	10: 9:30am-9:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	11: 9:45am-10:00am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	12: 10:00am-10:15am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	13: 10:15am-10:30am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	14: 10:30am-10:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	15: 10:45am-11:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	16: 11:00am-11:15am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	17: 11:15am-11:30am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	18: 11:30am-11:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	19: 11:45am-12:00noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	20: 12:00noon-12:15noon	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	21: 12:15noon-12:30noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	22: 12:30noon-12:45noon	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	23: 12:45noon-1:00pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	24: 1:00pm-1:15pm	8

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	25: 1:15pm-1:30pm	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	26: 1:30pm-1:45pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	27: 1:45pm-2:00pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	28: 2:00pm-2:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	29: 2:15pm-2:30pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	30: 2:30pm-2:45pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	31: 2:45pm-3:00pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	32: 3:00pm-3:15pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	33: 3:15pm-3:30pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	34: 3:30pm-3:45pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	35: 3:45pm-4:00pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	36: 4:00pm-4:15pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	37: 4:15pm-4:30pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	38: 4:30pm-4:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	39: 4:45pm-5:00pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	40: 5:00pm-5:15pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	41: 5:15pm-5:30pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	42: 5:30pm-5:45pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	43: 5:45pm-6:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	44: 6:00pm-6:15pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	45: 6:15pm-6:30pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	46: 6:30pm-6:45pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	0: All Days (M-Su)	47: 6:45pm-7:00pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	00: 7:00am-7:15am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	01: 7:15am-7:30am	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	02: 7:30am-7:45am	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	03: 7:45am-8:00am	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	04: 8:00am-8:15am	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	05: 8:15am-8:30am	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	06: 8:30am-8:45am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	07: 8:45am-9:00am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	08: 9:00am-9:15am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	09: 9:15am-9:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	10: 9:30am-9:45am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	11: 9:45am-10:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	12: 10:00am-10:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	13: 10:15am-10:30am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	14: 10:30am-10:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	15: 10:45am-11:00am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	16: 11:00am-11:15am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	17: 11:15am-11:30am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	18: 11:30am-11:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	East	New Rd E	Right	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	00: 7:00am-7:15am	1
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	01: 7:15am-7:30am	2
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	02: 7:30am-7:45am	3
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	03: 7:45am-8:00am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	04: 8:00am-8:15am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	05: 8:15am-8:30am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	06: 8:30am-8:45am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	07: 8:45am-9:00am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	08: 9:00am-9:15am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	09: 9:15am-9:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	10: 9:30am-9:45am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	11: 9:45am-10:00am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	12: 10:00am-10:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	13: 10:15am-10:30am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	14: 10:30am-10:45am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	15: 10:45am-11:00am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	16: 11:00am-11:15am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	17: 11:15am-11:30am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	18: 11:30am-11:45am	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	19: 11:45am-12:00noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	20: 12:00noon-12:15noon	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	21: 12:15noon-12:30noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	22: 12:30noon-12:45noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	23: 12:45noon-1:00pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	24: 1:00pm-1:15pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	25: 1:15pm-1:30pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	26: 1:30pm-1:45pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	27: 1:45pm-2:00pm	15

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	28: 2:00pm-2:15pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	29: 2:15pm-2:30pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	30: 2:30pm-2:45pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	31: 2:45pm-3:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	32: 3:00pm-3:15pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	33: 3:15pm-3:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	34: 3:30pm-3:45pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	35: 3:45pm-4:00pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	36: 4:00pm-4:15pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	37: 4:15pm-4:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	38: 4:30pm-4:45pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	39: 4:45pm-5:00pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	40: 5:00pm-5:15pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	41: 5:15pm-5:30pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	42: 5:30pm-5:45pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	43: 5:45pm-6:00pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	44: 6:00pm-6:15pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	45: 6:15pm-6:30pm	20
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	46: 6:30pm-6:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	0: All Days (M-Su)	47: 6:45pm-7:00pm	19
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	00: 7:00am-7:15am	1
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	01: 7:15am-7:30am	2
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	02: 7:30am-7:45am	2
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	03: 7:45am-8:00am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	04: 8:00am-8:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	05: 8:15am-8:30am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	06: 8:30am-8:45am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	07: 8:45am-9:00am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	08: 9:00am-9:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	09: 9:15am-9:30am	7
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	10: 9:30am-9:45am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	11: 9:45am-10:00am	5
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	12: 10:00am-10:15am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	13: 10:15am-10:30am	9
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	14: 10:30am-10:45am	6
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	15: 10:45am-11:00am	8
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	16: 11:00am-11:15am	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	17: 11:15am-11:30am	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	18: 11:30am-11:45am	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	10
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	14
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	13
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	11
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	12
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	15
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	17
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	21
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	25
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	24
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	23
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	28
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	29
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	22
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	16
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	West	New Rd W	Left	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	18
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	00: 7:00am-7:15am	82
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	01: 7:15am-7:30am	119
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	02: 7:30am-7:45am	151
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	03: 7:45am-8:00am	156
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	04: 8:00am-8:15am	98
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	05: 8:15am-8:30am	86
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	06: 8:30am-8:45am	100
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	07: 8:45am-9:00am	104
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	08: 9:00am-9:15am	99
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	09: 9:15am-9:30am	102
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	10: 9:30am-9:45am	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	11: 9:45am-10:00am	112
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	12: 10:00am-10:15am	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	13: 10:15am-10:30am	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	14: 10:30am-10:45am	113
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	15: 10:45am-11:00am	119
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	16: 11:00am-11:15am	116
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	17: 11:15am-11:30am	118
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	18: 11:30am-11:45am	112
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	19: 11:45am-12:00noon	117
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	20: 12:00noon-12:15noon	127
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	21: 12:15noon-12:30noon	120
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	22: 12:30noon-12:45noon	138
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	23: 12:45noon-1:00pm	130
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	24: 1:00pm-1:15pm	115
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	25: 1:15pm-1:30pm	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	26: 1:30pm-1:45pm	116
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	27: 1:45pm-2:00pm	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	28: 2:00pm-2:15pm	126
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	29: 2:15pm-2:30pm	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	30: 2:30pm-2:45pm	107

All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	31: 2:45pm-3:00pm	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	32: 3:00pm-3:15pm	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	33: 3:15pm-3:30pm	126
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	34: 3:30pm-3:45pm	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	35: 3:45pm-4:00pm	124
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	36: 4:00pm-4:15pm	129
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	37: 4:15pm-4:30pm	130
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	38: 4:30pm-4:45pm	129
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	39: 4:45pm-5:00pm	129
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	40: 5:00pm-5:15pm	118
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	41: 5:15pm-5:30pm	107
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	42: 5:30pm-5:45pm	121
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	43: 5:45pm-6:00pm	104
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	44: 6:00pm-6:15pm	99
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	45: 6:15pm-6:30pm	91
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	46: 6:30pm-6:45pm	82
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	0: All Days (M-Su)	47: 6:45pm-7:00pm	74
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	00: 7:00am-7:15am	102
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	01: 7:15am-7:30am	144
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	02: 7:30am-7:45am	172
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	03: 7:45am-8:00am	188
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	04: 8:00am-8:15am	107
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	05: 8:15am-8:30am	97
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	06: 8:30am-8:45am	114
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	07: 8:45am-9:00am	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	08: 9:00am-9:15am	100
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	09: 9:15am-9:30am	104
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	10: 9:30am-9:45am	107
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	11: 9:45am-10:00am	97
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	12: 10:00am-10:15am	98
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	13: 10:15am-10:30am	107
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	14: 10:30am-10:45am	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	15: 10:45am-11:00am	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	16: 11:00am-11:15am	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	17: 11:15am-11:30am	102
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	18: 11:30am-11:45am	101
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	19: 11:45am-12:00noon	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	20: 12:00noon-12:15noon	117
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	21: 12:15noon-12:30noon	96
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	22: 12:30noon-12:45noon	123
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	23: 12:45noon-1:00pm	126
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	24: 1:00pm-1:15pm	111
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	25: 1:15pm-1:30pm	102
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	26: 1:30pm-1:45pm	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	27: 1:45pm-2:00pm	109
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	28: 2:00pm-2:15pm	128
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	29: 2:15pm-2:30pm	100
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	30: 2:30pm-2:45pm	98
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	31: 2:45pm-3:00pm	112
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	32: 3:00pm-3:15pm	112
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	33: 3:15pm-3:30pm	113
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	34: 3:30pm-3:45pm	112
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	35: 3:45pm-4:00pm	120
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	36: 4:00pm-4:15pm	128
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	37: 4:15pm-4:30pm	129
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	38: 4:30pm-4:45pm	122
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	39: 4:45pm-5:00pm	131
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	40: 5:00pm-5:15pm	120
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	41: 5:15pm-5:30pm	125
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	42: 5:30pm-5:45pm	133
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	43: 5:45pm-6:00pm	124
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	44: 6:00pm-6:15pm	95
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	45: 6:15pm-6:30pm	106
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	46: 6:30pm-6:45pm	84
All Vehicles CVD Plus - StL All Vehicles Volume	SR-46 at New Rd	South	SR-46 S	North	SR-46 N	Thru	1: Weekday (Tu-Th)	47: 6:45pm-7:00pm	79

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Summary **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
7:00AM	2	78	4	0	0	84	22	7	13	0	0	42	16	35	0	0	0	51	3	14	24	0	0	41	218
7:15AM	11	88	9	0	0	108	18	12	18	0	0	48	12	44	7	0	0	63	8	8	37	0	0	53	0
7:30AM	7	138	6	0	0	151	29	25	34	0	0	88	24	63	8	0	0	95	8	9	46	0	0	63	0
7:45AM	9	150	9	0	0	168	21	26	28	0	0	75	24	60	5	0	0	89	10	16	50	0	0	76	408
Hour Total	29	454	28	0	0	511	90	70	93	0	0	253	76	202	20	0	0	298	29	47	157	0	0	233	0
8:00AM	10	87	5	0	0	102	28	11	20	0	0	59	28	46	13	0	0	87	8	11	43	0	0	62	310
8:15AM	11	102	2	0	0	115	21	14	21	0	0	56	19	82	4	0	0	105	13	14	39	0	0	66	342
8:30AM	10	97	11	0	0	118	14	15	23	0	0	52	24	52	5	0	0	81	6	13	43	0	0	62	313
8:45AM	10	96	12	0	0	118	16	18	20	0	0	54	32	70	6	0	0	108	7	11	54	0	0	72	352
Hour Total	41	382	30	0	0	453	79	58	84	0	0	221	103	250	28	0	0	381	34	49	179	0	0	262	1,317
9:00AM	9	84	4	0	0	97	14	14	18	0	0	46	27	68	10	0	0	105	8	16	39	0	0	63	311
9:15AM	12	105	8	0	0	125	15	10	19	0	0	44	30	69	11	0	0	110	6	12	44	0	0	62	341
9:30AM	14	96	9	0	0	119	18	13	26	0	0	57	24	74	6	0	0	104	9	15	41	0	0	65	345
9:45AM	15	95	10	0	0	120	16	27	25	0	0	68	25	79	10	0	0	114	14	13	39	0	0	66	368
Hour Total	50	380	31	0	0	461	63	64	88	0	0	215	106	290	37	0	0	433	37	56	163	0	0	256	1,365
10:00AM	9	96	6	0	0	111	19	16	18	0	0	53	29	72	6	0	0	107	9	17	43	0	0	69	340
10:15AM	12	89	17	0	0	118	17	13	16	0	0	46	28	77	9	0	0	114	14	18	46	0	0	78	356
10:30AM	10	94	9	0	0	113	14	14	28	0	0	56	46	77	8	0	0	131	11	16	44	0	0	71	0
10:45AM	18	100	6	0	0	124	25	17	21	0	0	63	36	89	14	0	0	139	12	16	38	0	0	66	392
Hour Total	49	379	38	0	0	466	75	60	83	0	0	218	139	315	37	0	0	491	46	67	171	0	0	284	1,459
11:00AM	10	118	10	0	0	138	23	14	24	0	0	61	41	78	16	0	0	135	8	19	31	0	0	58	0
11:15AM	16	79	10	0	0	105	13	19	19	0	0	51	45	84	10	0	0	139	7	20	52	0	0	79	374
11:30AM	19	103	12	0	0	134	11	21	17	0	0	49	48	87	14	0	0	149	14	17	49	0	0	80	412
11:45AM	20	114	19	0	0	153	23	31	25	0	0	79	43	97	27	0	0	167	13	22	55	0	0	90	0
Hour Total	65	414	51	0	0	530	70	85	85	0	0	240	177	346	67	0	0	590	42	78	187	0	0	307	1,667
12:00PM	19	115	14	0	0	148	11	22	34	0	0	67	46	98	17	0	0	161	8	12	42	0	0	62	438
12:15PM	19	108	15	0	0	142	19	14	24	0	0	57	50	114	23	0	0	187	4	10	46	0	0	60	446
12:30PM	26	119	18	0	0	163	21	19	26	0	0	66	50	101	20	0	0	171	13	21	48	0	0	82	482
12:45PM	21	104	14	0	0	139	24	16	26	0	0	66	49	97	25	0	0	171	9	26	48	0	0	83	0
Hour Total	85	446	61	0	0	592	75	71	110	0	0	256	195	410	85	0	0	690	34	69	184	0	0	287	0
1:00PM	24	124	14	0	0	162	16	14	17	0	0	47	54	106	13	0	0	173	6	23	46	0	0	75	457
1:15PM	24	109	10	0	0	143	19	16	33	0	0	68	51	98	20	0	0	169	9	20	41	0	0	70	450
1:30PM	18	100	11	0	0	129	12	16	28	0	0	56	45	105	21	0	0	171	5	12	55	0	0	72	428
1:45PM	22	116	14	0	0	152	20	23	16	0	0	59	54	103	18	0	0	175	12	21	58	0	0	91	0
Hour Total	88	449	49	0	0	586	67	69	94	0	0	230	204	412	72	0	0	688	32	76	200	0	0	308	0

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Summary **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	24	126	9	0	0	159	24	15	27	0	0	66	47	117	17	0	0	181	2	19	39	0	0	60	466
2:15PM	25	114	17	0	0	156	13	18	20	0	0	51	52	111	21	0	0	184	8	17	52	0	0	77	0
2:30PM	21	109	6	0	0	136	16	18	36	0	0	70	49	107	13	0	0	169	14	21	41	0	0	76	451
2:45PM	27	123	9	0	0	159	15	29	27	0	0	71	57	117	14	0	0	188	13	14	62	0	0	89	0
Hour Total	97	472	41	0	0	610	68	80	110	0	0	258	205	452	65	0	0	722	37	71	194	0	0	302	0
3:00PM	26	138	13	0	0	177	22	16	15	0	0	53	55	131	19	0	0	205	11	23	46	0	0	80	0
3:15PM	26	94	17	0	0	137	21	26	21	0	0	68	56	127	34	0	0	217	10	16	38	0	0	64	486
3:30PM	28	112	15	0	0	155	18	34	16	0	0	68	48	135	20	0	0	203	12	14	51	0	0	77	503
3:45PM	29	114	16	0	0	159	14	29	19	0	0	62	50	161	20	0	0	231	18	23	62	0	0	103	555
Hour Total	109	458	61	0	0	628	75	105	71	0	0	251	209	554	93	0	0	856	51	76	197	0	0	324	2,059
4:00PM	23	110	17	0	0	150	16	24	25	0	0	65	68	136	21	0	0	225	15	29	46	0	0	90	530
4:15PM	25	115	20	0	0	160	14	26	32	0	0	72	74	158	19	0	0	251	9	25	47	0	0	81	0
4:30PM	24	117	14	0	0	155	14	28	37	0	0	79	77	138	29	0	0	244	25	41	48	0	0	114	592
4:45PM	39	132	15	0	0	186	19	42	27	0	0	88	61	167	27	0	0	255	19	26	52	0	0	97	626
Hour Total	111	474	66	0	0	651	63	120	121	0	0	304	280	599	96	0	0	975	68	121	193	0	0	382	0
5:00PM	29	127	16	0	0	172	23	32	32	0	0	87	60	161	33	0	0	254	13	24	45	0	0	82	595
5:15PM	28	110	19	0	0	157	30	32	29	0	0	91	66	133	32	0	0	231	18	18	58	0	0	94	0
5:30PM	32	124	15	0	0	171	27	36	29	0	0	92	55	140	27	0	0	222	18	29	79	0	0	126	611
5:45PM	24	96	14	0	0	134	26	27	22	0	0	75	56	119	30	0	0	205	20	26	74	0	0	120	0
Hour Total	113	457	64	0	0	634	106	127	112	0	0	345	237	553	122	0	0	912	69	97	256	0	0	422	0
6:00PM	20	102	16	0	0	138	19	16	31	0	0	66	58	126	20	0	0	204	19	19	55	0	0	93	501
6:15PM	23	105	13	0	0	141	19	20	29	0	0	68	57	103	34	0	0	194	16	25	44	0	0	85	488
6:30PM	25	108	16	0	0	149	11	16	16	0	0	43	59	96	29	0	0	184	13	15	38	0	0	66	0
6:45PM	16	79	18	0	1	113	13	20	20	0	0	53	52	106	15	0	0	173	8	14	48	0	0	70	1
Hour Total	84	394	63	0	1	541	62	72	96	0	0	230	226	431	98	0	0	755	56	73	185	0	0	314	1
Passenger Vehicle	915	5,086	573	0	0	6,574	881	968	1,134	0	0	2,983	2,136	4,736	805	0	0	7,677	527	869	2,247	0	0	3,643	20,877
Passenger Vehicle %	99.3	98.6	98.3	0.0	0.0	98.7	98.7	98.7	98.9	0.0	0.0	98.7	99.0	98.4	98.2	0.0	0.0	98.5	98.5	98.8	99.2	0.0	0.0	99.0	98.7
Pedestrian	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Medium	4.0	52.0	9.0	0.0	0.0	65.0	11.0	13.0	12.0	0.0	0.0	36.0	20.0	57.0	15.0	0.0	0.0	92.0	8.0	10.0	17.0	0.0	0.0	35.0	228.0
Medium %	0.4	1.0	1.5	0.0	0.0	1.0	1.2	1.3	1.0	0.0	0.0	1.2	0.9	1.2	1.8	0.0	0.0	1.2	1.5	1.1	0.8	0.0	0.0	1.0	1.1
Heavy	2.0	21.0	1.0	0.0	0.0	24.0	1.0	0.0	1.0	0.0	0.0	2.0	1.0	21.0	0.0	0.0	0.0	22.0	0.0	1.0	2.0	0.0	0.0	3.0	51.0
Heavy %	0.2	0.4	0.2	0.0	0.0	0.4	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.1	0.2

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Passenger **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	2	76	4	0	0	82	22	7	13	0	0	42	16	33	0	0	0	49	3	14	24	0	0	41	214
7:15AM	11	88	9	0	0	108	17	12	18	0	0	47	12	43	6	0	0	61	8	8	37	0	0	53	269
7:30AM	7	138	6	0	0	151	29	25	34	0	0	88	24	59	7	0	0	90	8	9	46	0	0	63	392
7:45AM	9	148	9	0	0	166	21	26	28	0	0	75	24	59	5	0	0	88	10	16	50	0	0	76	405
Hour Total	29	450	28	0	0	507	89	70	93	0	0	252	76	194	18	0	0	288	29	47	157	0	0	233	1,280
8:00AM	9	86	5	0	0	100	28	11	20	0	0	59	27	44	13	0	0	84	8	11	43	0	0	62	305
8:15AM	11	101	2	0	0	114	21	13	20	0	0	54	19	78	4	0	0	101	13	14	38	0	0	65	334
8:30AM	10	96	11	0	0	117	14	15	23	0	0	52	21	49	5	0	0	75	6	12	43	0	0	61	305
8:45AM	10	95	12	0	0	117	16	18	20	0	0	54	32	68	6	0	0	106	7	11	54	0	0	72	349
Hour Total	40	378	30	0	0	448	79	57	83	0	0	219	99	239	28	0	0	366	34	48	178	0	0	260	1,293
9:00AM	9	82	4	0	0	95	14	13	18	0	0	45	27	65	10	0	0	102	8	16	39	0	0	63	305
9:15AM	12	99	7	0	0	118	14	10	19	0	0	43	30	65	11	0	0	106	5	12	44	0	0	61	328
9:30AM	14	93	9	0	0	116	18	13	25	0	0	56	24	72	6	0	0	102	9	14	40	0	0	63	337
9:45AM	15	92	9	0	0	116	15	26	24	0	0	65	25	79	10	0	0	114	14	13	39	0	0	66	361
Hour Total	50	366	29	0	0	445	61	62	86	0	0	209	106	281	37	0	0	424	36	55	162	0	0	253	1,331
10:00AM	9	94	6	0	0	109	18	14	18	0	0	50	28	71	5	0	0	104	9	15	43	0	0	67	330
10:15AM	12	86	16	0	0	114	17	13	16	0	0	46	27	77	8	0	0	112	13	17	46	0	0	76	348
10:30AM	10	93	9	0	0	112	14	13	28	0	0	55	46	75	8	0	0	129	10	16	43	0	0	69	365
10:45AM	18	97	6	0	0	121	25	17	20	0	0	62	34	88	14	0	0	136	10	16	36	0	0	62	381
Hour Total	49	370	37	0	0	456	74	57	82	0	0	213	135	311	35	0	0	481	42	64	168	0	0	274	1,424
11:00AM	9	117	9	0	0	135	23	14	24	0	0	61	40	73	16	0	0	129	8	19	31	0	0	58	383
11:15AM	16	77	10	0	0	103	13	19	18	0	0	50	45	84	9	0	0	138	6	20	49	0	0	75	366
11:30AM	19	101	11	0	0	131	11	21	15	0	0	47	48	85	14	0	0	147	14	17	49	0	0	80	405
11:45AM	20	111	19	0	0	150	23	31	25	0	0	79	42	94	26	0	0	162	13	22	54	0	0	89	480
Hour Total	64	406	49	0	0	519	70	85	82	0	0	237	175	336	65	0	0	576	41	78	183	0	0	302	1,634
12:00PM	19	115	14	0	0	148	11	22	34	0	0	67	46	97	17	0	0	160	8	12	42	0	0	62	437
12:15PM	19	106	14	0	0	139	18	14	23	0	0	55	49	113	22	0	0	184	4	10	46	0	0	60	438
12:30PM	26	117	18	0	0	161	20	19	26	0	0	65	49	99	19	0	0	167	13	21	48	0	0	82	475
12:45PM	21	103	14	0	0	138	24	15	26	0	0	65	48	93	25	0	0	166	9	23	47	0	0	79	448
Hour Total	85	441	60	0	0	586	73	70	109	0	0	252	192	402	83	0	0	677	34	66	183	0	0	283	1,798
1:00PM	23	122	14	0	0	159	16	14	17	0	0	47	54	103	13	0	0	170	6	23	45	0	0	74	450
1:15PM	23	108	10	0	0	141	19	16	33	0	0	68	51	97	19	0	0	167	9	20	41	0	0	70	446
1:30PM	18	98	11	0	0	127	12	16	27	0	0	55	43	103	21	0	0	167	5	12	55	0	0	72	421
1:45PM	22	114	13	0	0	149	20	21	16	0	0	57	54	100	17	0	0	171	12	21	58	0	0	91	468
Hour Total	86	442	48	0	0	576	67	67	93	0	0	227	202	403	70	0	0	675	32	76	199	0	0	307	1,785

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Passenger **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	24	124	9	0	0	157	23	14	27	0	0	64	45	116	17	0	0	178	2	19	39	0	0	60	459
2:15PM	25	113	17	0	0	155	12	18	20	0	0	50	52	110	20	0	0	182	8	17	51	0	0	76	463
2:30PM	21	108	6	0	0	135	16	18	36	0	0	70	48	104	12	0	0	164	14	21	40	0	0	75	444
2:45PM	27	122	9	0	0	158	15	28	25	0	0	68	57	117	14	0	0	188	13	14	62	0	0	89	503
Hour Total	97	467	41	0	0	605	66	78	108	0	0	252	202	447	63	0	0	712	37	71	192	0	0	300	1,869
3:00PM	26	137	12	0	0	175	22	16	14	0	0	52	55	129	19	0	0	203	11	23	45	0	0	79	509
3:15PM	26	90	15	0	0	131	21	26	20	0	0	67	55	126	33	0	0	214	10	16	38	0	0	64	476
3:30PM	28	111	15	0	0	154	17	34	16	0	0	67	48	133	20	0	0	201	12	13	50	0	0	75	497
3:45PM	29	113	16	0	0	158	14	29	19	0	0	62	50	159	19	0	0	228	18	23	62	0	0	103	551
Hour Total	109	451	58	0	0	618	74	105	69	0	0	248	208	547	91	0	0	846	51	75	195	0	0	321	2,033
4:00PM	23	110	17	0	0	150	14	23	25	0	0	62	68	135	21	0	0	224	14	29	46	0	0	89	525
4:15PM	25	112	20	0	0	157	14	26	32	0	0	72	73	158	19	0	0	250	9	25	46	0	0	80	559
4:30PM	24	115	14	0	0	153	14	28	37	0	0	79	77	137	29	0	0	243	25	41	47	0	0	113	588
4:45PM	38	132	15	0	0	185	19	42	27	0	0	88	61	167	27	0	0	255	19	26	52	0	0	97	625
Hour Total	110	469	66	0	0	645	61	119	121	0	0	301	279	597	96	0	0	972	67	121	191	0	0	379	2,297
5:00PM	29	124	16	0	0	169	23	32	32	0	0	87	60	160	33	0	0	253	13	24	45	0	0	82	591
5:15PM	28	110	19	0	0	157	30	32	29	0	0	91	66	133	32	0	0	231	18	18	57	0	0	93	572
5:30PM	32	123	15	0	0	170	27	36	29	0	0	92	55	139	27	0	0	221	18	29	79	0	0	126	609
5:45PM	24	95	14	0	0	133	26	27	22	0	0	75	56	118	29	0	0	203	20	26	74	0	0	120	531
Hour Total	113	452	64	0	0	629	106	127	112	0	0	345	237	550	121	0	0	908	69	97	255	0	0	421	2,303
6:00PM	20	102	16	0	0	138	19	16	31	0	0	66	58	126	20	0	0	204	19	19	54	0	0	92	500
6:15PM	22	105	13	0	0	140	18	20	29	0	0	67	57	103	34	0	0	194	16	24	44	0	0	84	485
6:30PM	25	108	16	0	0	149	11	16	16	0	0	43	58	94	29	0	0	181	12	15	38	0	0	65	438
6:45PM	16	79	18	0	0	113	13	19	20	0	0	52	52	106	15	0	0	173	8	13	48	0	0	69	407
Hour Total	83	394	63	0	0	540	61	71	96	0	0	228	225	429	98	0	0	752	55	71	184	0	0	310	1,830
App Total	915	5,086	573	0	-	6,574	881	968	1,134	0	-	2,983	2,136	4,736	805	0	-	7,677	527	869	2,247	0	-	3,643	20,877
App %	13.9	77.4	8.7	0	-	-	29.5	32.5	38	0	-	-	27.8	61.7	10.5	0	-	-	14.5	23.9	61.7	0	-	-	-
Total %	4.4	24.4	2.7	0	-	31.5	4.2	4.6	5.4	0	-	14.3	10.2	22.7	3.9	0	-	36.8	2.5	4.2	10.8	0	-	17.4	-

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Medium **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
7:15AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	4
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	3	1	0	0	0	0	1	0	5	2	0	0	7	0	0	0	0	0	0	11
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	2
8:15AM	0	1	0	0	0	1	0	1	1	0	0	2	0	3	0	0	0	3	0	0	1	0	0	1	7
8:30AM	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0	0	0	6	0	1	0	0	0	1	8
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	2	0	1	1	0	0	2	4	8	0	0	0	12	0	1	1	0	0	2	18
9:00AM	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	4
9:15AM	0	6	1	0	0	7	1	0	0	0	0	1	0	3	0	0	0	3	1	0	0	0	0	1	12
9:30AM	0	2	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	1	1	0	0	2	6
9:45AM	0	1	1	0	0	2	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	2	0	0	12	2	2	2	0	0	6	0	6	0	0	0	6	1	1	1	0	0	3	27
10:00AM	0	1	0	0	0	1	1	2	0	0	0	3	1	1	1	0	0	3	0	2	0	0	0	2	9
10:15AM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	0	0	1	6
10:30AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	1	0	1	0	0	2	5
10:45AM	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	3	2	0	2	0	0	4	8
Hour Total	0	4	1	0	0	5	1	3	1	0	0	5	4	3	2	0	0	9	4	2	3	0	0	9	28
11:00AM	0	1	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	7
11:15AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	0	3	0	0	4	7
11:30AM	0	2	1	0	0	3	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	6
11:45AM	0	2	0	0	0	2	0	0	0	0	0	0	1	3	1	0	0	5	0	0	1	0	0	1	8
Hour Total	0	6	2	0	0	8	0	0	3	0	0	3	2	8	2	0	0	12	1	0	4	0	0	5	28
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:15PM	0	1	1	0	0	2	1	0	1	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	6
12:30PM	0	2	0	0	0	2	1	0	0	0	0	1	1	1	1	0	0	3	0	0	0	0	0	0	6
12:45PM	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	4	0	3	1	0	0	4	9
Hour Total	0	3	1	0	0	4	2	1	1	0	0	4	3	5	2	0	0	10	0	3	1	0	0	4	22
1:00PM	1	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	5
1:15PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
1:30PM	0	2	0	0	0	2	0	0	1	0	0	1	1	2	0	0	0	3	0	0	0	0	0	0	6
1:45PM	0	2	0	0	0	2	0	2	0	0	0	2	0	3	1	0	0	4	0	0	0	0	0	0	8
Hour Total	2	5	0	0	0	7	0	2	1	0	0	3	1	8	2	0	0	11	0	0	1	0	0	1	22

Ohio Department of Transportation
Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Medium **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
2:00PM	0	2	0	0	0	2	1	1	0	0	0	2	2	1	0	0	0	3	0	0	0	0	0	0	7
2:15PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	1	4
2:30PM	0	1	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	3	0	0	1	0	0	1	5
2:45PM	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	0	4	2	2	1	0	0	5	3	3	2	0	0	8	0	0	2	0	0	2	19
3:00PM	0	1	1	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	5
3:15PM	0	4	2	0	0	6	0	0	1	0	0	1	1	1	1	0	0	3	0	0	0	0	0	0	10
3:30PM	0	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	4
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
Hour Total	0	7	3	0	0	10	1	0	2	0	0	3	1	5	2	0	0	8	0	1	1	0	0	2	23
4:00PM	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	4
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	3
4:30PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
4:45PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	3	0	0	0	4	1	1	0	0	0	2	1	2	0	0	0	3	1	0	1	0	0	2	11
5:00PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	5	0	0	0	0	0	0	0	3	1	0	0	4	0	0	1	0	0	1	10
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	3
6:45PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Hour Total	1	0	0	0	0	1	1	1	0	0	0	2	1	1	0	0	0	2	1	2	1	0	0	4	9
App Total	4	52	9	0	-	65	11	13	12	0	-	36	20	57	15	0	-	92	8	10	17	0	-	35	228
App %	6.2	80.0	13.8	0.0	-	-	30.6	36.1	33.3	0.0	-	-	21.7	62.0	16.3	0.0	-	-	22.9	28.6	48.6	0.0	-	-	-
Total %	1.8	22.8	3.9	0.0	-	28.5	4.8	5.7	5.3	0.0	-	15.8	8.8	25.0	6.6	0.0	-	40.4	3.5	4.4	7.5	0.0	-	15.4	-

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
8:00AM	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	1	2	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
9:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:30AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:45AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7
10:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
10:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
10:45AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	7
11:00AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
11:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
1:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
1:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
1:45PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	5

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
2:45PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	4
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
3:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	3
4:00PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
App Total	2	21	1	0	-	24	1	0	1	0	-	2	1	21	0	0	-	22	0	1	2	0	-	3	51
App %	8.3	87.5	4.2	0.0	-	-	50.0	0.0	50.0	0.0	-	-	4.5	95.5	0.0	0.0	-	-	0.0	33.3	66.7	0.0	-	-	-
Total %	3.9	41.2	2.0	0.0	-	47.1	2.0	0.0	2.0	0.0	-	3.9	2.0	41.2	0.0	0.0	-	43.1	0.0	2.0	3.9	0.0	-	5.9	-

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Pedestrian **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ohio Department of Transportation

Volume by Approach

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Pedestrian **Owner ID** Bridget.Richard

County Mahoning **Community** Austintown **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR 46 Northbound						C162 NEW ROAD Eastbound						SR 46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
App Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-

Peak Hour Determination
System Peak Hour

	SR 46 & Notre Dame Ave	SR 46 & N Beacon Dr	SR 46 & New Rd	Entering Totals	Hourly Totals	
7:00AM	296	274	336	906	-	
7:15AM	327	296	385	1008	-	
7:30AM	344	312	378	1034	-	
7:45AM	377	342	361	1080	4028	
8:00AM	292	274	350	916	**4038**	**7:15-8:15AM**
8:15AM	284	264	338	886	3916	
8:30AM	309	283	351	943	3825	
8:45AM	294	260	380	934	3679	
9:00AM	309	282	292	883	3646	
9:15AM	306	274	336	916	3676	
9:30AM	301	293	336	930	3663	
9:45AM	325	297	314	936	3665	
10:00AM	299	262	326	887	3669	
10:15AM	313	287	335	935	3688	
10:30AM	285	259	322	866	3624	
10:45AM	327	300	364	991	3679	
11:00AM	331	305	331	967	3759	
11:15AM	349	315	371	1035	3859	
11:30AM	364	344	343	1051	4044	
11:45AM	357	321	367	1045	4098	
12:00PM	355	338	394	1087	4218	
12:15PM	362	335	378	1075	4258	
12:30PM	388	353	417	1158	4365	
12:45PM	359	339	392	1090	4410	
1:00PM	366	351	379	1096	4419	
1:15PM	334	309	400	1043	4387	
1:30PM	392	351	428	1171	4400	
1:45PM	358	333	424	1115	4425	
2:00PM	382	347	408	1137	4466	
2:15PM	398	369	457	1224	4647	
2:30PM	405	376	470	1251	4727	
2:45PM	416	364	459	1239	4851	
3:00PM	415	389	440	1244	4958	
3:15PM	462	411	516	1389	5123	
3:30PM	491	454	524	1469	5341	
3:45PM	467	418	520	1405	5507	
4:00PM	449	413	521	1383	5646	
4:15PM	480	438	556	1474	5731	
4:30PM	516	473	544	1533	5795	
4:45PM	462	425	588	1475	5865	
5:00PM	521	473	621	1615	6097	
5:15PM	509	470	581	1560	**6183**	**4:15-5:15PM**
5:30PM	474	420	555	1449	6099	
5:45PM	499	449	492	1440	6064	
6:00PM	418	374	433	1225	5674	
6:15PM	368	319	483	1170	5284	
6:30PM	389	357	416	1162	4997	
6:45PM	341	313	372	1026	4583	
App Total	18165	16605	20084	54854	58212	

Raw Count Volumes - 2021 — **AM Peak Hour**
7:15 - 8:15 AM

			176	RT			
	RT	TH	LT	44	TH		
	33	213	88	34	LT		New Rd
		LT	96	37	463	29	
		TH	74	LT	TH	RT	
		RT	100				
						Total	1,387
				SR 46			

Raw Count Volumes - 2021 — **PM Peak Hour**
4:15 - 5:15 PM

			192	RT			
	RT	TH	LT	116	TH		
	108	624	272	66	LT		New Rd
		LT	70	117	491	65	
		TH	128	LT	TH	RT	
		RT	128				
						Total	2,377
				SR 46			

Raw Count Volumes - 2023 — **AM Peak Hour**
7:15 - 8:15 AM

			201	RT			
	RT	TH	LT	81	TH		
	34	227	91	48	LT		New Rd
		LT	123	22	441	42	
		TH	105	LT	TH	RT	
		RT	59				
						Total	1,474
				SR 46			

Raw Count Volumes - 2023 — **PM Peak Hour**
4:15 - 5:15 PM

			231	RT			
	RT	TH	LT	155	TH		
	132	627	302	70	LT		New Rd
		LT	83	46	426	61	
		TH	126	LT	TH	RT	
		RT	50				
						Total	2,309
				SR 46			

Volume Difference — **AM Peak Hour**
7:15 - 8:15 AM

			25	RT			
	RT	TH	LT	37	TH		
	1	14	3	14	LT		New Rd
		LT	27	-15	-22	13	
		TH	31	LT	TH	RT	
		RT	-41				
						Total	87
				SR 46			

Volume Difference — **PM Peak Hour**
4:15 - 5:15 PM

			39	RT			
	RT	TH	LT	39	TH		
	24	3	30	4	LT		New Rd
		LT	13	-71	-65	-4	
		TH	-2	LT	TH	RT	
		RT	-78				
						Total	-68
				SR 46			

Percentage Change — **AM Peak Hour**
7:15 - 8:15 AM

			14%	RT			
	RT	TH	LT	84%	TH		
	3%	7%	3%	41%	LT		New Rd
		LT	28%	-41%	-5%	45%	
		TH	42%	LT	TH	RT	
		RT	-41%				
						Total	6%
				SR 46			

Percentage Change — **PM Peak Hour**
4:15 - 5:15 PM

			20%	RT			
	RT	TH	LT	34%	TH		
	22%	0%	11%	6%	LT		New Rd
		LT	19%	-61%	-13%	-6%	
		TH	-2%	LT	TH	RT	
		RT	-61%				
						Total	-3%
				SR 46			

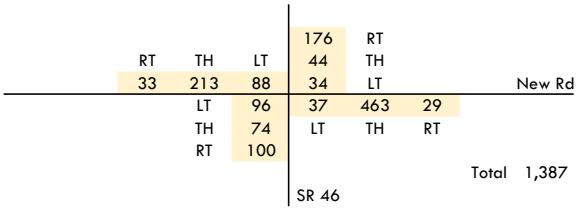
Proposed Data — **AM Peak Hour**
7:15 - 8:15 AM

			201	RT			
	RT	TH	LT	81	TH		
	34	227	91	48	LT		New Rd
		LT	123	37	463	42	
		TH	105	LT	TH	RT	
		RT	100				
						Total	1,552
				SR 46			

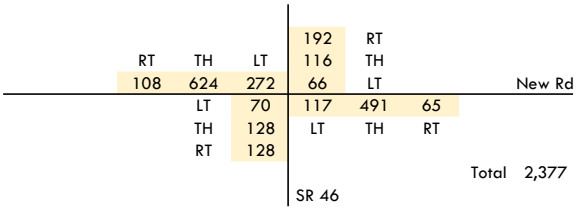
Proposed Data — **PM Peak Hour**
4:15 - 5:15 PM

			231	RT			
	RT	TH	LT	155	TH		
	132	627	302	70	LT		New Rd
		LT	83	117	491	61	
		TH	126	LT	TH	RT	
		RT	128				
						Total	2,523
				SR 46			

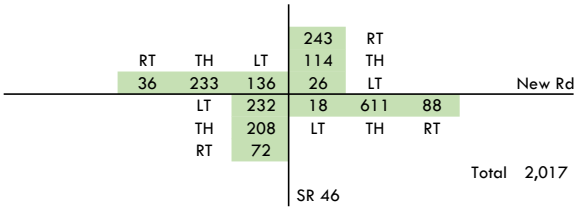
Raw Count Volumes - 2021 — **AM Peak Hour**
7:15 - 8:15 AM



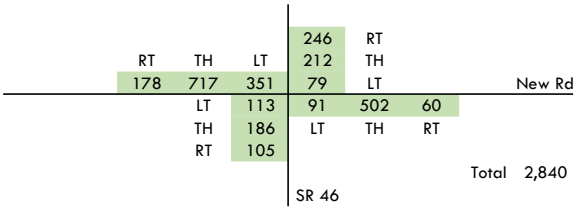
Raw Count Volumes - 2021 — **PM Peak Hour**
4:15 - 5:15 PM



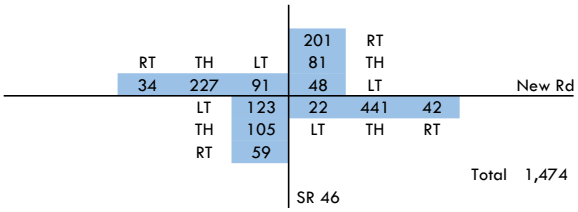
Streetlight Count Volumes - 2022 — **AM Peak Hour**
7:15 - 8:15 AM



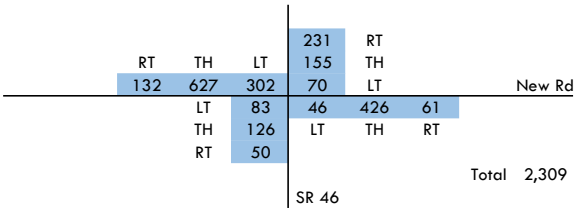
Streetlight Count Volumes - 2022 — **PM Peak Hour**
4:15 - 5:15 PM



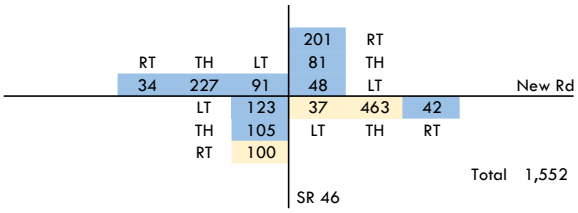
Raw Count Volumes - 2023 — **AM Peak Hour**
7:15 - 8:15 AM



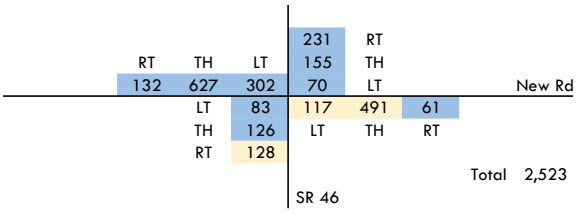
Raw Count Volumes - 2023 — **PM Peak Hour**
4:15 - 5:15 PM



Proposed Data — **AM Peak Hour**
7:15 - 8:15 AM



Proposed Data — **PM Peak Hour**
4:15 - 5:15 PM



Irwin, Ryan

From: Michael.Craver@dot.ohio.gov
Sent: Thursday, November 9, 2023 3:28 PM
To: Cueva, Abby
Cc: Dawn.Roxberry@dot.ohio.gov; David.Griffith@dot.ohio.gov; Irwin, Ryan
Subject: RE: MAH 46 at New Rd Traffic Count Adjustment
Attachments: 2023-11-09_MAH-46-Notre Dame-Willocrest_TIMING.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Abby,

We have reviewed your proposed adjustments and have no concerns with them.

Also, attached is the signal timing report from the controller for the SR 46 at Willow Crest/Notre Dame intersection.

Thanks!

Michael A. Craver
Traffic/Safety Engineer
District 4
2088 S. Arlington Rd, Akron, OH 44306
330.786.4940 (office)
transportation.ohio.gov

From: Cueva, Abby <acueva@emht.com>
Sent: Wednesday, November 8, 2023 3:06 PM
To: Craver, Michael <Michael.Craver@dot.ohio.gov>
Cc: Roxberry, Dawn <Dawn.Roxberry@dot.ohio.gov>; Griffith, David <David.Griffith@dot.ohio.gov>; Irwin, Ryan <rirwin@emht.com>
Subject: RE: MAH 46 at New Rd Traffic Count Adjustment

Hi Michael,

Attached is our proposed adjustments based on the information you provided. We've compared the 2022 Streetlight count data to the two TMC. Overall, the 2022 data is higher. The 2021 and 2023 data are more in line with one another, except for the movements identified by you guys (NBLT, NBTH, EBRT).

Our rationale for the Proposed Data is that the 2022 Streetlight data is more of an outlier, and we have 2 other data sets that are similar (with the exception of the movements identified above).

Please take a look at the two pages attached and let us know what you think. Page 1 is the TMC comparison, with proposed volumes and Page 2 adds in the Streetlight data, but arrives at the same proposed volumes.

Also, any luck on the signal timing for SR 46/Willow Crest/Notre Dame yet?

I am out of the office the next two days, but Ryan is in and I will be able to check email periodically!

Thanks,
Abby

Abby Cueva, PE
Principal
Director of Transportation Planning & Design

EMH&T Engineers, Surveyors, Planners, Scientists
5500 New Albany Road, Columbus, OH 43054
v. 614.775.4604 | c. 614.595.5719 | acueva@emht.com
emht.com

From: Michael.Craver@dot.ohio.gov <Michael.Craver@dot.ohio.gov>
Sent: Tuesday, November 7, 2023 2:56 PM
To: Cueva, Abby <acueva@emht.com>
Cc: Dawn.Roxberry@dot.ohio.gov; David.Griffith@dot.ohio.gov; Irwin, Ryan <rirwin@emht.com>
Subject: RE: MAH 46 at New Rd Traffic Count Adjustment

Citrix Attachments Expires December 7, 2023

1573410_MAH_46_at_New_Rd_October_2022.zip 28.4 KB

Download Attachments

Michael Craver uses Citrix Files to share documents securely.

Hi Abby,

Looks like I had a typo in the file name for the streetlight analysis that was sent Monday. I was hoping that July 2023 was available when I created the file, but it was not, and I forgot to change the file name to reflect the correct analysis time-period. So, the zip file that I sent on Monday was October 2022 data. I have attached the corrected file.

Apologies for any confusion.

Thanks,

Michael A. Craver
Traffic/Safety Engineer
District 4
2088 S. Arlington Rd, Akron, OH 44306
330.786.4940 (office)
transportation.ohio.gov

From: Cueva, Abby <acueva@emht.com>
Sent: Tuesday, November 7, 2023 2:36 PM
To: Craver, Michael <Michael.Craver@dot.ohio.gov>
Cc: Roxberry, Dawn <Dawn.Roxberry@dot.ohio.gov>; Griffith, David <David.Griffith@dot.ohio.gov>; Irwin, Ryan <rirwin@emht.com>
Subject: RE: MAH 46 at New Rd Traffic Count Adjustment

Hi Michael,

We've gotten through a comparison, but I think you forgot the October 2022 streetlight data as an attachment. We'd like to use that to propose final volumes for the CT. Can you send that over please? We'll send you a summary pdf of what we found once we do that comparison.

Thanks,
Abby

Abby Cueva, PE
Principal
Director of Transportation Planning & Design

EMH&T Engineers, Surveyors, Planners, Scientists
5500 New Albany Road, Columbus, OH 43054
v. 614.775.4604 | c. 614.595.5719 | acueva@emht.com
emht.com

From: Michael.Craver@dot.ohio.gov <Michael.Craver@dot.ohio.gov>
Sent: Monday, November 6, 2023 2:27 PM
To: Cueva, Abby <acueva@emht.com>
Cc: Dawn.Roxberry@dot.ohio.gov; David.Griffith@dot.ohio.gov
Subject: MAH 46 at New Rd Traffic Count Adjustment

Citrix Attachments Expires December 6, 2023

1573410_MAH_46_at_New_Rd_July_2023.zip 28.3 KB

MAH 46 at New Rd_2021 sta 37450.pdf 60.4 KB

Download Attachments

Michael Craver uses Citrix Files to share documents securely.

Hi Abby,

Dawn and I were reviewing the Oct 2023 turning movement count for SR 46 and New Rd and noticed a few areas of concern.

A count was taken in July of 2021 for use in the safety study. When this count was compared to the October 2023 count (to include school traffic) collected for use in the roundabout report, we noticed some concerning volume differences for the northbound left, northbound thru and eastbound right turn movements. Over the 12-hour period, NB lefts are 56% lower, and the EB rights are 54% lower. We ran a streetlight analysis for October 2022 to compare to the October 2023 TMC and the 2023 TMC is showing lower volumes in almost all movements. There were no ODOT detours in this area during the Oct 2023 count, however, the Mahoning Co Engineer's Office had a nearby culvert replacement project that *may have* affected volumes in this area.

For reference, I have attached the July 2021 TMC and the Oct 2022 streetlight analysis.

Can the traffic plates be modified so the northbound left, thru, and eastbound right movements more closely reflect the 2021 volumes instead of the October 2023 volumes? Also, please do a general check/comparison with the 2021 TMCs to ensure the certified traffic being developed is as accurate as possible.

Let us know if you have questions or concerns with this adjustment.

Thanks!

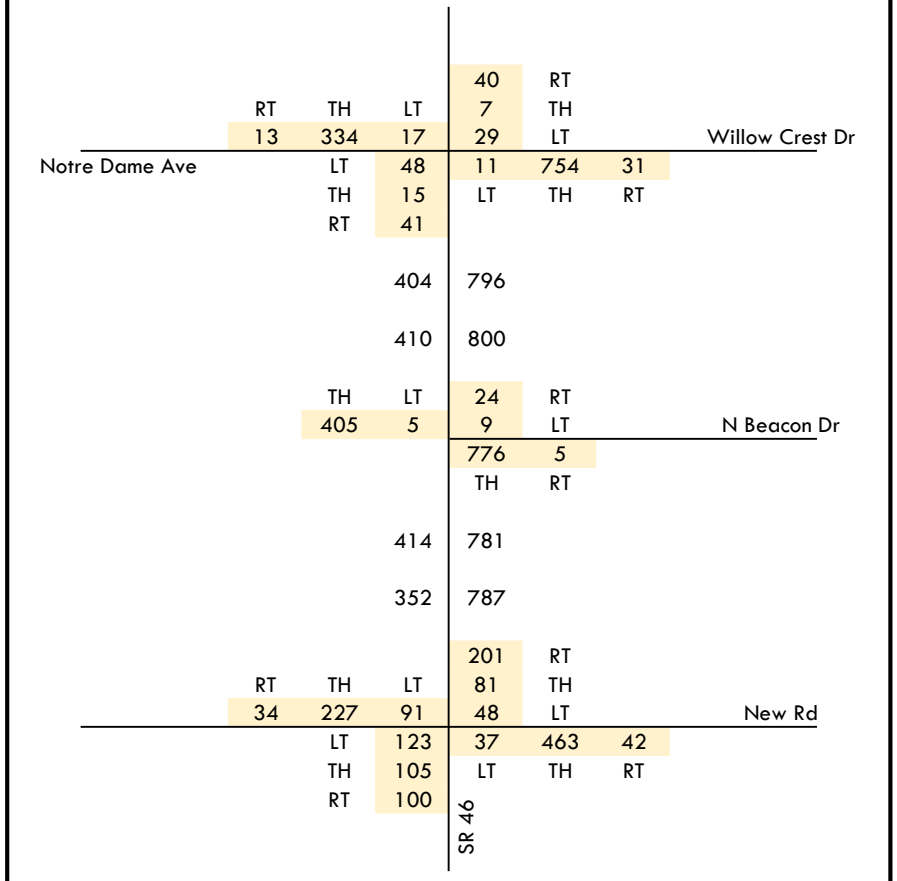
Michael A. Craver
Traffic/Safety Engineer
District 4
2088 S. Arlington Rd, Akron, OH 44306
330.786.4940 (office)
transportation.ohio.gov

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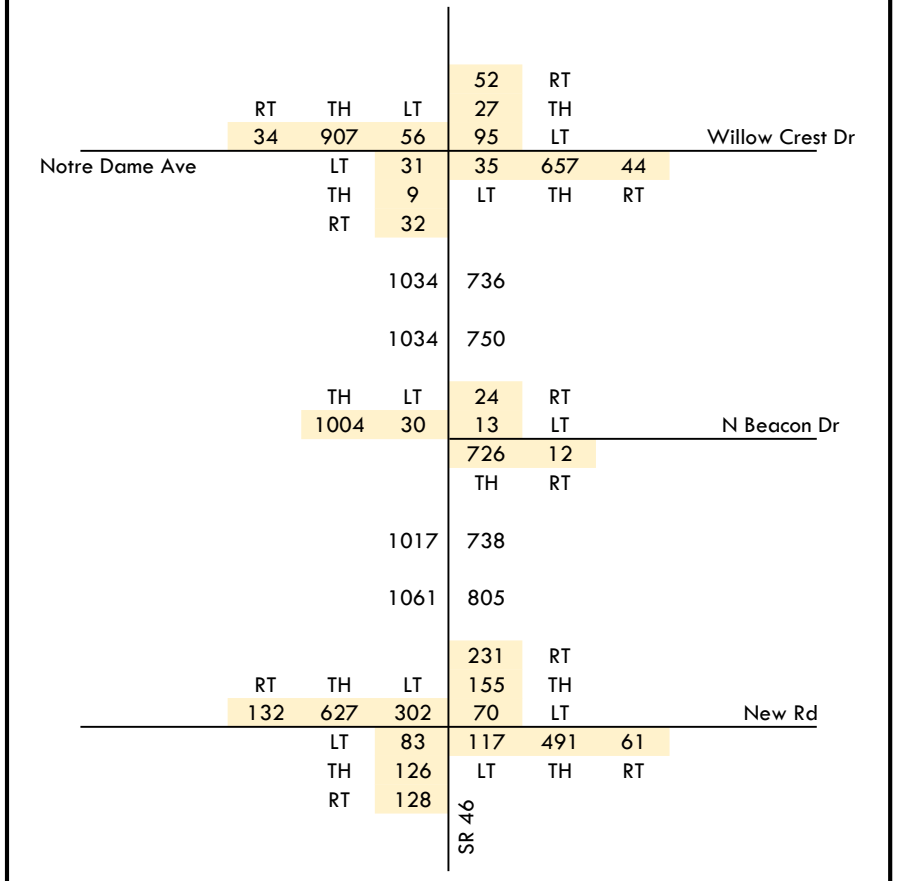
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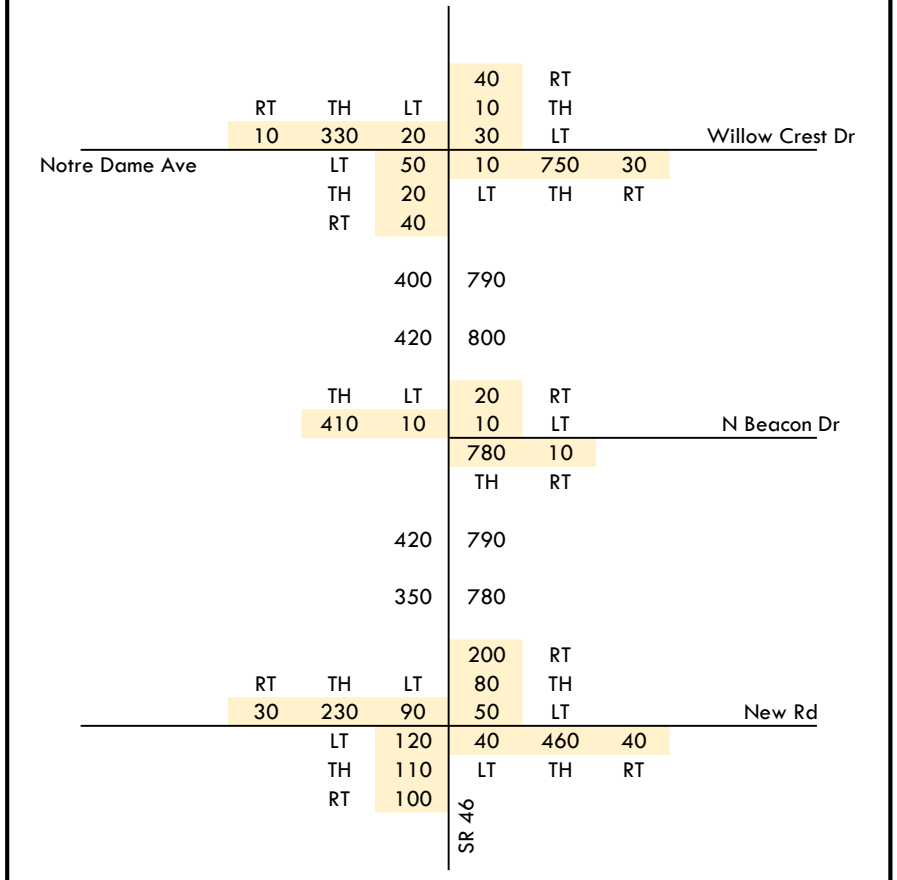
Proposed Count Volumes **AM Peak Hour**
7:15 - 8:15 AM **Plate 1A**



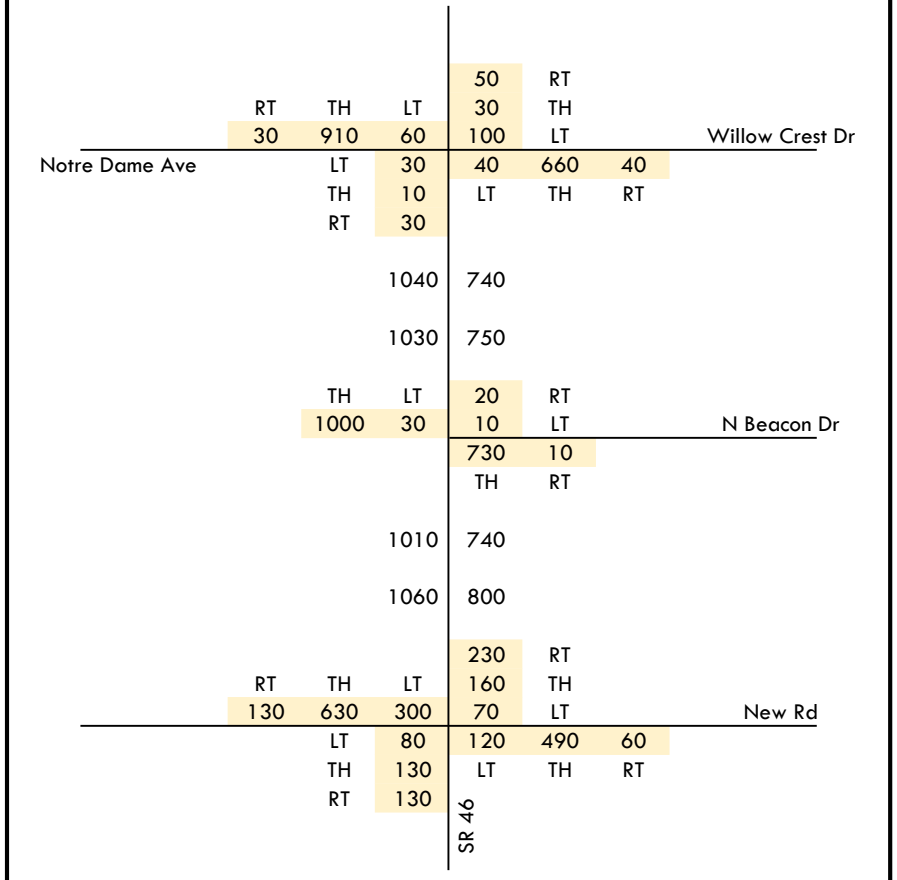
Proposed Count Volumes **PM Peak Hour**
4:15 - 5:15 PM **Plate 1B**



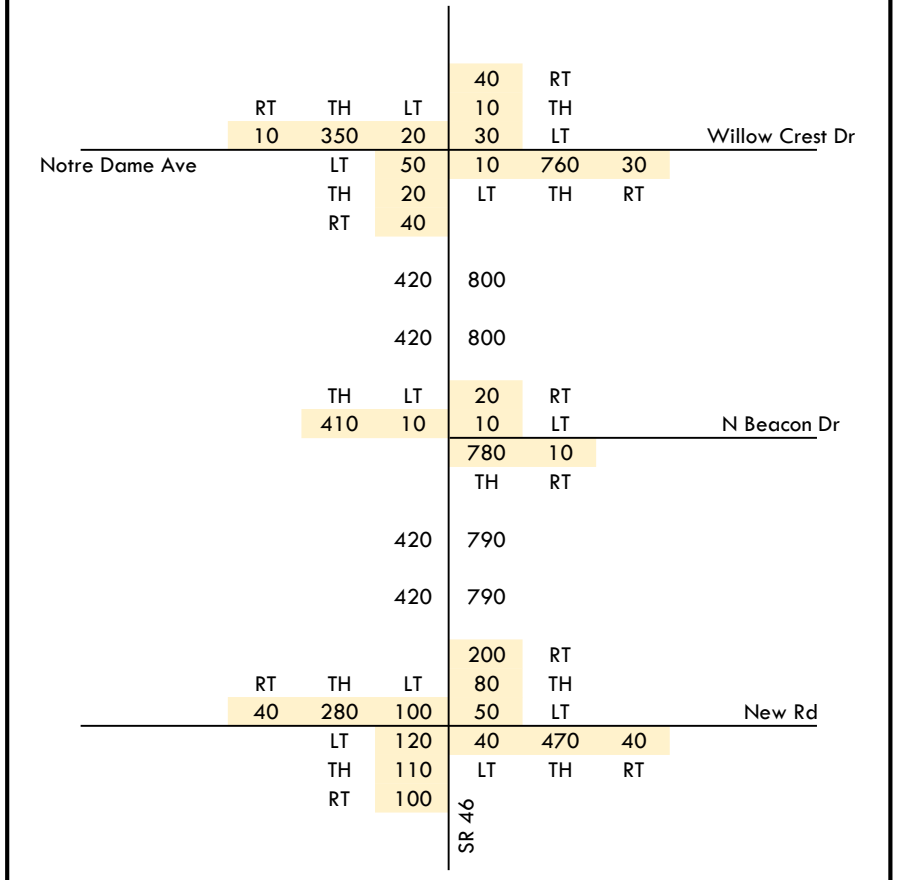
Rounded Proposed Count Volumes — **AM Peak Hour**
7:15 - 8:15 AM — **Plate 2A = 1A*Rounded**



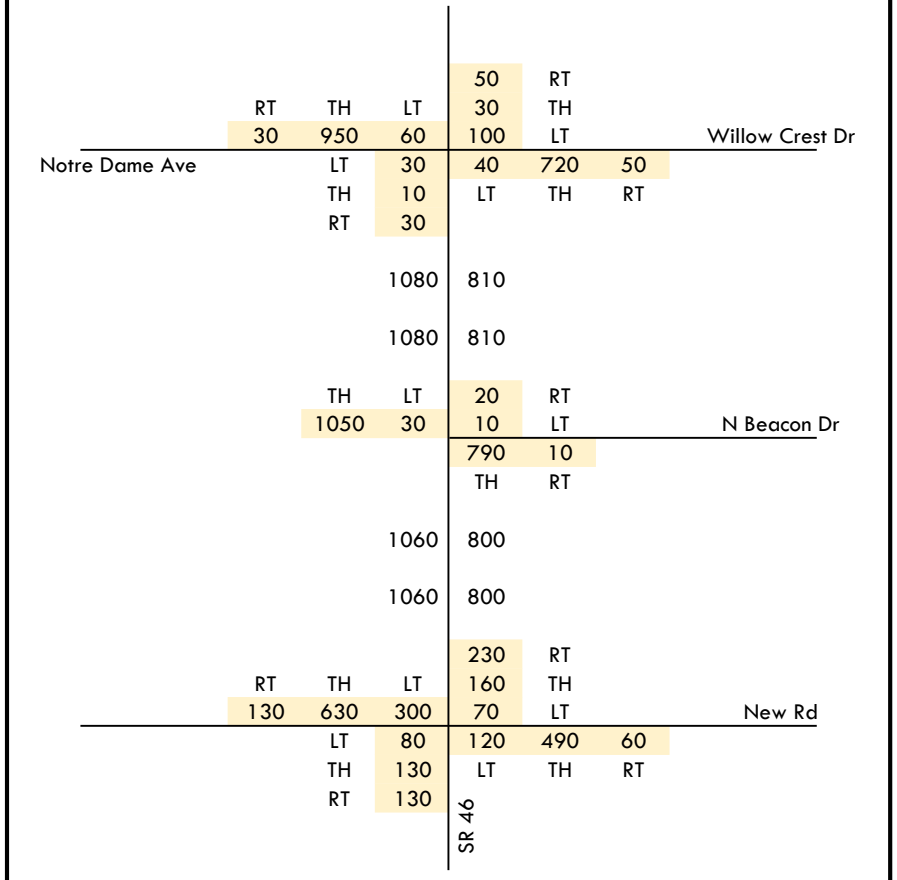
Rounded Proposed Count Volumes — **PM Peak Hour**
4:15 - 5:15 PM — **Plate 2B = 1B*Rounded**



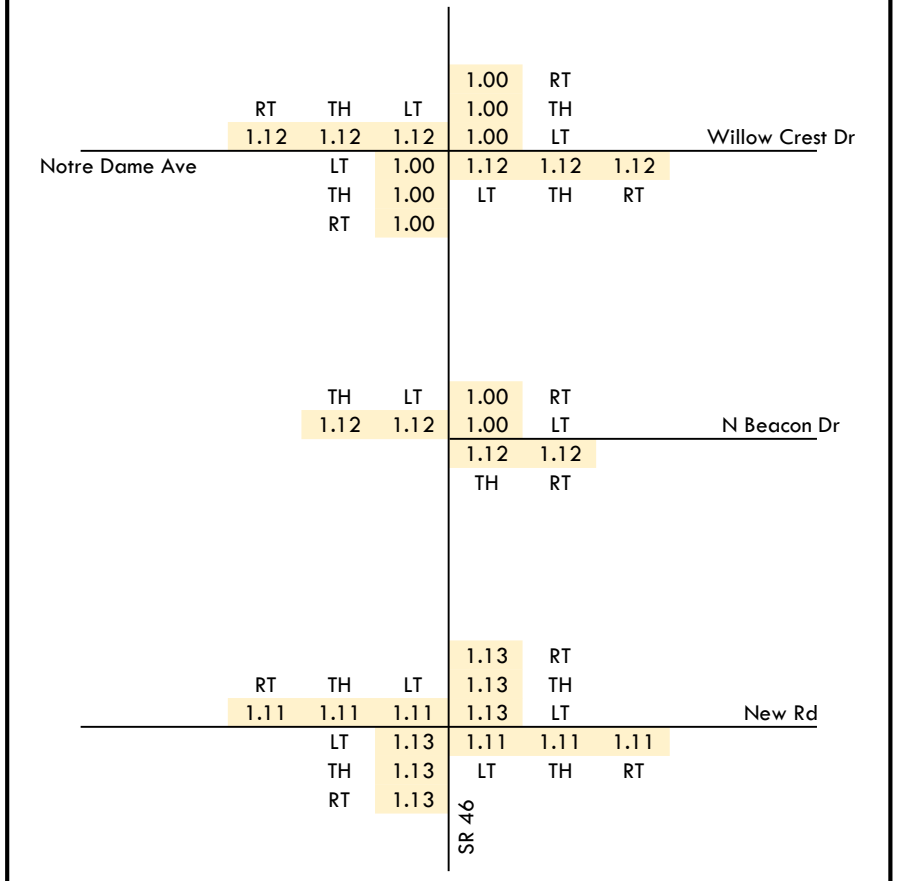
Smoothed Volumes - Higher Volume Distributed Method — **AM Peak Hour**
7:15 - 8:15 AM — **Plate 3A**



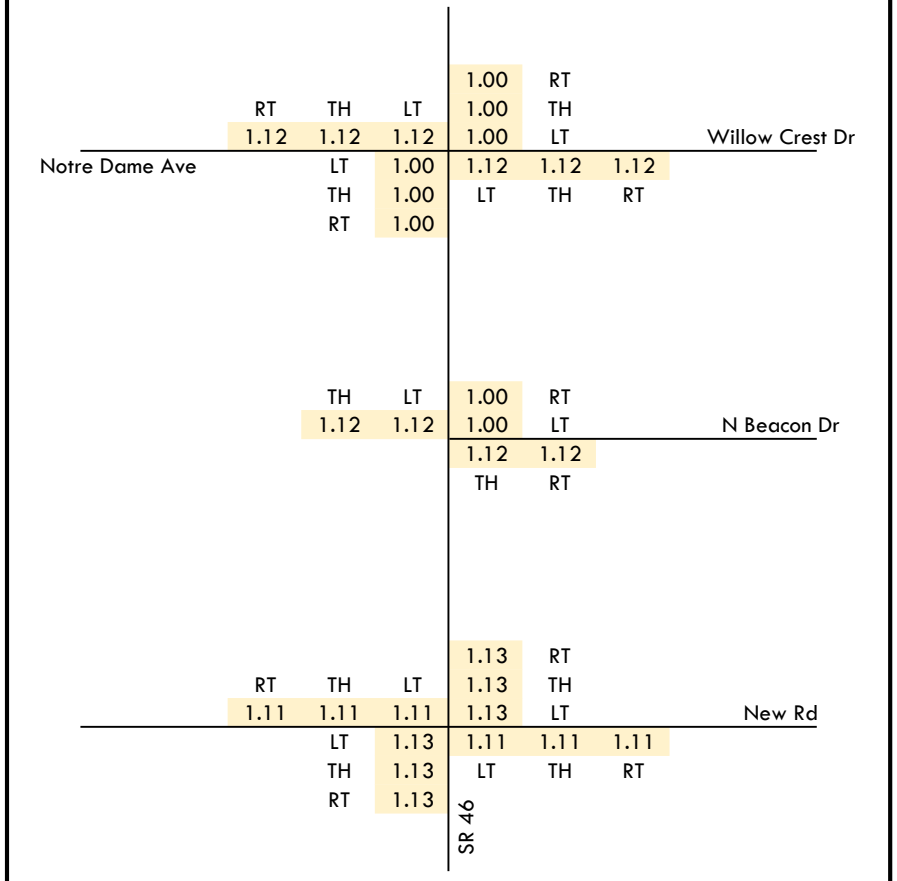
Smoothed Volumes - Higher Volume Distributed Method — **PM Peak Hour**
4:15 - 5:15 PM — **Plate 3B**



Design Hour Factors **AM Peak Hour**
7:15 - 8:15 AM **Plate 4A**

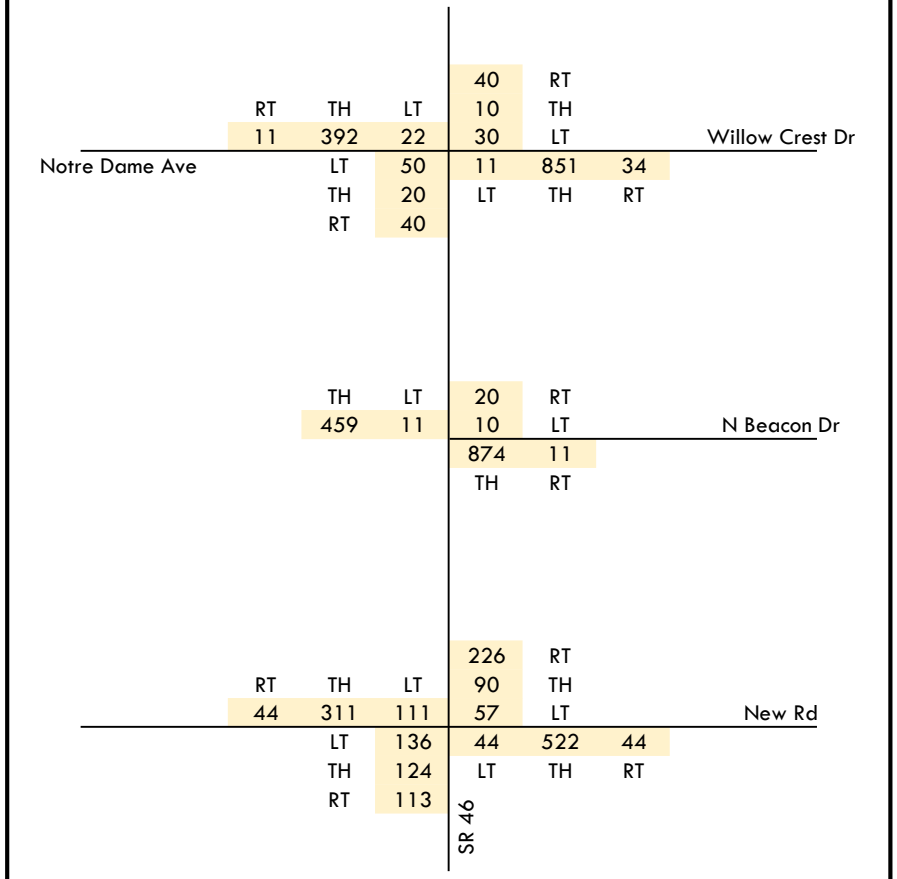


Design Hour Factors **PM Peak Hour**
4:15 - 5:15 PM **Plate 4B**

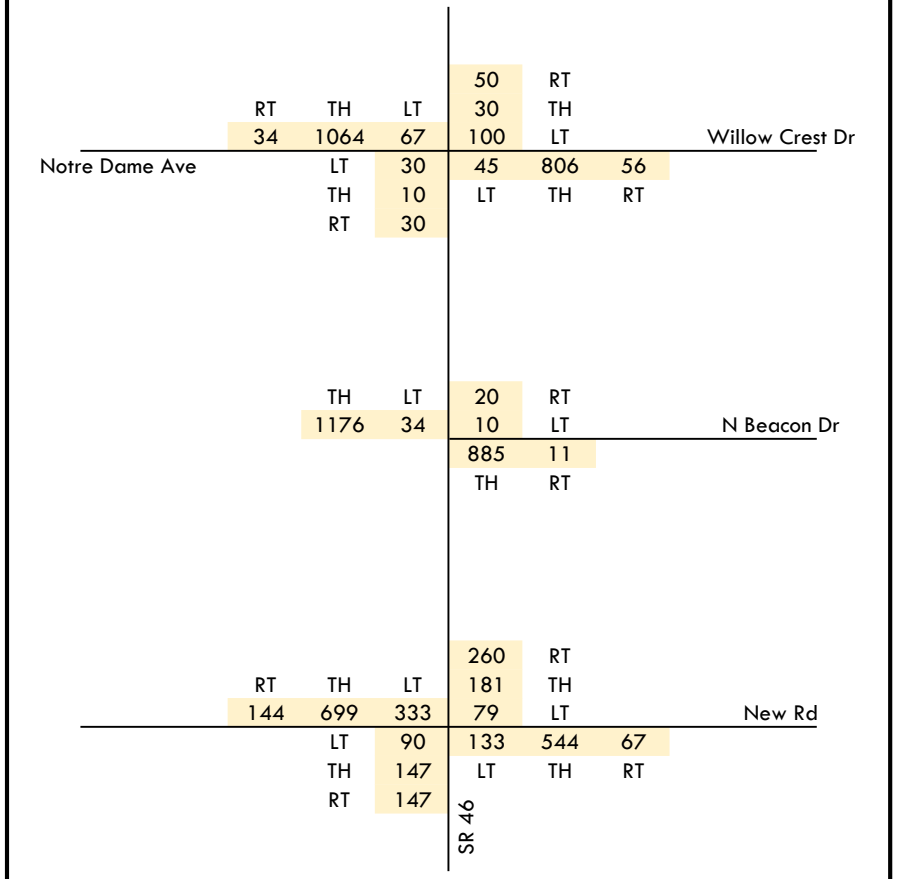


C60

2028/2048 Design Hour Volumes **AM Peak Hour**
7:15 - 8:15 AM **Plate 5A = 3A*4A**

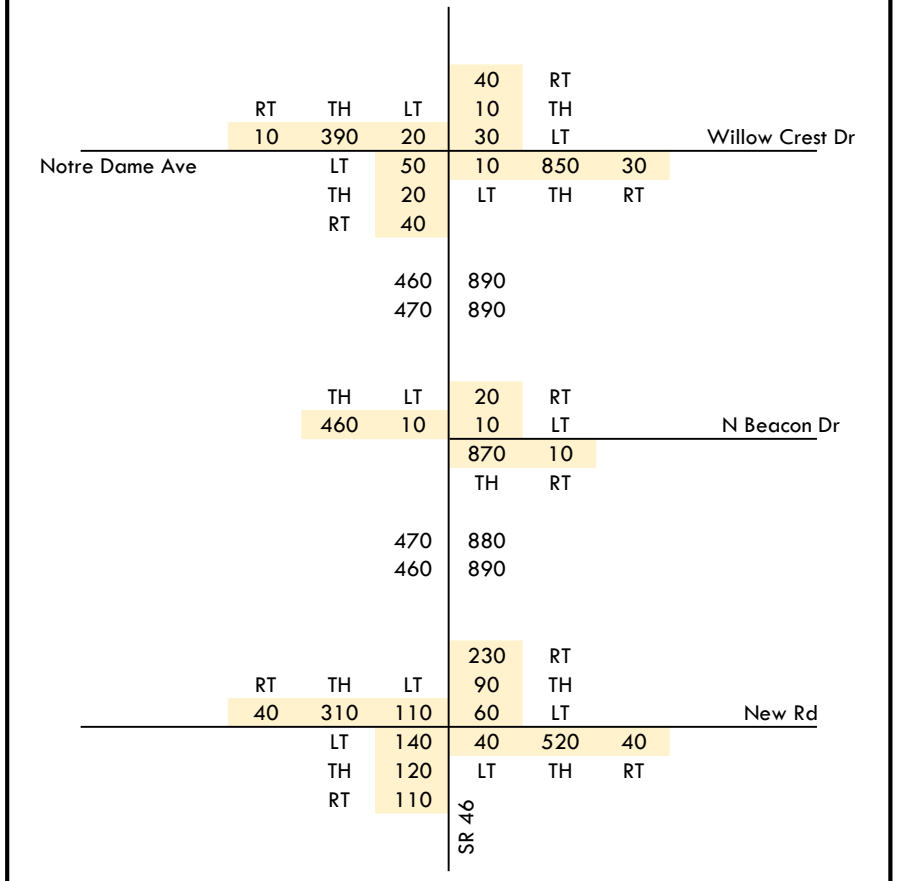


2028/2048 Design Hour Volumes **PM Peak Hour**
4:15 - 5:15 PM **Plate 5B = 3B*4B**

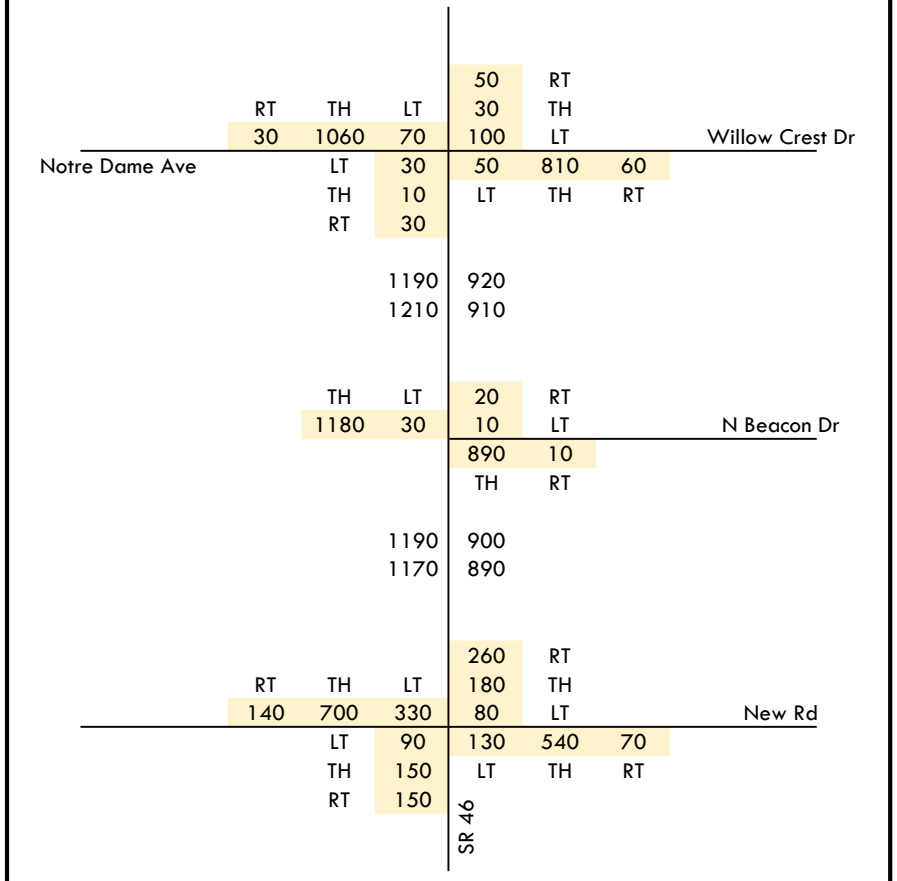


C61

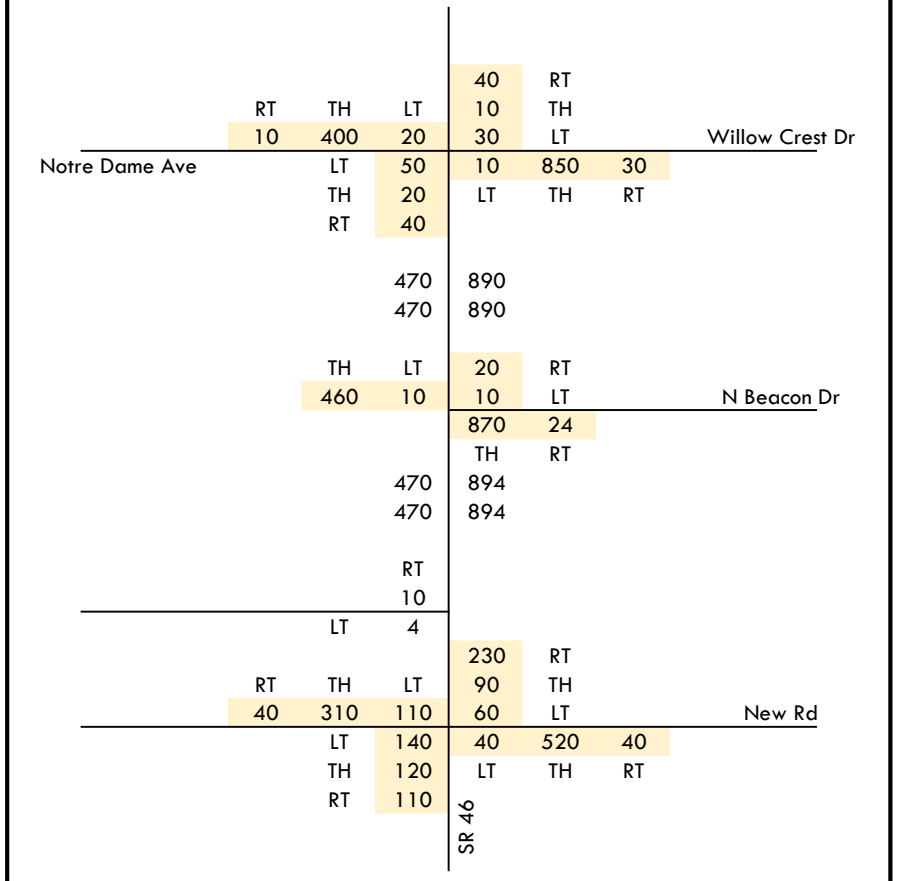
2028/2048 Design Hour Volumes - Rounded **AM Peak Hour**
7:15 - 8:15 AM **Plate 6A = 5A*Rounded**



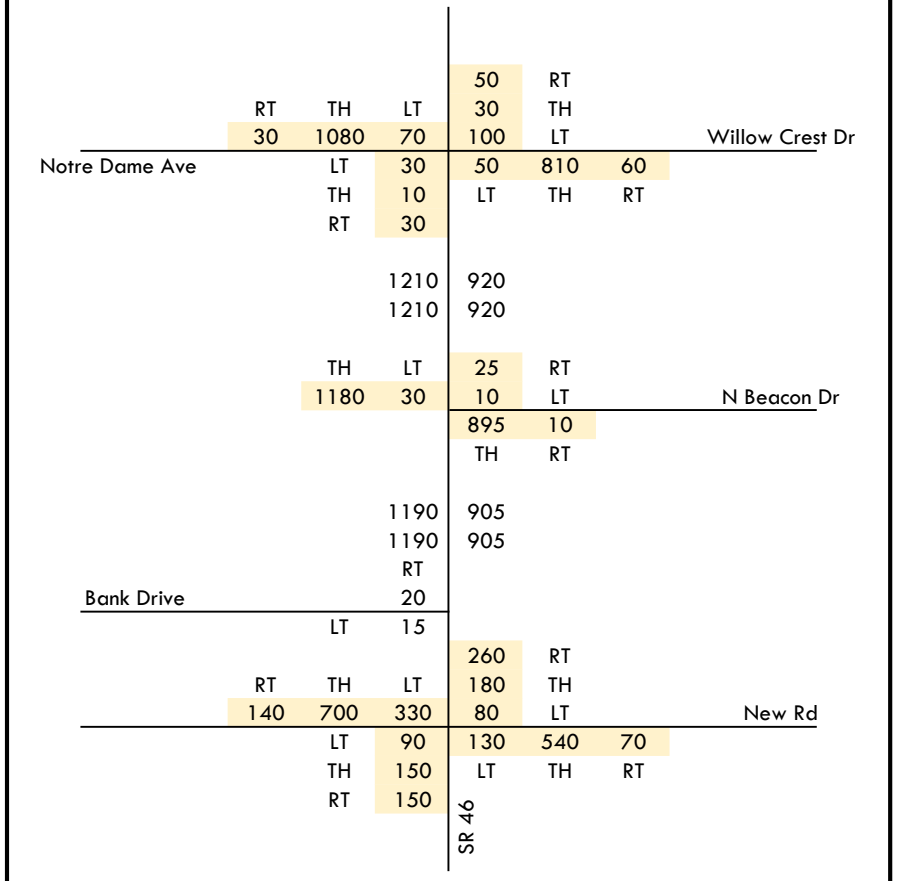
2028/2048 Design Hour Volumes - Rounded **PM Peak Hour**
4:15 - 5:15 PM **Plate 6B = 5B*Rounded**



2028/2048 Design Hour Volumes - Rounded & Balanced (for TM analysis) AM Peak Hour
7:15 - 8:15 AM **Plate 7A**



2028/2048 Design Hour Volumes - Rounded & Balanced (for TM analysis) PM Peak Hour
4:15 - 5:15 PM **Plate 7B**



PEAK HOUR to DESIGN HOUR FACTORS
FUNCTIONAL CLASSIFICATION = 01r
(Rural Interstate)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.60	1.73	1.67	1.62	1.58	1.52	1.33	1.74
February	1.55	1.65	1.64	1.57	1.54	1.45	1.25	1.69
March	1.43	1.40	1.50	1.46	1.41	1.34	1.11	1.48
April	1.37	1.29	1.40	1.42	1.37	1.28	1.11	1.45
May	1.34	1.28	1.38	1.39	1.35	1.24	1.06	1.35
June	1.30	1.21	1.36	1.34	1.29	1.21	1.06	1.31
July	1.27	1.12	1.32	1.31	1.25	1.19	1.05	1.25
August	1.30	1.17	1.36	1.35	1.30	1.19	1.04	1.26
September	1.36	1.28	1.41	1.40	1.36	1.26	1.05	1.35
October	1.34	1.22	1.40	1.37	1.33	1.24	1.04	1.36
November	1.40	1.39	1.44	1.41	1.39	1.34	1.12	1.47
December	1.41	1.49	1.49	1.44	1.38	1.33	1.16	1.50

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 9 Stations
2019: 16 Stations
2021: 16 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

PEAK HOUR to DESIGN HOUR FACTORS
FUNCTIONAL CLASSIFICATION = 01u
(Urban Interstate)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.22	1.89	1.25	1.23	1.22	1.20	1.16	1.70
February	1.20	1.84	1.24	1.20	1.20	1.17	1.13	1.64
March	1.14	1.66	1.17	1.14	1.13	1.13	1.07	1.53
April	1.10	1.60	1.13	1.11	1.09	1.08	1.06	1.51
May	1.08	1.54	1.11	1.09	1.08	1.06	1.04	1.45
June	1.09	1.52	1.12	1.08	1.08	1.06	1.05	1.46
July	1.09	1.51	1.11	1.09	1.07	1.06	1.06	1.47
August	1.08	1.49	1.11	1.09	1.08	1.05	1.03	1.43
September	1.09	1.56	1.13	1.09	1.09	1.06	1.02	1.47
October	1.08	1.52	1.11	1.08	1.08	1.05	1.02	1.47
November	1.10	1.62	1.13	1.10	1.09	1.09	1.04	1.53
December	1.11	1.61	1.15	1.11	1.10	1.09	1.06	1.51

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 53 Stations
2019: 41 Stations
2021: 44 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

PEAK HOUR to DESIGN HOUR FACTORS

FUNCTIONAL CLASSIFICATION = 02u

(Urban Freeways / Expressways)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.20	2.02	1.22	1.20	1.20	1.18	1.16	1.77
February	1.18	1.97	1.21	1.17	1.18	1.15	1.13	1.70
March	1.13	1.82	1.16	1.12	1.12	1.13	1.10	1.61
April	1.09	1.75	1.12	1.09	1.08	1.08	1.08	1.58
May	1.08	1.68	1.11	1.08	1.07	1.06	1.06	1.55
June	1.09	1.67	1.12	1.09	1.08	1.07	1.07	1.56
July	1.09	1.69	1.12	1.09	1.07	1.07	1.08	1.57
August	1.07	1.64	1.09	1.07	1.06	1.04	1.04	1.53
September	1.06	1.70	1.11	1.06	1.06	1.03	1.02	1.55
October	1.05	1.67	1.09	1.05	1.05	1.03	1.02	1.54
November	1.08	1.77	1.10	1.08	1.06	1.07	1.04	1.61
December	1.09	1.78	1.12	1.09	1.08	1.07	1.06	1.59

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 23 Stations
2019: 20 Stations
2021: 16 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

PEAK HOUR to DESIGN HOUR FACTORS

FUNCTIONAL CLASSIFICATION = 02, 03r

(Rural Freeways & Rural Principal Arterial)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.37	1.81	1.42	1.37	1.36	1.32	1.22	1.69
February	1.34	1.79	1.41	1.34	1.35	1.28	1.19	1.64
March	1.27	1.58	1.32	1.28	1.26	1.22	1.11	1.50
April	1.21	1.47	1.25	1.23	1.21	1.16	1.07	1.44
May	1.19	1.44	1.23	1.21	1.19	1.13	1.04	1.37
June	1.20	1.42	1.25	1.22	1.20	1.15	1.08	1.40
July	1.20	1.40	1.25	1.22	1.18	1.15	1.08	1.39
August	1.18	1.38	1.22	1.20	1.18	1.13	1.04	1.35
September	1.20	1.43	1.24	1.21	1.20	1.13	1.02	1.37
October	1.18	1.39	1.23	1.20	1.18	1.13	1.02	1.38
November	1.22	1.58	1.26	1.22	1.21	1.20	1.07	1.50
December	1.24	1.60	1.29	1.24	1.22	1.18	1.09	1.48

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 15 Stations
2019: 21 Stations
2021: 19 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

PEAK HOUR to DESIGN HOUR FACTORS

FUNCTIONAL CLASSIFICATION = 03, 04, 05u

(Urban Principal Arterial, Urban Minor Arterial, & Urban Minor Collector)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.25	1.81	1.27	1.25	1.25	1.23	1.18	1.61
February	1.23	1.78	1.26	1.23	1.23	1.19	1.17	1.58
March	1.18	1.63	1.20	1.18	1.17	1.17	1.12	1.47
April	1.13	1.57	1.15	1.14	1.12	1.11	1.08	1.42
May	1.10	1.47	1.12	1.10	1.10	1.07	1.06	1.35
June	1.14	1.51	1.16	1.14	1.14	1.11	1.10	1.40
July	1.14	1.54	1.16	1.14	1.13	1.14	1.11	1.45
August	1.12	1.49	1.14	1.14	1.12	1.10	1.06	1.41
September	1.12	1.53	1.15	1.13	1.13	1.09	1.05	1.42
October	1.12	1.54	1.15	1.12	1.11	1.10	1.05	1.42
November	1.16	1.63	1.17	1.15	1.15	1.15	1.08	1.52
December	1.16	1.61	1.18	1.16	1.16	1.13	1.10	1.50

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 15 Stations
2019: 21 Stations
2021: 22 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

Note: Insufficient data exists to produce factors for functional classes 06 and 07 Urban.

PEAK HOUR to DESIGN HOUR FACTORS

FUNCTIONAL CLASSIFICATION = 04r

(Rural Minor Arterial)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.34	1.87	1.38	1.35	1.33	1.31	1.25	1.66
February	1.31	1.82	1.35	1.30	1.31	1.28	1.22	1.59
March	1.25	1.66	1.28	1.25	1.23	1.23	1.14	1.46
April	1.19	1.56	1.22	1.20	1.19	1.16	1.09	1.39
May	1.16	1.46	1.20	1.16	1.16	1.12	1.06	1.30
June	1.17	1.40	1.21	1.18	1.17	1.13	1.07	1.29
July	1.19	1.43	1.23	1.19	1.17	1.15	1.08	1.32
August	1.17	1.38	1.21	1.18	1.17	1.12	1.04	1.26
September	1.17	1.44	1.21	1.17	1.17	1.12	1.03	1.30
October	1.16	1.45	1.19	1.16	1.15	1.13	1.03	1.31
November	1.22	1.60	1.26	1.22	1.20	1.21	1.10	1.47
December	1.23	1.65	1.26	1.23	1.23	1.20	1.14	1.48

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 10 Stations
2019: 11 Stations
2021: 10 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

PEAK HOUR to DESIGN HOUR FACTORS

FUNCTIONAL CLASSIFICATION = 05, 06r

(Rural Major Collector & Rural Minor Collector)

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	1.32	1.97	1.33	1.33	1.31	1.30	1.23	1.74
February	1.28	1.96	1.31	1.27	1.28	1.26	1.22	1.69
March	1.22	1.75	1.23	1.22	1.21	1.22	1.16	1.55
April	1.15	1.59	1.17	1.15	1.12	1.15	1.09	1.45
May	1.12	1.53	1.16	1.11	1.10	1.10	1.05	1.36
June	1.15	1.52	1.20	1.14	1.13	1.14	1.09	1.39
July	1.16	1.53	1.18	1.16	1.14	1.14	1.12	1.39
August	1.12	1.45	1.16	1.14	1.12	1.09	1.06	1.32
September	1.13	1.52	1.17	1.12	1.12	1.09	1.03	1.36
October	1.15	1.59	1.19	1.14	1.13	1.12	1.06	1.38
November	1.20	1.75	1.22	1.19	1.17	1.21	1.11	1.58
December	1.21	1.76	1.23	1.19	1.22	1.20	1.12	1.58

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 8 Stations
2019: 8 Stations
2021: 8 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

Note: Insufficient data exists to produce factors for functional class 07 Rural.

PEAK HOUR to DESIGN HOUR FACTORS

Recreational Traffic*

Day / Month	Monthly Average by Day-of-Week							
	WEEKDAY MON-THUR	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	2.39	2.69	2.49	2.44	2.36	2.28	2.23	2.55
February	2.35	2.65	2.40	2.35	2.40	2.26	2.16	2.45
March	2.21	2.30	2.23	2.22	2.15	2.23	1.97	2.13
April	1.89	1.97	1.89	1.92	1.91	1.84	1.59	1.75
May	1.59	1.32	1.65	1.61	1.60	1.51	1.26	1.31
June	1.39	1.12	1.41	1.44	1.42	1.31	1.12	1.17
July	1.30	1.06	1.32	1.34	1.32	1.23	1.05	1.05
August	1.43	1.05	1.40	1.52	1.45	1.36	1.10	1.09
September	1.71	1.28	1.74	1.75	1.75	1.59	1.25	1.29
October	1.73	1.44	1.79	1.74	1.76	1.63	1.32	1.40
November	2.03	2.32	2.04	2.00	2.01	2.05	1.77	2.17
December	2.09	2.44	2.13	2.09	2.08	2.04	1.90	2.30

peak hour volume * factor = design hour volume

source: year 2018,2019,2021 Automatic Traffic Recorders (ATR) Data

ATR Stations:

2018: 5 Stations
2019: 5 Stations
2021: 4 Stations

Ohio Department of Transportation
Modeling & Forecasting Section
Nov 2022

NOTE: These are NOT seasonal adjustment factors!!!

*** Important Note:** These factors are based on permanent count stations located on Route 2 and other routes in the vicinity of Lake Erie. Therefore, they may not be suitable for use on other recreational routes within the state of Ohio. Use at your own risk.

Hourly Percent By Vehicle Type

Urban Minor Arterial

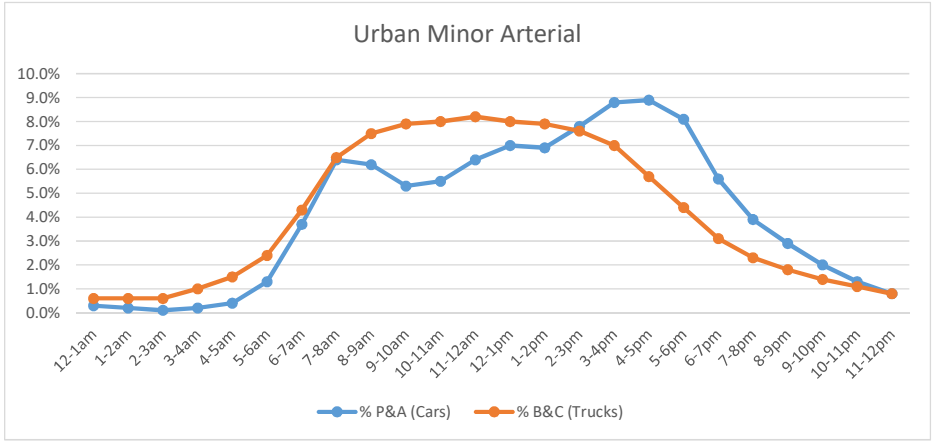
for Partial count factor, enter 1 for hours counted.

Partial Count Factor

Hour	Hour of Day	P&A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total	Counted Hour	1.206 PA	1.222 BC	1.206 Total
0	12-1am	101,286	**0.3%**	6,321	**0.6%**	107,607	**0.3%**	0	0	0	0
1	1-2am	55,421	**0.2%**	5,822	**0.6%**	61,243	**0.2%**	0	0	0	0
2	2-3am	46,088	**0.1%**	6,340	**0.6%**	52,428	**0.2%**	0	0	0	0
3	3-4am	59,179	**0.2%**	10,079	**1.0%**	69,258	**0.2%**	0	0	0	0
4	4-5am	131,821	**0.4%**	16,040	**1.5%**	147,861	**0.4%**	0	0	0	0
5	5-6am	439,431	**1.3%**	24,815	**2.4%**	464,246	**1.4%**	0	0	0	0
6	6-7am	1,215,945	**3.7%**	45,291	**4.3%**	1,261,236	**3.7%**	0	0	0	0
7	7-8am	2,111,094	**6.4%**	67,809	**6.5%**	2,178,903	**6.4%**	1	0.064	0.065	0.064
8	8-9am	2,051,973	**6.2%**	78,617	**7.5%**	2,130,590	**6.3%**	1	0.062	0.075	0.063
9	9-10am	1,732,110	**5.3%**	82,520	**7.9%**	1,814,630	**5.4%**	1	0.053	0.079	0.054
10	10-11am	1,790,009	**5.5%**	84,539	**8.0%**	1,874,548	**5.5%**	1	0.055	0.08	0.055
11	11-12am	2,086,432	**6.4%**	85,619	**8.2%**	2,172,051	**6.4%**	1	0.064	0.082	0.064
12	12-1pm	2,314,243	**7.0%**	84,469	**8.0%**	2,398,712	**7.1%**	1	0.07	0.08	0.071
13	1-2pm	2,256,186	**6.9%**	82,478	**7.9%**	2,338,664	**6.9%**	1	0.069	0.079	0.069
14	2-3pm	2,572,979	**7.8%**	79,776	**7.6%**	2,652,755	**7.8%**	1	0.078	0.076	0.078
15	3-4pm	2,904,103	**8.8%**	73,991	**7.0%**	2,978,094	**8.8%**	1	0.088	0.07	0.088
16	4-5pm	2,921,745	**8.9%**	60,033	**5.7%**	2,981,778	**8.8%**	1	0.089	0.057	0.088
17	5-6pm	2,669,623	**8.1%**	46,737	**4.4%**	2,716,360	**8.0%**	1	0.081	0.044	0.08
18	6-7pm	1,843,335	**5.6%**	32,760	**3.1%**	1,876,095	**5.5%**	1	0.056	0.031	0.055
19	7-8pm	1,281,184	**3.9%**	24,247	**2.3%**	1,305,431	**3.9%**	0	0	0	0
20	8-9pm	952,825	**2.9%**	18,443	**1.8%**	971,268	**2.9%**	0	0	0	0
21	9-10pm	642,118	**2.0%**	14,211	**1.4%**	656,329	**1.9%**	0	0	0	0
22	10-11pm	415,681	**1.3%**	11,037	**1.1%**	426,718	**1.3%**	0	0	0	0
23	11-12pm	246,443	**0.8%**	8,390	**0.8%**	254,833	**0.8%**	0	0	0	0
	Total	32,841,254	**100%**	1,050,384	**100%**	33,891,638	**100%**		0.829	0.818	0.829

	pass	coml
	6am-6pm	6am-6pm
	81.0%	83.0%
	1.23	1.2
	7am-7pm	7am-7pm
	82.9%	81.8%
	1.21	1.22
	7am-11am	7am-11am
	2pm-6pm	2pm-6pm
	57.0%	54.6%
	1.75	1.83

Sample of 652 permanent ATR's and portable counts taken in 2021, Monday to Friday counts only.



Hourly Percent By Vehicle Type

Urban Major Collector

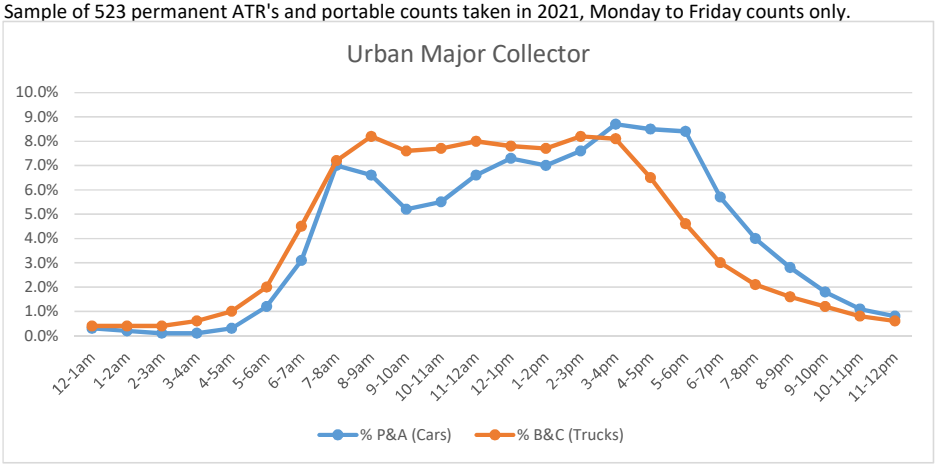
for Partial count factor, enter 1 for hours counted.

Partial Count Factor

Hour	Hour of Day	P&A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total	Counted Hour	1.189 PA	1.182 BC	1.185 Total
0	12-1am	24,249	**0.3%**	1,005	**0.4%**	25,254	**0.3%**	0	0	0	0
1	1-2am	15,458	**0.2%**	892	**0.4%**	16,350	**0.2%**	0	0	0	0
2	2-3am	11,037	**0.1%**	889	**0.4%**	11,926	**0.1%**	0	0	0	0
3	3-4am	9,366	**0.1%**	1,324	**0.6%**	10,690	**0.1%**	0	0	0	0
4	4-5am	29,678	**0.3%**	2,264	**1.0%**	31,942	**0.3%**	0	0	0	0
5	5-6am	108,016	**1.2%**	4,737	**2.0%**	112,753	**1.2%**	0	0	0	0
6	6-7am	285,092	**3.1%**	10,465	**4.5%**	295,557	**3.1%**	0	0	0	0
7	7-8am	642,183	**7.0%**	16,566	**7.2%**	658,749	**7.0%**	1	0.07	0.072	0.07
8	8-9am	610,510	**6.6%**	18,929	**8.2%**	629,439	**6.7%**	1	0.066	0.082	0.067
9	9-10am	478,159	**5.2%**	17,620	**7.6%**	495,779	**5.2%**	1	0.052	0.076	0.052
10	10-11am	512,131	**5.5%**	17,868	**7.7%**	529,999	**5.6%**	1	0.055	0.077	0.056
11	11-12am	613,661	**6.6%**	18,430	**8.0%**	632,091	**6.7%**	1	0.066	0.08	0.067
12	12-1pm	669,949	**7.3%**	18,154	**7.8%**	688,103	**7.3%**	1	0.073	0.078	0.073
13	1-2pm	649,945	**7.0%**	17,776	**7.7%**	667,721	**7.1%**	1	0.07	0.077	0.071
14	2-3pm	702,143	**7.6%**	18,893	**8.2%**	721,036	**7.6%**	1	0.076	0.082	0.076
15	3-4pm	805,507	**8.7%**	18,777	**8.1%**	824,284	**8.7%**	1	0.087	0.081	0.087
16	4-5pm	787,764	**8.5%**	14,992	**6.5%**	802,756	**8.5%**	1	0.085	0.065	0.085
17	5-6pm	774,482	**8.4%**	10,550	**4.6%**	785,032	**8.3%**	1	0.084	0.046	0.083
18	6-7pm	528,113	**5.7%**	6,852	**3.0%**	534,965	**5.7%**	1	0.057	0.03	0.057
19	7-8pm	367,188	**4.0%**	4,882	**2.1%**	372,070	**3.9%**	0	0	0	0
20	8-9pm	263,066	**2.8%**	3,623	**1.6%**	266,689	**2.8%**	0	0	0	0
21	9-10pm	169,527	**1.8%**	2,703	**1.2%**	172,230	**1.8%**	0	0	0	0
22	10-11pm	103,889	**1.1%**	1,884	**0.8%**	105,773	**1.1%**	0	0	0	0
23	11-12pm	72,362	**0.8%**	1,431	**0.6%**	73,793	**0.8%**	0	0	0	0
	Total	9,233,475	**100%**	231,506	**100%**	9,464,981	**100%**		0.841	0.846	0.844

	pass	coml
	6am-6pm	6am-6pm
	81.5%	86.1%
	1.23	1.16
	7am-7pm	7am-7pm
	84.1%	84.6%
	1.19	1.18
	7am-11am	7am-11am
	2pm-6pm	2pm-6pm
	57.5%	58.1%
	1.74	1.72

Sample of 523 permanent ATR's and portable counts taken in 2021, Monday to Friday counts only.



Hourly Percent By Vehicle Type

Urban Local

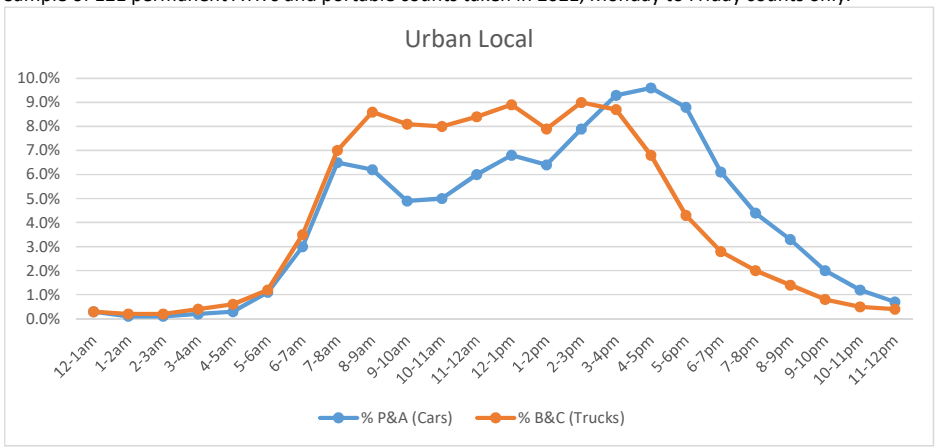
for Partial count factor, enter 1 for hours counted.

Partial Count Factor

Hour	Hour of Day	P&A (Cars)	% P&A (Cars)	B&C (Trucks)	% B&C (Trucks)	Total	% Total	Counted Hour	1.198 PA	1.130 BC	1.198 Total
0	12-1am	1,506	**0.3%**	60	**0.3%**	1,566	**0.3%**	0	0	0	0
1	1-2am	595	**0.1%**	35	**0.2%**	630	**0.1%**	0	0	0	0
2	2-3am	602	**0.1%**	45	**0.2%**	647	**0.1%**	0	0	0	0
3	3-4am	787	**0.2%**	70	**0.4%**	857	**0.2%**	0	0	0	0
4	4-5am	1,453	**0.3%**	114	**0.6%**	1,567	**0.3%**	0	0	0	0
5	5-6am	4,889	**1.1%**	216	**1.2%**	5,105	**1.1%**	0	0	0	0
6	6-7am	13,693	**3.0%**	646	**3.5%**	14,339	**3.1%**	0	0	0	0
7	7-8am	29,368	**6.5%**	1,281	**7.0%**	30,649	**6.5%**	1	0.065	0.07	0.065
8	8-9am	27,789	**6.2%**	1,559	**8.6%**	29,348	**6.3%**	1	0.062	0.086	0.063
9	9-10am	22,072	**4.9%**	1,468	**8.1%**	23,540	**5.0%**	1	0.049	0.081	0.05
10	10-11am	22,427	**5.0%**	1,450	**8.0%**	23,877	**5.1%**	1	0.05	0.08	0.051
11	11-12am	27,075	**6.0%**	1,531	**8.4%**	28,606	**6.1%**	1	0.06	0.084	0.061
12	12-1pm	30,680	**6.8%**	1,625	**8.9%**	32,305	**6.9%**	1	0.068	0.089	0.069
13	1-2pm	28,682	**6.4%**	1,446	**7.9%**	30,128	**6.4%**	1	0.064	0.079	0.064
14	2-3pm	35,543	**7.9%**	1,639	**9.0%**	37,182	**7.9%**	1	0.079	0.09	0.079
15	3-4pm	41,731	**9.3%**	1,578	**8.7%**	43,309	**9.2%**	1	0.093	0.087	0.092
16	4-5pm	43,168	**9.6%**	1,238	**6.8%**	44,406	**9.5%**	1	0.096	0.068	0.095
17	5-6pm	39,789	**8.8%**	790	**4.3%**	40,579	**8.6%**	1	0.088	0.043	0.086
18	6-7pm	27,599	**6.1%**	505	**2.8%**	28,104	**6.0%**	1	0.061	0.028	0.06
19	7-8pm	19,626	**4.4%**	356	**2.0%**	19,982	**4.3%**	0	0	0	0
20	8-9pm	14,772	**3.3%**	250	**1.4%**	15,022	**3.2%**	0	0	0	0
21	9-10pm	8,960	**2.0%**	142	**0.8%**	9,102	**1.9%**	0	0	0	0
22	10-11pm	5,194	**1.2%**	95	**0.5%**	5,289	**1.1%**	0	0	0	0
23	11-12pm	3,072	**0.7%**	71	**0.4%**	3,143	**0.7%**	0	0	0	0
	Total	451,072	**100%**	18,210	**100%**	469,282	**100%**		0.835	0.885	0.835

	pass	coml
	6am-6pm	6am-6pm
	80.4%	89.2%
	1.24	1.12
	7am-7pm	7am-7pm
	83.5%	88.5%
	1.2	1.13
	7am-11am	7am-11am
	2pm-6pm	2pm-6pm
	58.2%	60.5%
	1.72	1.65

Sample of 121 permanent ATR's and portable counts taken in 2021, Monday to Friday counts only.



Date of Count: 10/3/2023 3 Tuesday October

PART 1: INPUT PARTIAL DAY P&A VEHICLES — ROUTE SR 46

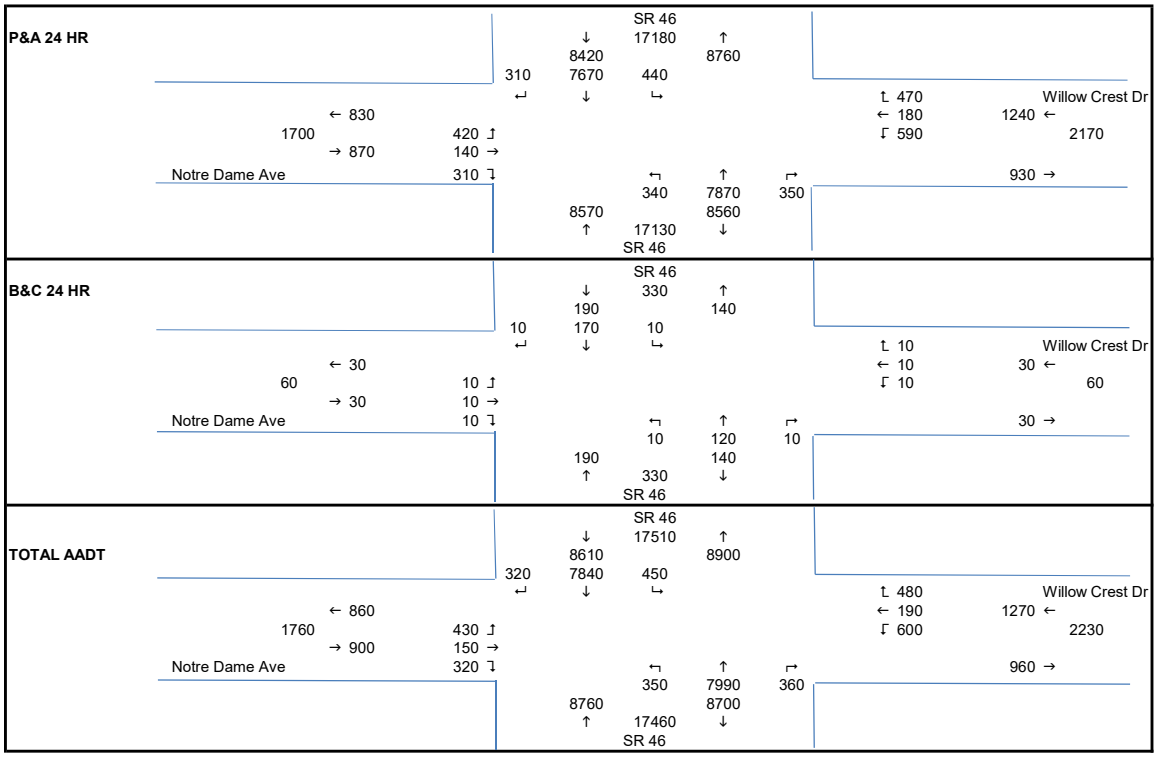
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

SOUTH LEG	SR 46	*FC* =	4		northbound		APROACH	DEPART						
				LT	**THRU**	**RT**	TOTAL	TOTAL		**SOUTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	315	7342	328	7985	8005	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.206	1.206	1.206	379.89	8854.45	395.568	9629.91	9647.25	380	8850	400	9630	9640	
SEASONAL FACTOR	0.889	0.889	0.889	337.722	7871.61	351.66	8560.99	8576.4	***340***	***7870***	***350***	***8560***	***8570***	
WEST LEG	Notre Dame Av	FC =	7		eastbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**WEST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	391	128	294	813	772	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.198	1.198	1.198	468.418	153.344	352.212	973.974	929.696	470	150	350	970	930	
SEASONAL F	0.889	0.889	0.889	416.424	136.323	313.116	865.863	826.5	***420***	***140***	***310***	***870***	***830***	
NORTH LEG	SR 46	FC =	4		southbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**NORTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	406	7157	290	7853	8174	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.206	1.206	1.206	489.636	8631.34	349.74	9470.72	9851.19	490	8630	350	9470	9850	
SEASONAL F	0.889	0.889	0.889	435.286	7673.26	310.919	8419.47	8757.71	***440***	***7670***	***310***	***8420***	***8760***	
EAST LEG	Willow Crest Dr	FC =	7		westbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**EAST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	554	167	441	1162	862	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.198	1.198	1.198	663.692	200.066	528.318	1392.08	1038.55	660	200	530	1390	1040	
SEASONAL F	0.889	0.889	0.889	590.022	177.859	469.675	1237.56	923.269	***590***	***180***	***470***	***1240***	***930***	

PART 2: INPUT PARTIAL DAY B&C VEHICLES — ROUTE SR 46

PARTIAL COUNT * FACTOR = 24 HR B&C

SOUTH LEG	SR 46	*FC* =	4		northbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**SOUTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	7	110	9	126	175	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.222	1.222	1.222	8.554	134.42	10.998	153.972	212.01	10	130	10	150	220	
SEASONAL FACTOR	0.889	0.889	0.889	7.60451	119.499	9.77722	136.881	188.477	***10***	***120***	***10***	***140***	***190***	
WEST LEG	Notre Dame Av	FC =	7		eastbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**WEST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	9	6	14	29	24	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.130	1.130	1.130	10.17	6.78	15.82	32.77	28.868	10	10	20	40	30	
SEASONAL FACTOR	0.889	0.889	0.889	9.04113	6.02742	14.064	29.1325	18.0591	***10***	***10***	***10***	***30***	***30***	
NORTH LEG	SR 46	FC =	4		southbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**NORTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	10	155	12	177	128	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.222	1.222	1.222	12.22	189.41	14.664	216.294	154.76	10	190	10	210	150	
SEASONAL FACTOR	0.889	0.889	0.889	10.8636	168.385	13.0363	192.285	137.582	***10***	***170***	***10***	***190***	***140***	
EAST LEG	Willow Crest Dr	FC =	7		westbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**EAST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	6	5	9	20	25	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.130	1.130	1.130	6.78	5.65	10.17	22.6	29.998	10	10	10	30	30	
SEASONAL FACTOR	0.889	0.889	0.889	6.02742	5.02285	9.04113	20.0914	26.6682	***10***	***10***	***10***	***30***	***30***	



Date of Count: 10/3/2023 3 Tuesday October

PART 1: INPUT PARTIAL DAY P&A VEHICLES — ROUTE SR 46

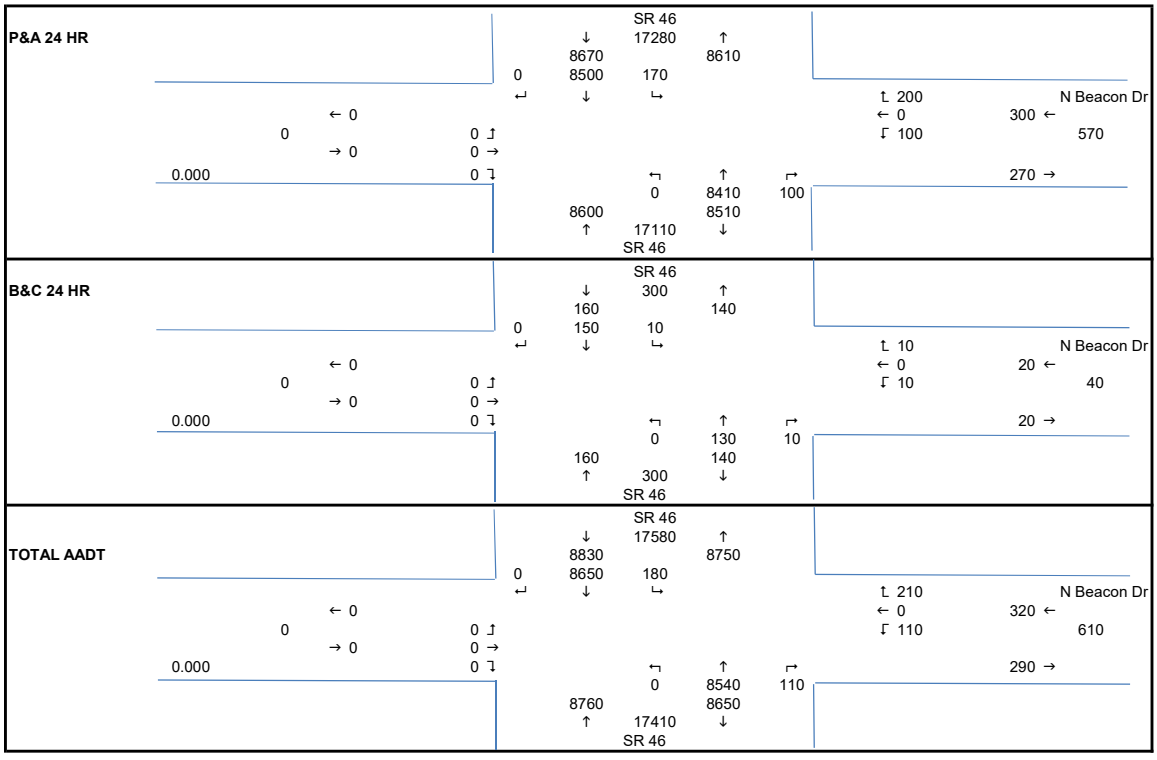
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

SOUTH LEG	SR 46	*FC* =	4		northbound		APROACH	DEPART						
				LT	**THRU**	**RT**	TOTAL	TOTAL		**SOUTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	0	7841	95	7936	8022	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.206	1.206	1.206	0	9456.25	114.57	9570.82	9673.8	0	9460	110	9570	9670	
SEASONAL FACTOR	0.889	0.889	0.889	0	8406.6	101.853	8508.46	8600	***0***	***8410***	***100***	***8510***	***8600***	
WEST LEG		FC =			eastbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**WEST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	0	0	0	0	0	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0	
SEASONAL F	0.000	0.000	0.000	0	0	0	0	0	***0***	***0***	***0***	***0***	***0***	
NORTH LEG	SR 46	FC =	4		southbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**NORTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	160	7930	0	8090	8032	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.206	1.206	1.206	192.96	9563.58	0	9756.54	9685.06	190	9560	0	9750	9690	
SEASONAL F	0.889	0.889	0.889	171.541	8502.02	0	8673.56	8610.02	***170***	***8500***	***0***	***8670***	***8610***	
EAST LEG	N Beacon Dr	FC =	5		westbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**EAST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	92	0	191	283	255	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
P&A FACTOR	1.198	1.198	1.198	110.216	0	228.818	339.034	307.53	110	0	230	340	300	
SEASONAL F	0.889	0.889	0.889	97.982	0	203.419	301.401	273.394	***100***	***0***	***200***	***300***	***270***	

PART 2: INPUT PARTIAL DAY B&C VEHICLES — ROUTE SR 46

PARTIAL COUNT * FACTOR = 24 HR B&C

SOUTH LEG	SR 46	*FC* =	4		northbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**SOUTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	0	120	7	127	145	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.222	1.222	1.222	0	146.64	8.554	155.194	176.638	0	150	10	160	180	
SEASONAL FACTOR	0.889	0.889	0.889	0	130.363	7.60451	137.967	157.031	***0***	***130***	***10***	***140***	***160***	
WEST LEG	0.000	FC =	0		eastbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**WEST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	0	0	0	0	0	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0	
SEASONAL FACTOR	0.000	0.000	0.000	0	0	0	0	0	***0***	***0***	***0***	***0***	***0***	
NORTH LEG	SR 46	FC =	4		southbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**NORTH LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	12	139	0	151	132	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.222	1.222	1.222	14.664	169.858	0	184.522	160.2	10	170	0	180	160	
SEASONAL FACTOR	0.889	0.889	0.889	13.0363	151.004	0	164.04	142.418	***10***	***150***	***0***	***160***	***140***	
EAST LEG	N Beacon Dr	FC =	5		westbound		APROACH	DEPART						
	FACTOR			**LT**	**THRU**	**RT**	TOTAL	TOTAL		**EAST LEG**		**APROACH**	**DEPART**	
	LT	THRU	RT	6	0	12	18	19	**LT**	**THRU**	**RT**	**TOTAL**	**TOTAL**	
B&C FACTOR	1.130	1.130	1.130	6.78	0	13.56	20.34	23.218	10	0	10	20	20	
SEASONAL FACTOR	0.889	0.889	0.889	6.02742	0	12.0548	18.0823	20.6408	***10***	***0***	***10***	***20***	***20***	



Date of Count: 10/4/2023 4 Wednesd October

PART 1: INPUT PARTIAL DAY P&A VEHICLES — ROUTE SR 46

PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A

SOUTH LEG	SR 46	*FC* =	4	northbound			APROACH	DEPART					
				LT	THRU	RT	TOTAL	TOTAL		SOUTH LEG		APROACH	DEPART
	LT	THRU	RT	393	4634	518	5545	5478	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR	1.206	1.206	1.206	473.958	5588.6	624.708	6687.27	6589.33	470	5590	620	6680	6580
SEASONAL FACTOR	0.891	0.891	0.891	422.297	4979.45	556.615	5958.36	5871.09	***420***	***4980***	***560***	***5960***	***5870***

WEST LEG	New Rd	FC =	5	eastbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		WEST LEG		APROACH	DEPART
	LT	THRU	RT	981	1050	517	2548	2280	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR	1.189	1.189	1.189	1166.41	1248.45	614.713	3029.57	2732.94	1170	1250	610	3030	2730
SEASONAL F	0.891	0.891	0.891	1039.27	1112.37	547.709	2699.35	2435.05	***1040***	***1110***	***550***	***2700***	***2430***

NORTH LEG	SR 46	FC =	4	southbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		NORTH LEG		APROACH	DEPART
	LT	THRU	RT	2431	4470	902	7803	7984	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR	1.206	1.206	1.206	2931.79	5390.82	1087.81	9410.42	9571.75	2930	5390	1090	9410	9580
SEASONAL F	0.891	0.891	0.891	2612.22	4803.22	969.24	8384.68	8528.43	***2610***	***4800***	***970***	***8380***	***8530***

EAST LEG	New Rd	FC =	5	westbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		EAST LEG		APROACH	DEPART
	LT	THRU	RT	491	985	2369	3845	3999	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR	1.189	1.189	1.189	583.799	1171.17	2816.74	4571.71	4804.94	580	1170	2820	4570	4800
SEASONAL F	0.891	0.891	0.891	520.165	1043.51	2509.72	4073.39	4281.21	***520***	***1040***	***2510***	***4070***	***4280***

PART 2: INPUT PARTIAL DAY B&C VEHICLES — ROUTE SR 46

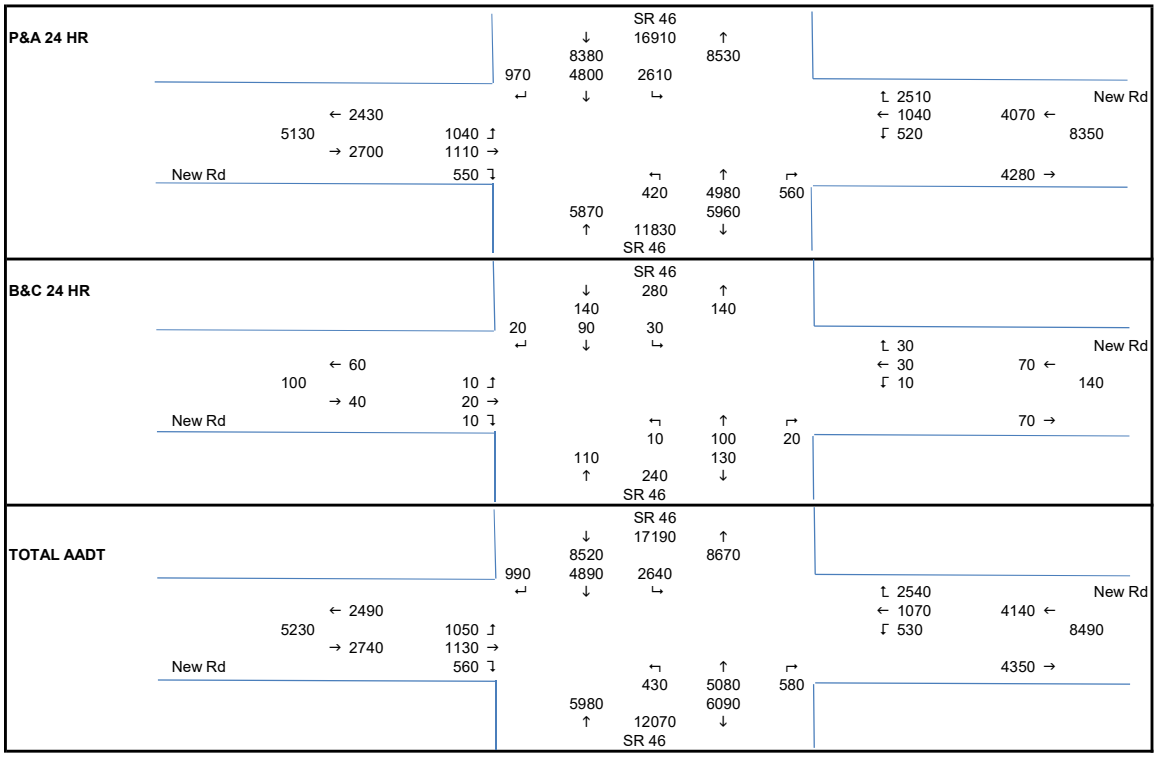
PARTIAL COUNT * FACTOR = 24 HR B&C

SOUTH LEG	SR 46	*FC* =	4	northbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		SOUTH LEG		APROACH	DEPART
	LT	THRU	RT	8	91	18	117	99	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR	1.222	1.222	1.222	9.776	111.202	21.996	142.974	120.218	10	110	20	140	130
SEASONAL FACTOR	0.891	0.891	0.891	8.71042	99.081	19.5984	127.39	107.114	***10***	***100***	***20***	***130***	***110***

WEST LEG	New Rd	FC =	5	eastbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		WEST LEG		APROACH	DEPART
	LT	THRU	RT	10	18	5	33	54	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR	1.182	1.182	1.182	11.82	21.276	5.91	39.006	64.708	10	20	10	40	70
SEASONAL FACTOR	0.891	0.891	0.891	10.5316	18.9569	5.26581	34.7543	48.9444	***10***	***20***	***10***	***40***	***60***

NORTH LEG	SR 46	FC =	4	southbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		NORTH LEG		APROACH	DEPART
	LT	THRU	RT	24	80	14	118	130	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR	1.222	1.222	1.222	29.328	97.76	17.108	144.196	157.3	30	100	20	150	150
SEASONAL FACTOR	0.891	0.891	0.891	26.1312	87.1042	15.2432	128.479	140.154	***30***	***90***	***20***	***140***	***140***

EAST LEG	New Rd	FC =	5	westbound			APROACH	DEPART					
	FACTOR			LT	THRU	RT	TOTAL	TOTAL		EAST LEG		APROACH	DEPART
	LT	THRU	RT	14	32	29	75	60	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR	1.182	1.182	1.182	16.548	37.824	34.278	88.65	72.6	20	40	30	90	70
SEASONAL FACTOR	0.891	0.891	0.891	14.7443	33.7012	30.5417	78.9872	64.6866	***10***	***30***	***30***	***70***	***70***



2022 Rural Seasonal Adjustment Factors
(All Vehicles)

Group	RURAL INTERSTATE (R01)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.506	1.229	1.203	1.161	1.159	1.089	1.340
Feb	1.359	1.099	1.102	1.092	1.071	0.986	1.268
Mar	1.176	1.081	1.062	1.037	0.979	0.872	1.145
Apr	1.074	1.033	1.024	0.993	0.920	0.839	1.042
May	1.070	0.997	1.000	0.971	0.902	0.821	1.037
Jun	1.007	0.963	0.984	0.954	0.880	0.798	0.966
Jul	0.963	0.964	0.960	0.938	0.870	0.777	0.940
Aug	0.992	0.963	0.975	0.937	0.877	0.800	0.961
Sep	1.072	0.997	1.001	0.974	0.900	0.794	1.001
Oct	1.016	0.995	1.002	0.975	0.904	0.801	1.004
Nov	1.163	1.016	0.981	1.027	0.951	0.884	1.103
Dec	1.288	1.073	1.037	0.971	0.951	0.913	1.121

Group	RURAL FREEWAY EXPRESSWAY (R02)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.700	1.156	1.115	1.061	1.052	1.016	1.323
Feb	1.477	1.048	1.012	1.037	1.019	0.965	1.268
Mar	1.317	1.030	0.985	0.966	0.932	0.870	1.198
Apr	1.226	1.016	0.970	0.949	0.899	0.851	1.107
May	1.188	0.968	0.947	0.918	0.875	0.818	1.064
Jun	1.149	0.963	0.960	0.920	0.874	0.806	1.031
Jul	1.124	0.968	0.949	0.925	0.877	0.804	1.028
Aug	1.150	0.972	0.951	0.914	0.875	0.812	1.009
Sep	1.204	0.976	0.949	0.925	0.879	0.798	1.025
Oct	1.138	0.972	0.948	0.922	0.876	0.802	1.023
Nov	1.317	0.991	0.949	0.958	0.909	0.874	1.164
Dec	1.354	1.022	0.973	0.922	0.931	0.888	1.128

Group	RURAL OTHER PRINCIPAL ARTERIAL (R03)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.683	1.158	1.123	1.098	1.091	1.058	1.347
Feb	1.465	1.038	1.017	1.042	1.030	0.958	1.279
Mar	1.329	1.026	0.996	0.979	0.943	0.873	1.189
Apr	1.191	1.002	0.970	0.948	0.900	0.843	1.060
May	1.157	0.952	0.937	0.929	0.889	0.829	1.042
Jun	1.146	0.954	0.943	0.918	0.874	0.820	1.025
Jul	1.147	0.959	0.942	0.933	0.879	0.815	1.039
Aug	1.174	0.954	0.939	0.911	0.874	0.811	1.033
Sep	1.161	0.943	0.936	0.917	0.869	0.787	1.006
Oct	1.148	0.969	0.949	0.933	0.891	0.813	1.045
Nov	1.311	0.992	0.961	0.973	0.930	0.880	1.169
Dec	1.350	1.001	0.973	0.941	0.939	0.889	1.134

Group	RURAL MINOR ARTERIAL (R04)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.759	1.171	1.153	1.096	1.104	1.051	1.306
Feb	1.512	1.065	1.036	1.040	1.058	0.993	1.234
Mar	1.420	1.039	1.011	0.986	0.968	0.915	1.204
Apr	1.244	1.014	0.962	0.944	0.905	0.855	1.027
May	1.157	0.936	0.912	0.912	0.880	0.817	0.961
Jun	1.180	0.967	0.942	0.925	0.896	0.820	0.940
Jul	1.183	0.960	0.943	0.938	0.881	0.826	0.975
Aug	1.220	0.966	0.932	0.912	0.871	0.815	0.965
Sep	1.204	0.961	0.936	0.911	0.883	0.796	0.946
Oct	1.155	0.958	0.927	0.921	0.893	0.812	0.947
Nov	1.392	1.008	0.963	0.954	0.935	0.890	1.117
Dec	1.425	1.024	0.981	0.964	0.954	0.898	1.098

2022 Rural Seasonal Adjustment Factors
(All Vehicles)

Group		RURAL MAJOR COLLECTOR,MINOR COLLECTOR,LOCAL (R05, 06, 07)					
From Year:		2022	To Year:		2022		
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.742	1.094	1.088	1.021	1.045	1.042	1.283
Feb	1.510	1.057	0.981	0.968	1.013	1.001	1.313
Mar	1.448	0.989	0.968	0.939	0.949	0.909	1.243
Apr	1.218	0.991	0.921	0.896	0.877	0.852	1.040
May	1.177	0.887	0.870	0.871	0.860	0.813	1.006
Jun	1.228	0.970	0.953	0.928	0.914	0.863	0.982
Jul	1.281	0.987	0.964	0.957	0.924	0.901	1.054
Aug	1.213	0.937	0.913	0.878	0.865	0.839	0.988
Sep	1.265	0.910	0.891	0.870	0.846	0.803	0.983
Oct	1.235	0.940	0.899	0.895	0.891	0.829	0.984
Nov	1.440	0.989	0.948	0.934	0.901	0.911	1.153
Dec	1.485	1.021	0.980	0.981	0.960	0.916	1.165

2022 Urban Seasonal Adjustment Factors
(All Vehicles)

Group	URBAN INTERSTATE (U01)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.678	1.126	1.081	1.048	1.052	1.021	1.308
Feb	1.454	1.019	0.992	0.993	0.998	0.957	1.231
Mar	1.351	1.010	0.966	0.948	0.925	0.890	1.176
Apr	1.265	0.995	0.943	0.924	0.889	0.862	1.094
May	1.210	0.946	0.921	0.901	0.877	0.853	1.073
Jun	1.225	0.955	0.919	0.902	0.870	0.842	1.057
Jul	1.228	0.954	0.927	0.914	0.871	0.843	1.064
Aug	1.219	0.947	0.914	0.890	0.869	0.838	1.047
Sep	1.268	0.956	0.925	0.904	0.873	0.828	1.065
Oct	1.215	0.961	0.925	0.912	0.877	0.834	1.046
Nov	1.363	0.969	0.926	0.934	0.899	0.887	1.154
Dec	1.381	0.986	0.939	0.910	0.908	0.881	1.126

Group	URBAN FREEWAY EXPRESSWAY (U02)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.785	1.092	1.062	1.013	1.016	1.001	1.332
Feb	1.536	0.995	0.956	0.945	0.960	0.948	1.268
Mar	1.473	0.980	0.935	0.920	0.906	0.884	1.231
Apr	1.370	0.967	0.910	0.894	0.872	0.860	1.116
May	1.277	0.916	0.888	0.871	0.856	0.844	1.099
Jun	1.294	0.944	0.904	0.889	0.870	0.839	1.072
Jul	1.326	0.946	0.918	0.905	0.873	0.851	1.103
Aug	1.301	0.936	0.899	0.874	0.867	0.840	1.078
Sep	1.364	0.936	0.896	0.876	0.855	0.825	1.094
Oct	1.327	0.944	0.905	0.897	0.873	0.843	1.096
Nov	1.489	0.960	0.915	0.917	0.893	0.893	1.204
Dec	1.471	0.965	0.919	0.899	0.906	0.873	1.159

Group	URBAN OTHER PRINCIPAL ARTERIAL (U03)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.663	1.077	1.057	1.014	1.038	0.996	1.245
Feb	1.409	0.996	0.968	0.954	0.970	0.919	1.156
Mar	1.364	0.992	0.948	0.929	0.914	0.868	1.135
Apr	1.289	0.982	0.936	0.919	0.892	0.839	1.037
May	1.242	0.935	0.913	0.904	0.886	0.848	1.054
Jun	1.289	0.975	0.938	0.922	0.897	0.855	1.059
Jul	1.355	0.993	0.959	0.954	0.920	0.878	1.107
Aug	1.300	0.958	0.925	0.911	0.899	0.854	1.062
Sep	1.310	0.943	0.916	0.902	0.873	0.821	1.039
Oct	1.299	0.965	0.929	0.924	0.893	0.838	1.062
Nov	1.376	0.963	0.934	0.944	0.910	0.883	1.112
Dec	1.393	0.965	0.923	0.904	0.897	0.859	1.094

Group	URBAN MINOR ARTERIAL, COLLECTORS, LOCAL (U04,05,06,07)						
From Year:	2022		To Year:	2022			
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Jan	1.733	1.043	1.067	0.995	1.021	1.054	1.311
Feb	1.470	0.982	0.928	0.927	0.943	0.925	1.265
Mar	1.453	0.955	0.918	0.905	0.898	0.884	1.256
Apr	1.324	0.964	0.910	0.889	0.874	0.857	1.115
May	1.243	0.890	0.872	0.865	0.854	0.853	1.065
Jun	1.319	0.955	0.932	0.920	0.902	0.863	1.091
Jul	1.388	0.979	0.959	0.949	0.921	0.904	1.180
Aug	1.304	0.921	0.900	0.874	0.868	0.839	1.082
Sep	1.343	0.896	0.878	0.867	0.851	0.819	1.112
Oct	1.325	0.927	0.889	0.891	0.864	0.832	1.105
Nov	1.431	0.938	0.899	0.916	0.874	0.867	1.223
Dec	1.461	0.951	0.915	0.906	0.899	0.868	1.181

Engineers, Surveyors, Planners, Scientists

APPENDIX D

Roundabout Geometry Report

MAH-46-13.62

SR-46/New Rd

Roundabout Geometry Report

Mahoning County, Ohio

March, 2024

Engineers, Surveyors, Planners, Scientists
5500 New Albany Rd., Columbus, OH 43054
p. 614.775.4500 f. 614.775.4800
emht.com

20211202

ROUNDABOUT ANALYSIS

The roundabout analyses outlined within have been performed to determine size, geometry, and location of a modern roundabout for the SR-46/New Rd Intersection located in Mahoning County, Ohio. The analyses focus on operating speed and design vehicle consideration.

STUDY PROCEDURES

The design of a modern roundabout requires balancing the competing needs for a safe environment created by restrictive geometry and slow operating speed versus sweeping geometry needed to accommodate the design vehicles and volume demand. The same roadway geometrics needed to produce slow operating speeds restricts the ability of large vehicles to traverse the intersection. These competing needs have been balanced through an iterative design process.

OPERATING SPEED AND SPEED CONSISTENCY

The United States Department of Transportation, Federal Highway Administration's NCHRP Research Report 1043, Guide for Roundabouts, 2023, provides guidelines for both operating speed and suggested maximum speed differentials between entering, existing, and circulating traffic. Section 9.4 outlines techniques for establishing the fastest vehicle path (speed curve) through a roundabout controlled intersection and methodologies to translate the curvature of the fastest path to a projected travel speed. Outlined in the guide are five critical vehicles paths, as summarized below, and suggests a maximum speed differential of 12 to 15 miles per hour between movements.

R1= Through movement entry curve
R2= Through movement circulating curve
R3= Through movement existing curve
R4= Left turn circulating curve
R5= Right turn movement

The proposed roundabout has been designed to ensure vehicle speeds for R1, R2, R3, R4, and R5 vehicles paths are within the recommended deviation. As outlined in the NCHRP report, the exit radius, R3, is calculated based on an average acceleration rate of 6.9 ft/second^2 from the end of R2 to the crosswalk on the exiting leg. Detailed speed curve calculations and diagrams have been attached.

DESIGN VEHICLES

In concert with the speed curve analysis, travel paths for all movements have been established to accommodate the design vehicles. AutoTurn vehicle tracking software has been used to generate vehicle sweep paths for key movements through the intersection. The primary objective of the analysis was to ensure that the design vehicles have sufficient lane width prior to entering the roundabout and can traverse the intersection within the limits of the proposed roadway.

INTERSECTION SIGHT DISTANCE / VIEW ANGLES

Based on guidance outlined in the NCHRP Research Report 1043, Guide for Roundabouts, an intersection sight distance composite drawing has been developed. This drawing outlines locations where vehicular and pedestrian sight lines should be maintained and where taller elements may be used to create the desired sight envelopes. Additionally, driver view angles have been documented and illustrated on an exhibit within.

DESIGN CRITERIA

The design criteria outlined below is furnished to document the base assumptions for the design of the SR-46/New Rd roundabout. The design criteria outlined below is based on a combination of roundabout design standards published in NCHRP 1043 and the Ohio Department of Transportation Location and Design Manual.

Design Criteria/Standards base assumptions:

1. Design Speed
   - 45 mph SR-46 (South Leg)
   - 40 mph SR-46 (North Leg)
   - 35 mph New Rd
   - Roundabout 30 mph
2. Inscribed Circle Diameter
   - Single Lane 90-180 ft. (NCHRP 10.3.1), Multilane 135-180 ft. (NCHRP 10.3.1)
     - Proposed = 148x180 ft.
3. Design Vehicle
   - WB-62 (Lt, Thru, Rt)
   - S-BUS-40 (U-Turn)
   - Combine 9770STS
   - Farm Tractor Pulling Cultivator
   - See detailed calculations for results
4. Fastest Path Entry Speed
   - Single lane max of 25 MPH (NCHRP 9.4)
   - Multilane max of 30 MPH (NCHRP 9.4)
   - See detailed calculation sheets for results.
5. Entry Radius
   - Single Lane 50-100 ft. (NCHRP 10.6.4), Multilane 65-120 ft. (NCHRP 10.7.5)
     - Proposed = 80 to 120 ft.
6. Exit Radius
   - 100-800 ft. or larger (NCHRP 10.6.5)
     - Proposed = 125 to 500 ft.
7. Entry Width
   - Single Lane 14-18 ft. (NCHRP 10.6.4), Multilane 24 to 30 ft. (NCHRP 10.7.5)
     - Proposed = 16-30 ft.
8. Exit Width
   - Single Lane 18-20 ft. (NCHRP 10.6.5), Multilane 28 to 40 ft.
     - Proposed = 20 to 30 ft.
9. Circulatory Roadway Width Travel Way
   - Single Lane 16-20 ft. (NCHRP 10.6.6), Multilane 28-32 ft. (NCHRP 10.7.5)
     - Proposed = 16-31 ft.
10. View Angle
    - Minimum of 75 degrees (NCHRP 9.5.4)
    - See detailed calculations for results.

Roundabout Critical Design Parameters
Project - MAH-46-13.62
20221149

Design Parameters	N Leg	S Leg	E Leg	W Leg
Inscribed Circle Diameter, FT	148x180			
Entry Width, FT	30	30	17	16
Entry Angle PHI ϕ, DEG	78/80	82/87	95	92
Exit Width, FT	30	30	20	20
Circulatory Roadway Width Upstream of Entry, FT	31	31	16	16

Fastest Path Speed	N Leg	S Leg	E Leg	W Leg
R_1, Radius/Speed, FT/MPH	268/29.8	268/29.8	153/24	164/24.7
R_2, Radius/Speed, FT/MPH	168/22.7	190/23.8	143/21.4	104/19.1
R_3, Distance*/Speed, FT/MPH	52/29.1	44/29.1	65/29.6	73/28.8
R_4, Radius/Speed, FT/MPH	63/15.9	63/15.9	63/15.9	63/15.9
R_5, Radius/Speed, FT/MPH	157/24.2	170/25	144/23.4	170/25

*R_3 is the distance from the end of the R_2 curve to the center of the exiting crosswalk

Minimum Sight Parameters	N Leg	S Leg	E Leg	W Leg
Approach Design Speed, MPH	40	45	35	35
Approach Stopping Sight Distance, FT/MPH	40/301	45/360	35/246	35/246
Circulatory Stopping Sight Distance, FT/MPH	82/15.9	82/15.9	82/15.9	82/15.9
Exit (Crosswalk) Stopping Sight Distance, FT/MPH	146/24.2	152/25	139/23.4	152/25
Intersection Sight Distance, FT/MPH	167/22.7	161/21.9	197/26.8	193/26.3

General	
Design Vehicle(s)	WB-62, S-BUS-40, Combine 9770STS, Farm Tractor Pulling Cultivator
Truck Apron Width, FT	13

Designer: MKM/KRB

Date: 3-15-24

SR-46 / New Rd Roundabout
Fastest Path Analysis Summary

R_4 Speed Curves **(Critical Speed)**

Direction	R_4 Radius (feet)	R_4 Speed[1] (mph)	Max R (mph)	Max R[1] (feet)	Max R[2] (feet)
---	63	15.9	**29.9**	**269**	**352.9**

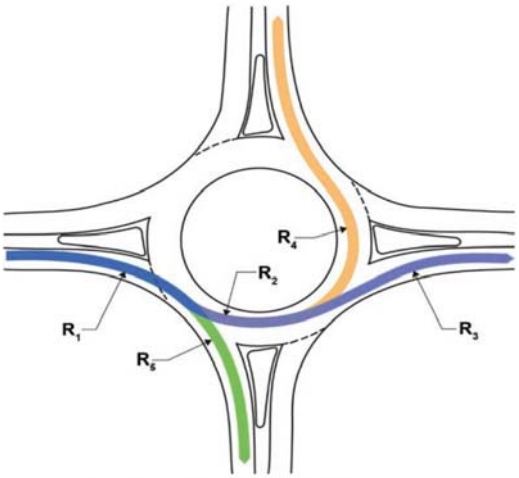
[1]Based on Speed-Radius Relationship for Positive Superelevation

[2]Based on Speed-Radius Relationship for Negative Superelevation

R_1 Speed Curves

Direction	R_1 Radius (feet)	R_1 Speed (mph)	Acceptable? Speed
Eastbound	164	24.7	YES
Westbound	153	24.0	YES
Northbound	268	29.8	YES
Southbound	268	29.8	YES

Based on Speed-Radius Relationship for Positive Superelevation



SOURCE: Adapted from *NCHRP Report 672 (2)*.

R_2 Speed Curves

Direction	R_2 Radius (feet)	R_2 Speed (mph)	Acceptable? Speed
Eastbound	104	19.1	YES
Westbound	143	21.4	YES
Northbound	190	23.8	YES
Southbound	168	22.7	YES

Based on Speed-Radius Relationship for Negative Superelevation

R_3 Speed Curves

Direction	R_2 Radius (feet)	R_2 Speed (mph)	Distance[1] (feet)	R_3 Speed[2] (mph)	Acceptable? Speed
Eastbound	104	19.1	73	28.8	YES
Westbound	143	21.4	65	29.6	YES
Northbound	190	23.8	44	29.1	YES
Southbound	168	22.7	52	29.1	YES

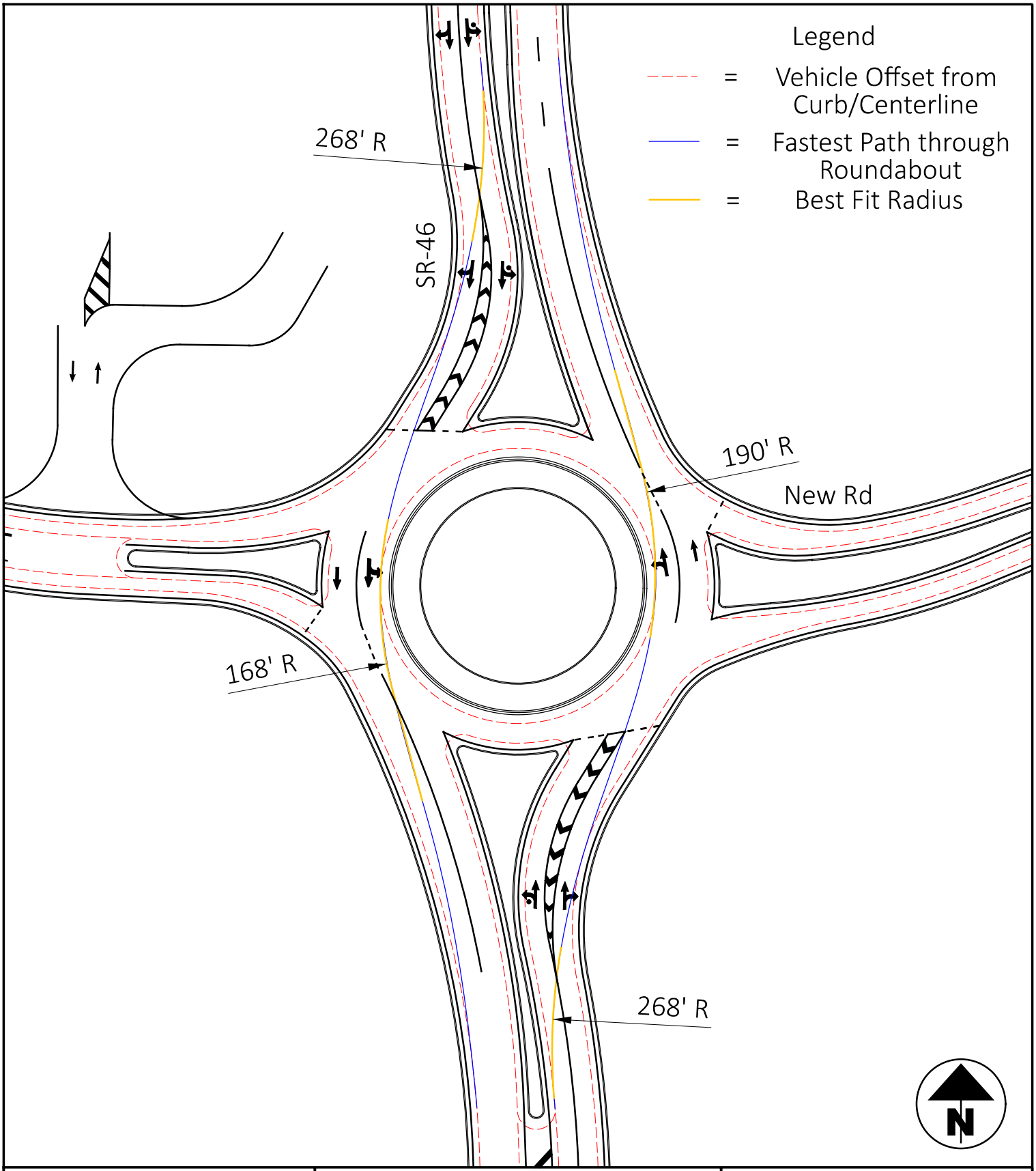
[1] Measured from R_2 to the center of the crosswalk of the exit curve

[2] Calculated assuming acceleration rate of 6.9 ft/sec^2

R_5 Speed Curves

Direction	R_5 Radius (feet)	R_5 Speed (mph)	Acceptable? Speed
Eastbound	170	25.0	YES
Westbound	144	23.4	YES
Northbound	170	25.0	YES
Southbound	157	24.2	YES

Based on Speed-Radius Relationship for Positive Superelevation



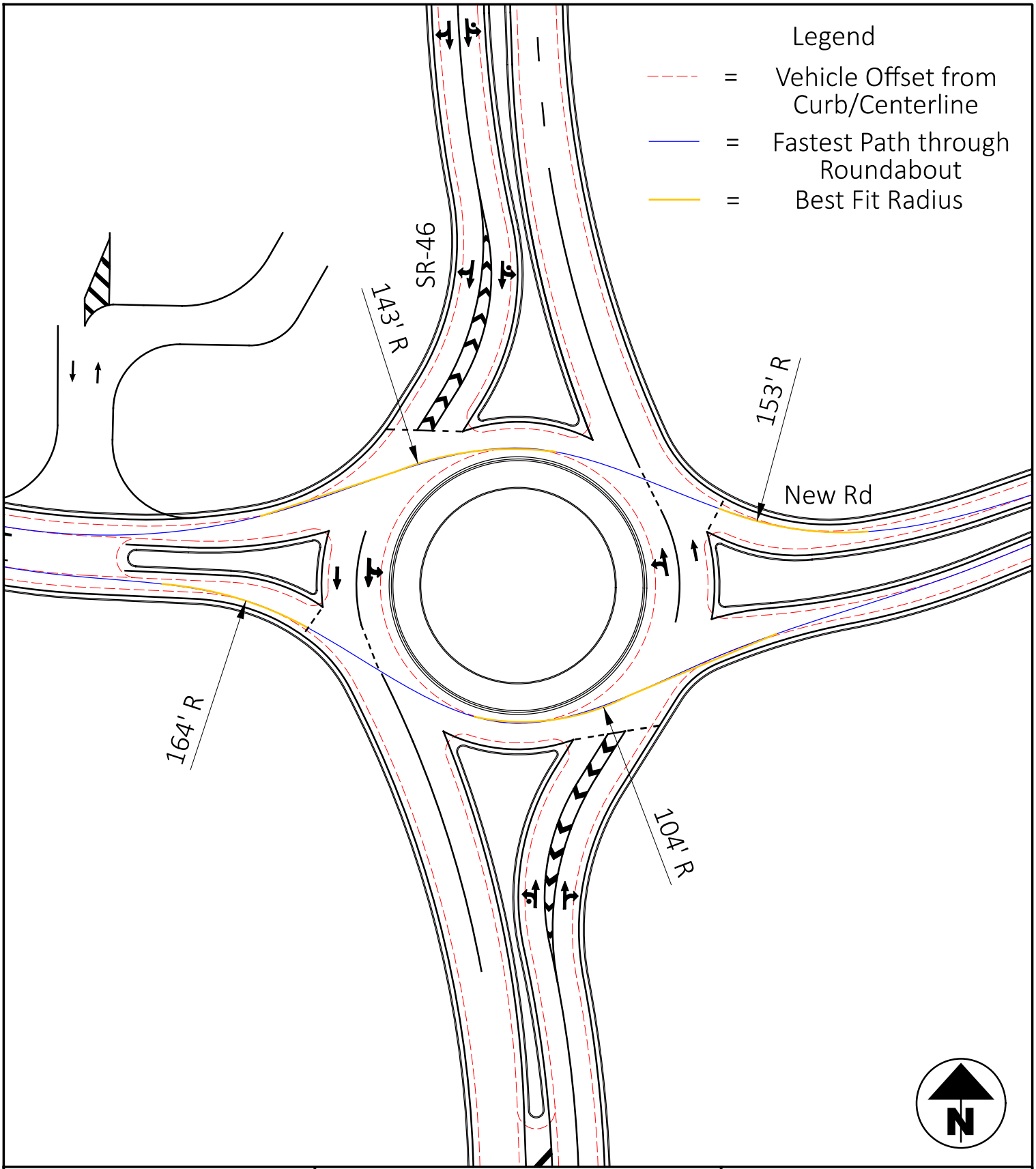
EMH&T

Speed Curves
1 of 3
NB/SB MOVEMENTS
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



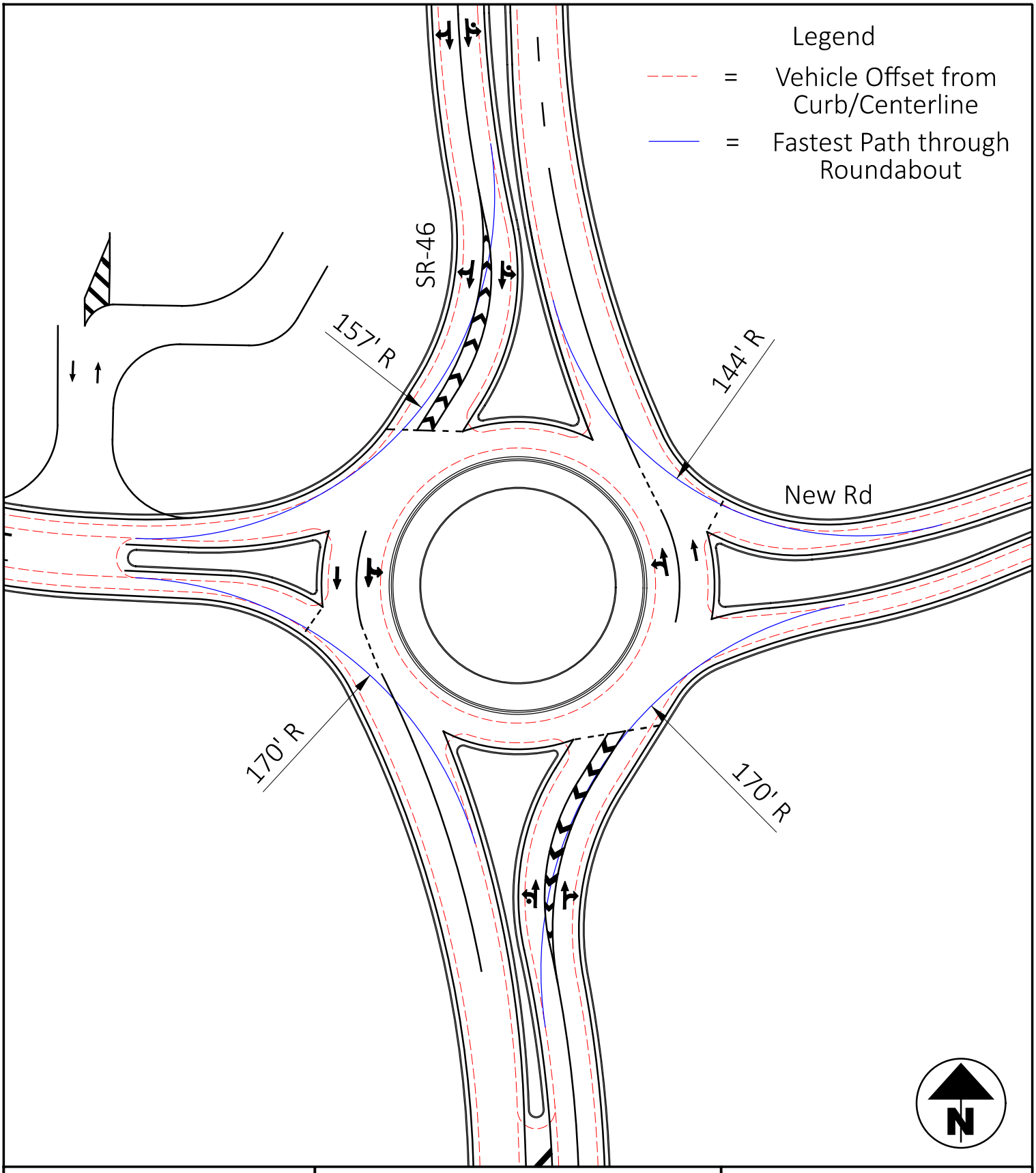
EMH&T

Speed Curves
2 of 3
EB/WB MOVEMENTS
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



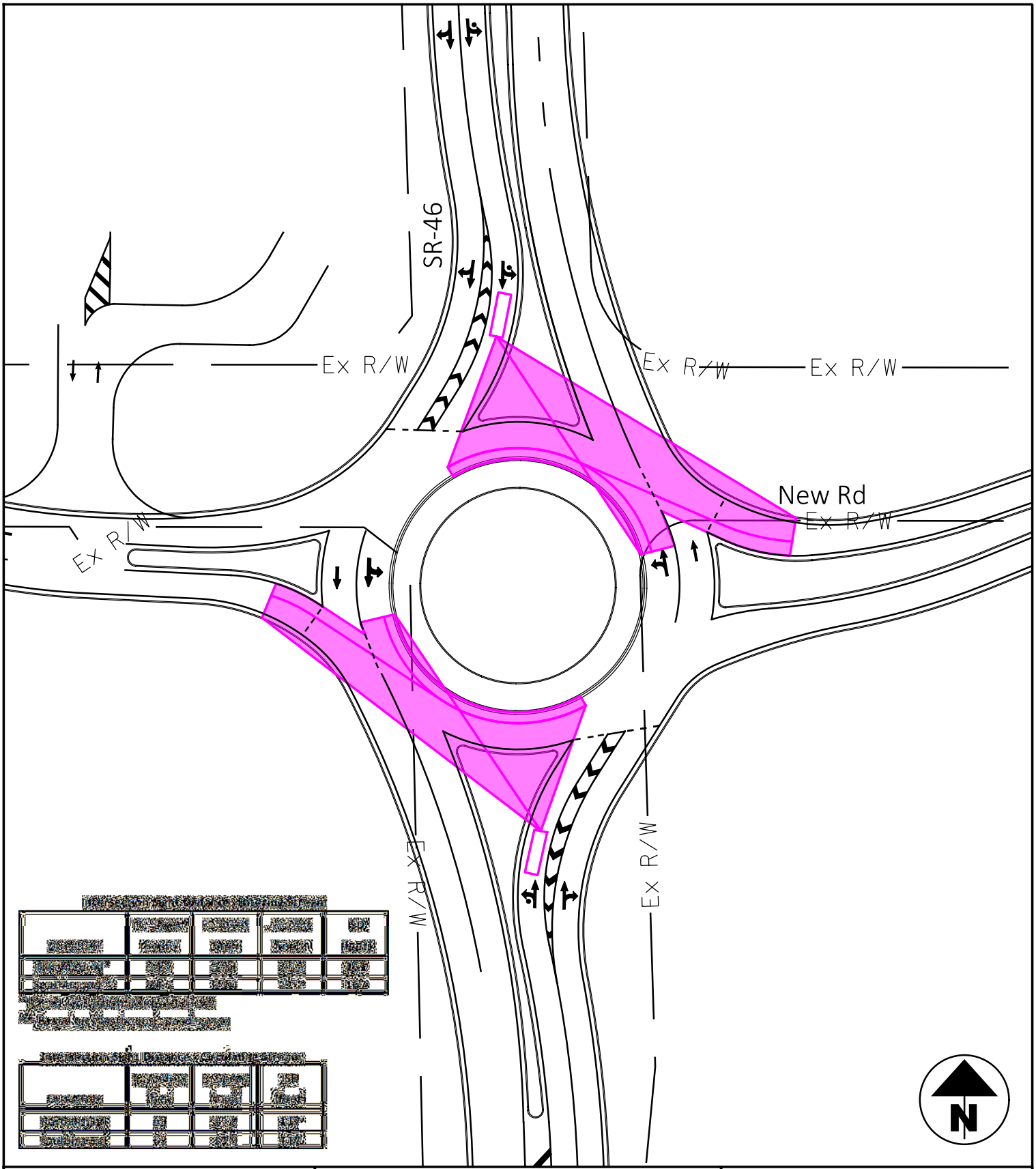
EMH&T

Speed Curves
3 of 3
RIGHT TURNS
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



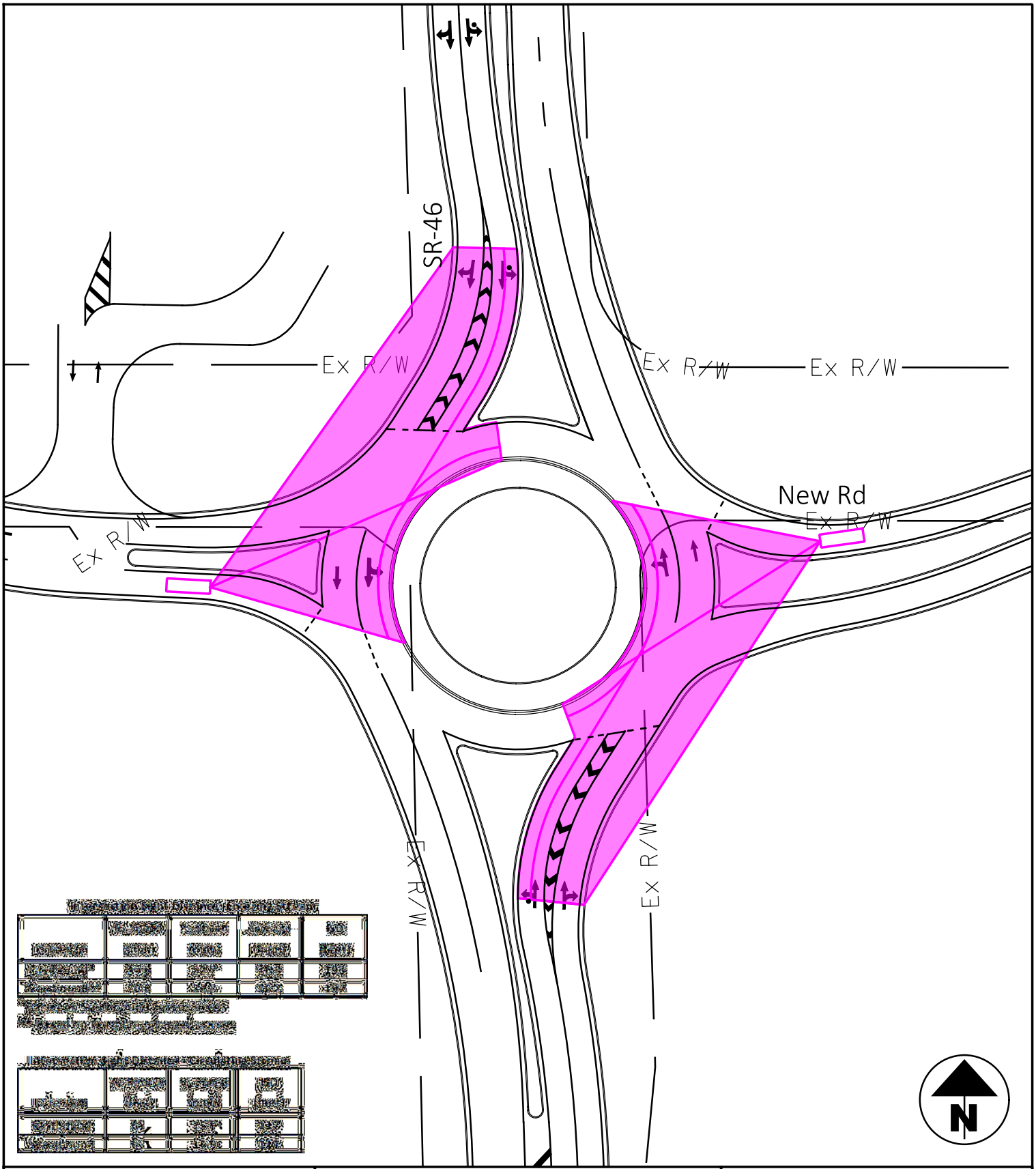
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Sight Distance
1 of 6
NB/SB ISD
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



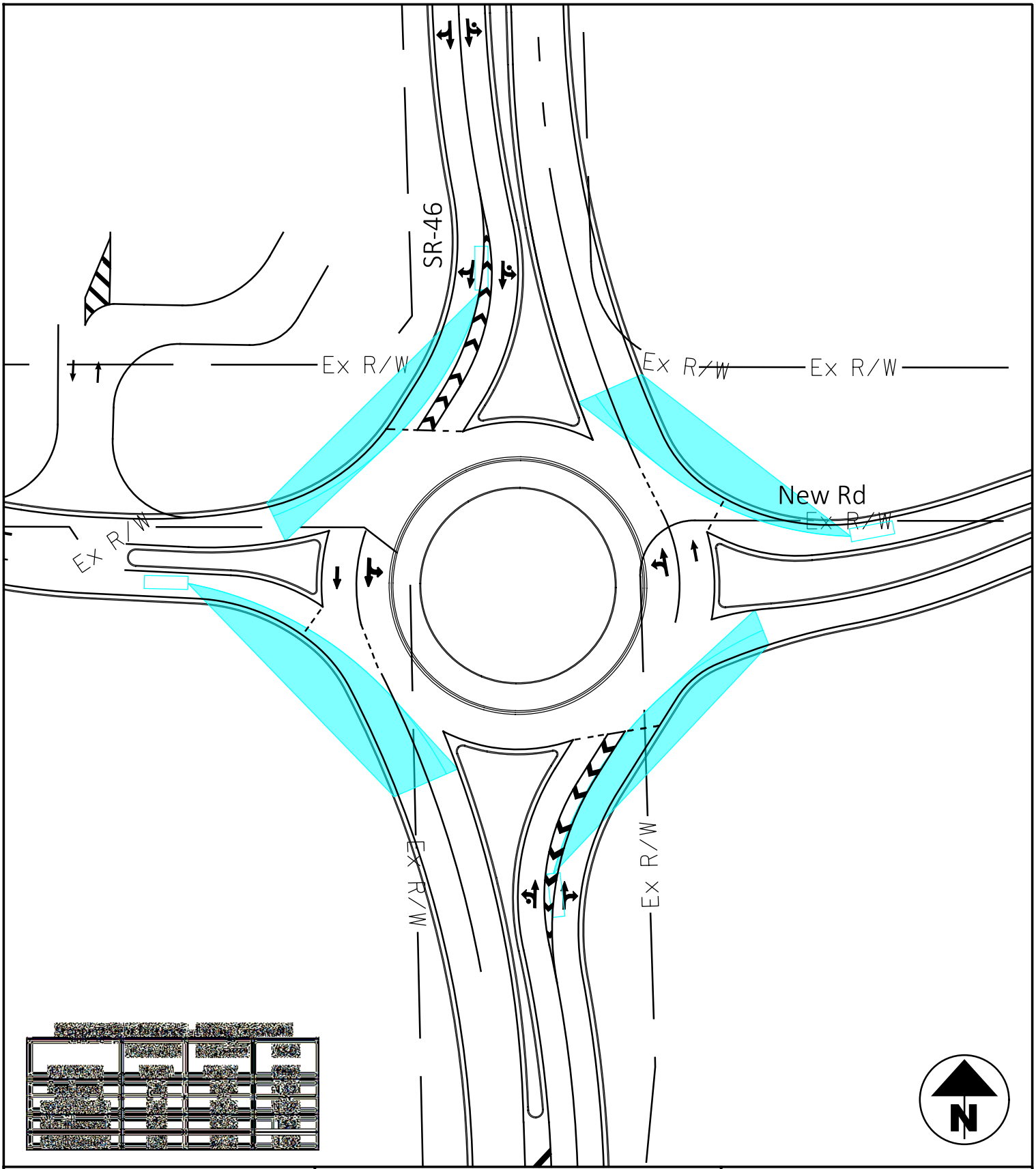
EMH&T

Sight Distance
2 of 6
EB/WB ISD
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



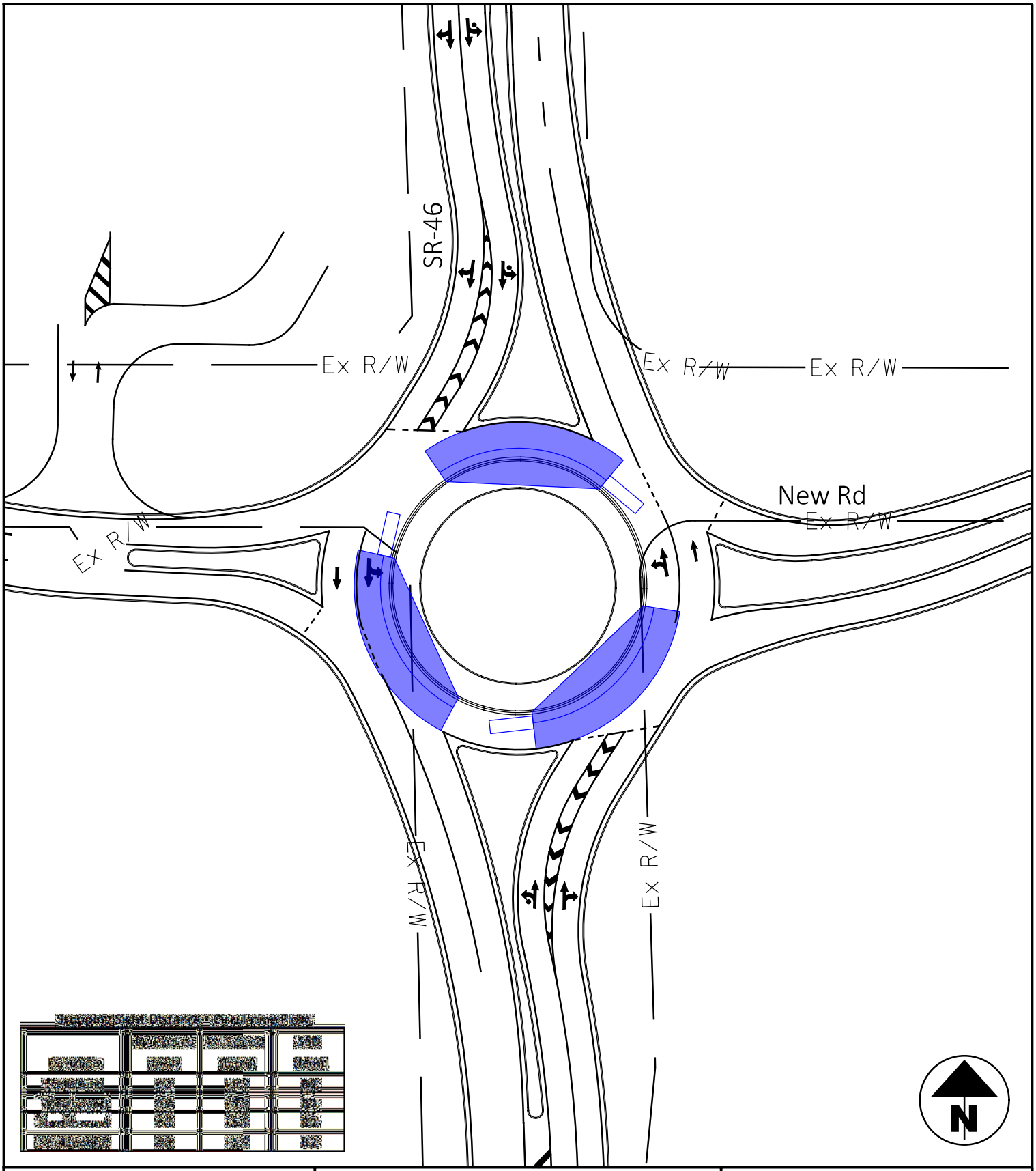
EMH&T

Sight Distance
3 of 6
SSD EXIT CROSSWALK
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



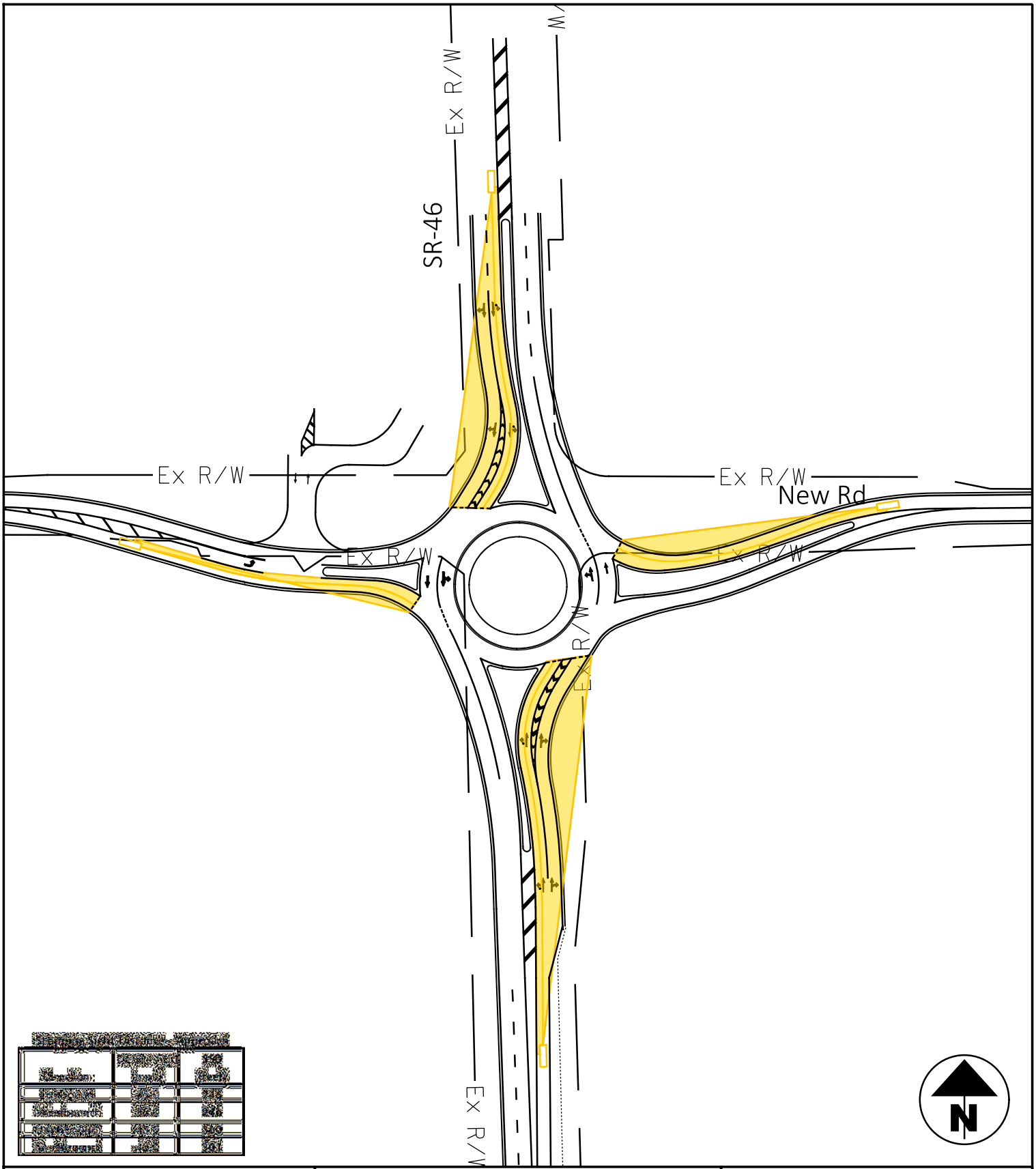
EMH&T

Sight Distance
4 of 6
SSD CIRCULATING FLOW
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



EMH&T

Sight Distance
5 of 6
SSD APPROACH (YIELD LINE)
SR-46/New Rd
Roundabout

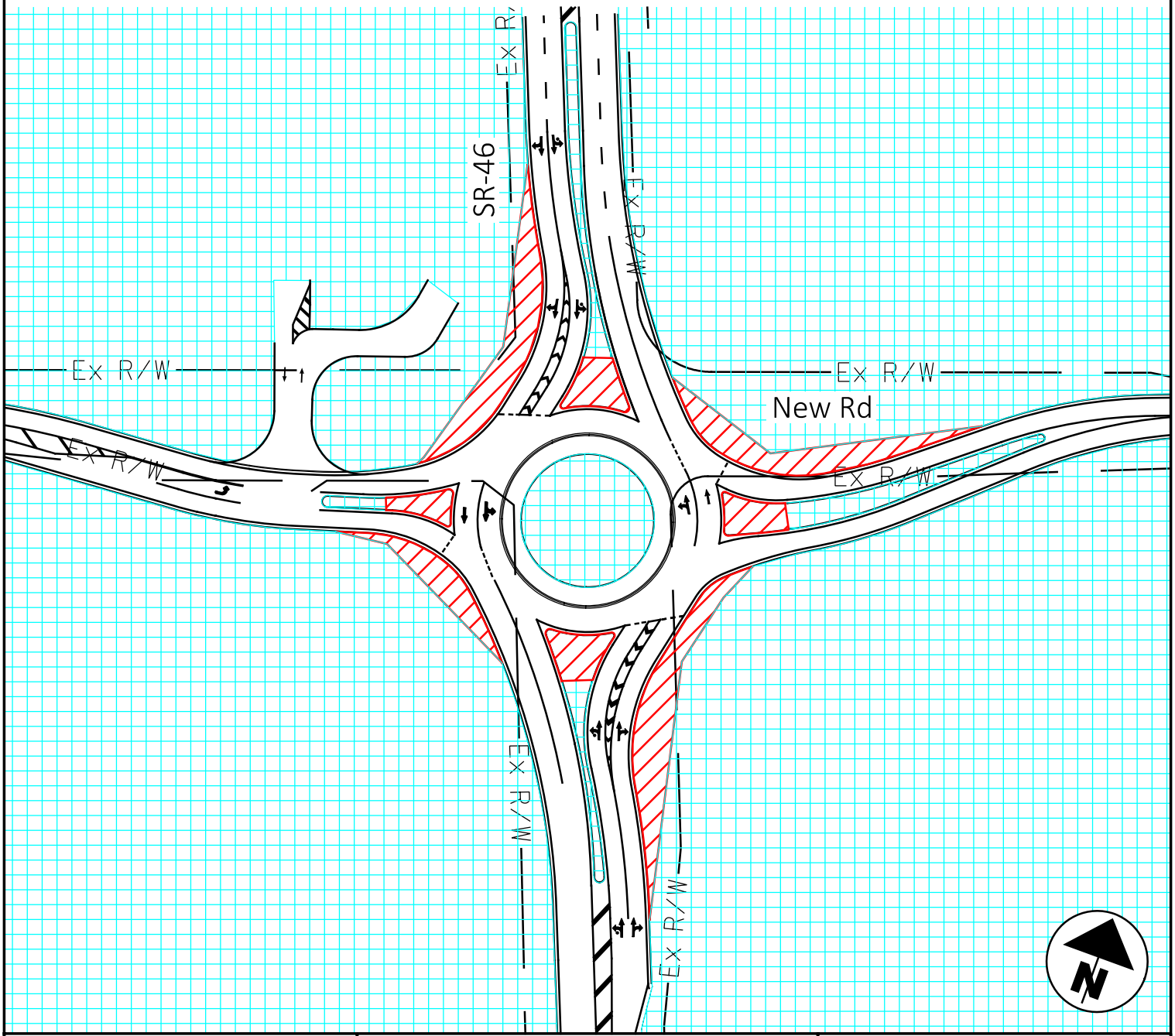
Graphic Scale

120 0 60 120

1 inch = 120 ft

Areas that should be clear of large obstructions that may hinder driver visibility. Items like low growth vegetation, sign posts, poles, and narrow trees may be acceptable. (Per Guide for Roundabouts (NCHRP 1043), Section 9.5.2)

Areas where taller landscaping should be used to break the forward view for through vehicles, especially in the central island. Trees, shrubs, statues, and other larger items can be placed on the inner central island. (Per Guide for Roundabouts (NCHRP 1043), Section 9.5.2 and 14.4.2)



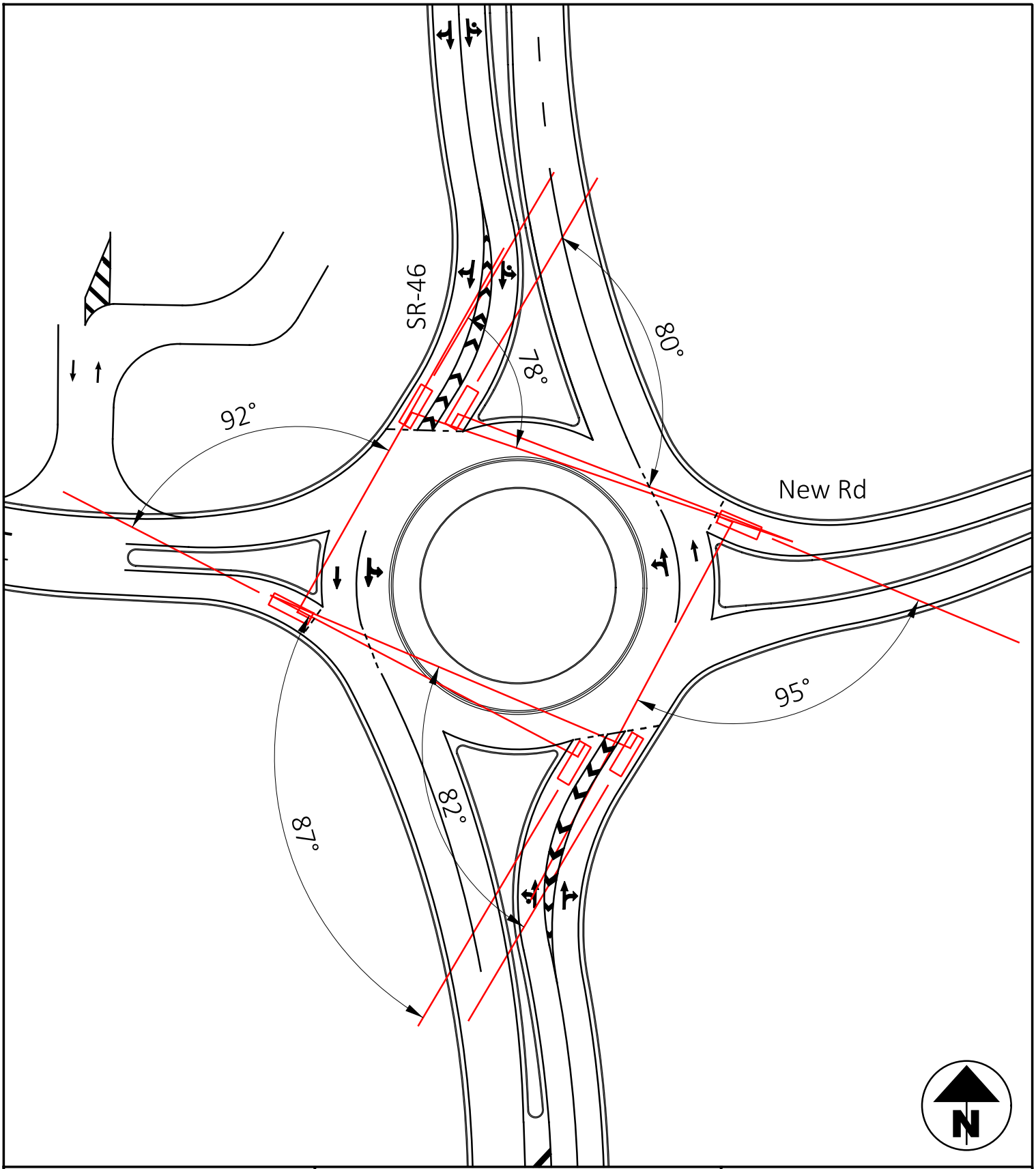
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Sight Distance
6 of 6
COMPOSITE
SR-46/New Rd
Roundabout

Graphic Scale

100 0 50 100

1 inch = 100 ft



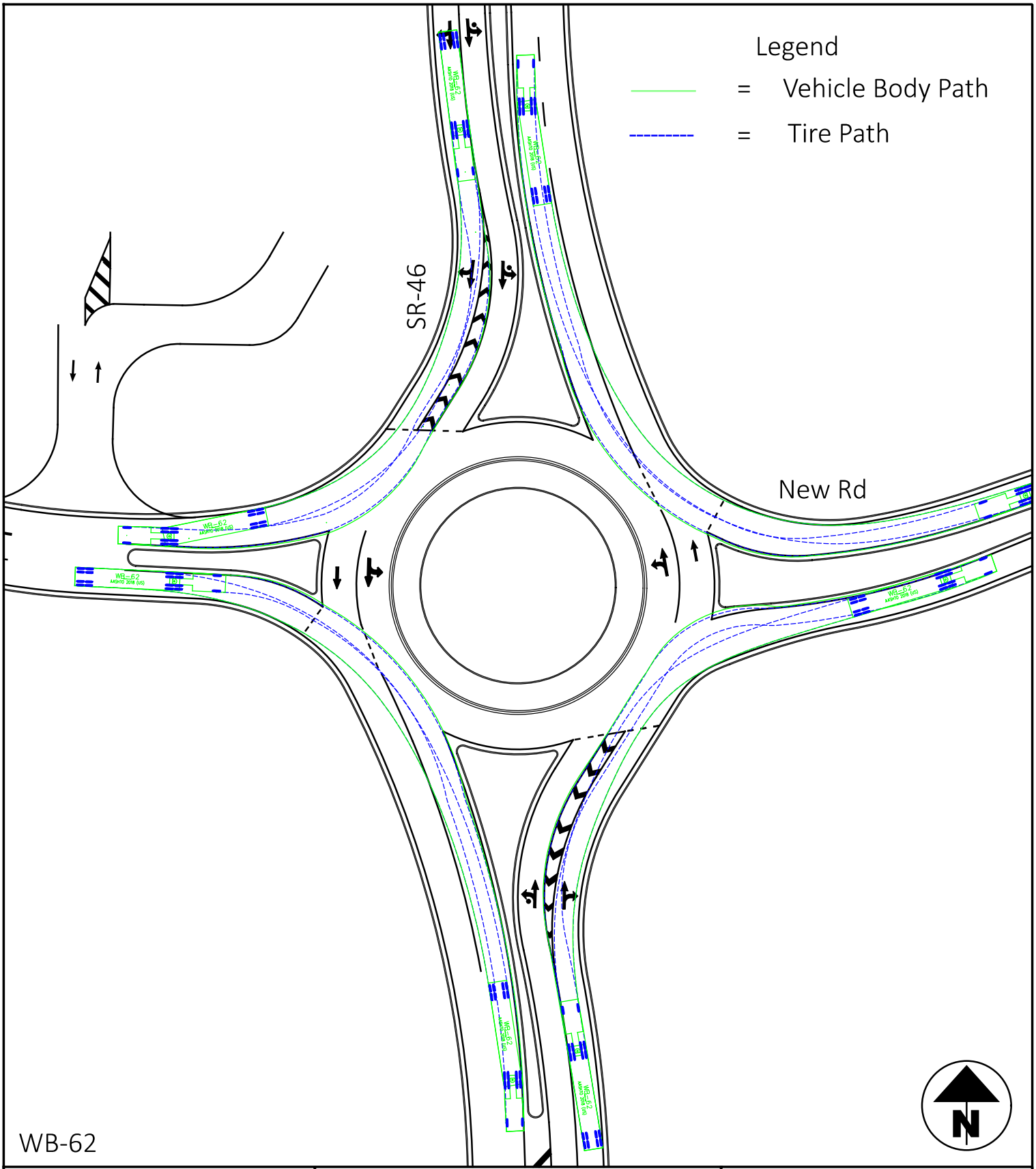
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Yield Line View Angles
1 of 1
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



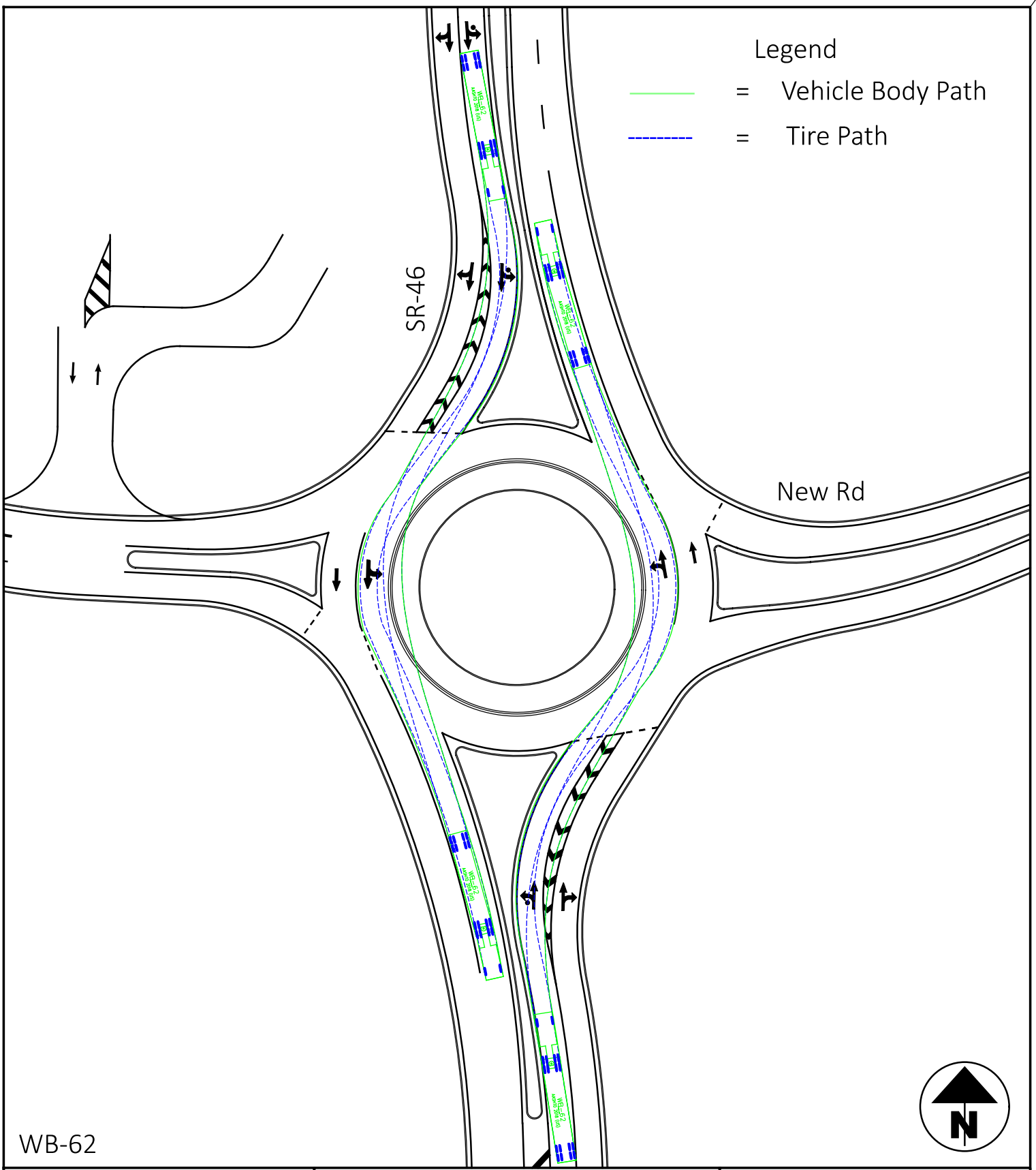
EMH&T

Autoturn Analysis
1 of 11
RIGHT TURNS
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



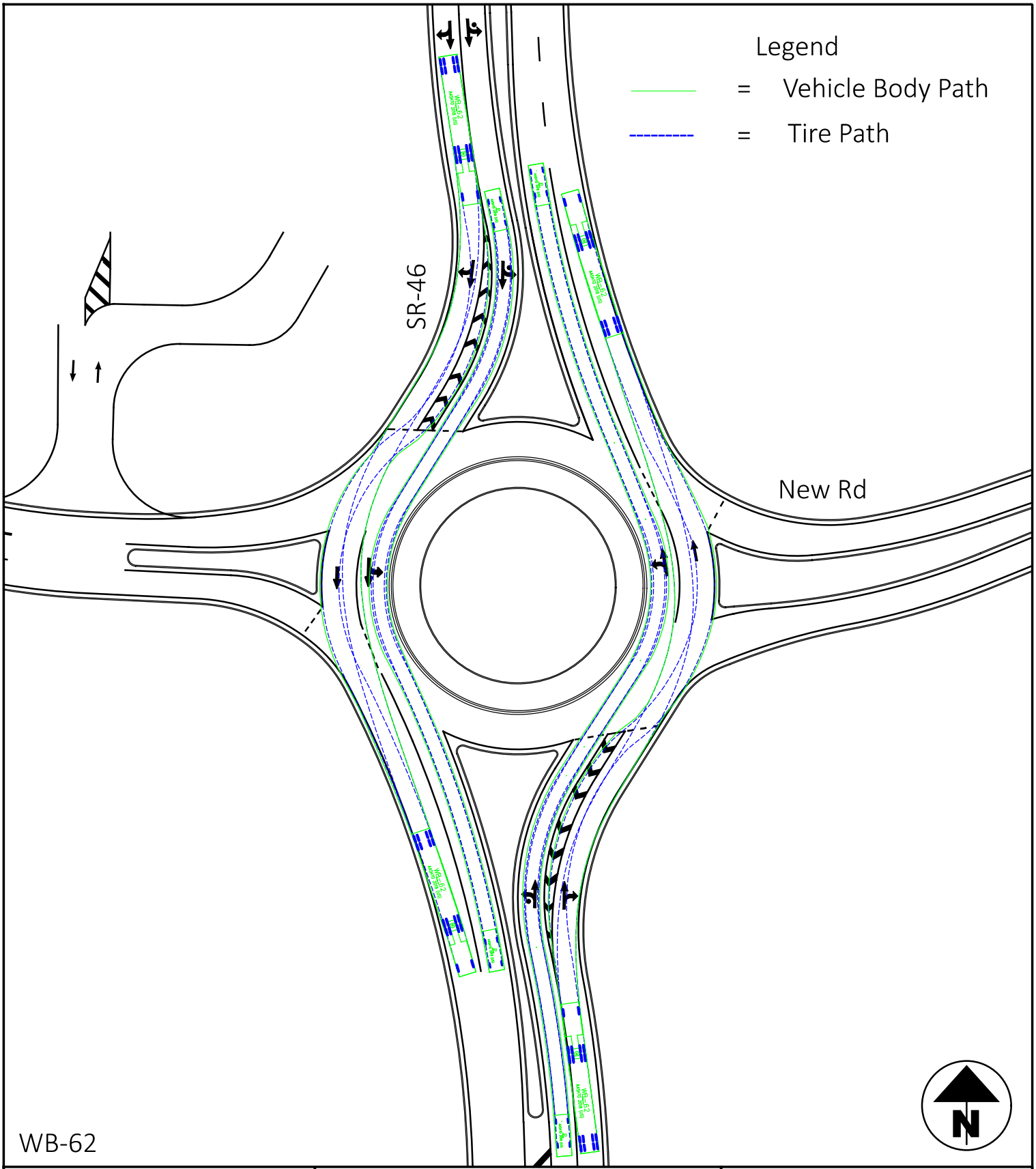
EMH&T

Autoturn Analysis
2 of 11
NB/SB THROUGH
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



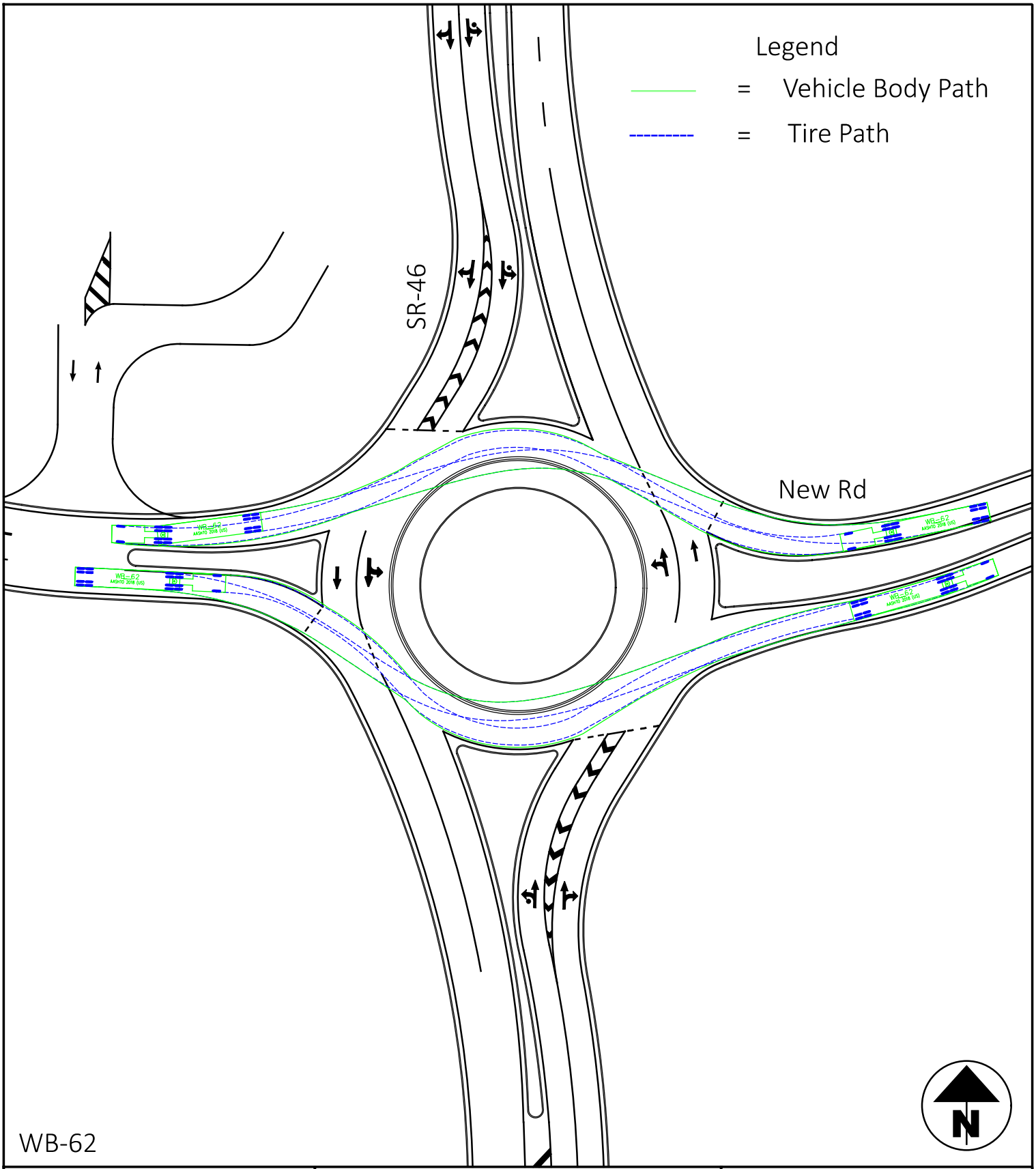
EMH&T

Autoturn Analysis
3 of 11
NB/SB THROUGH
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



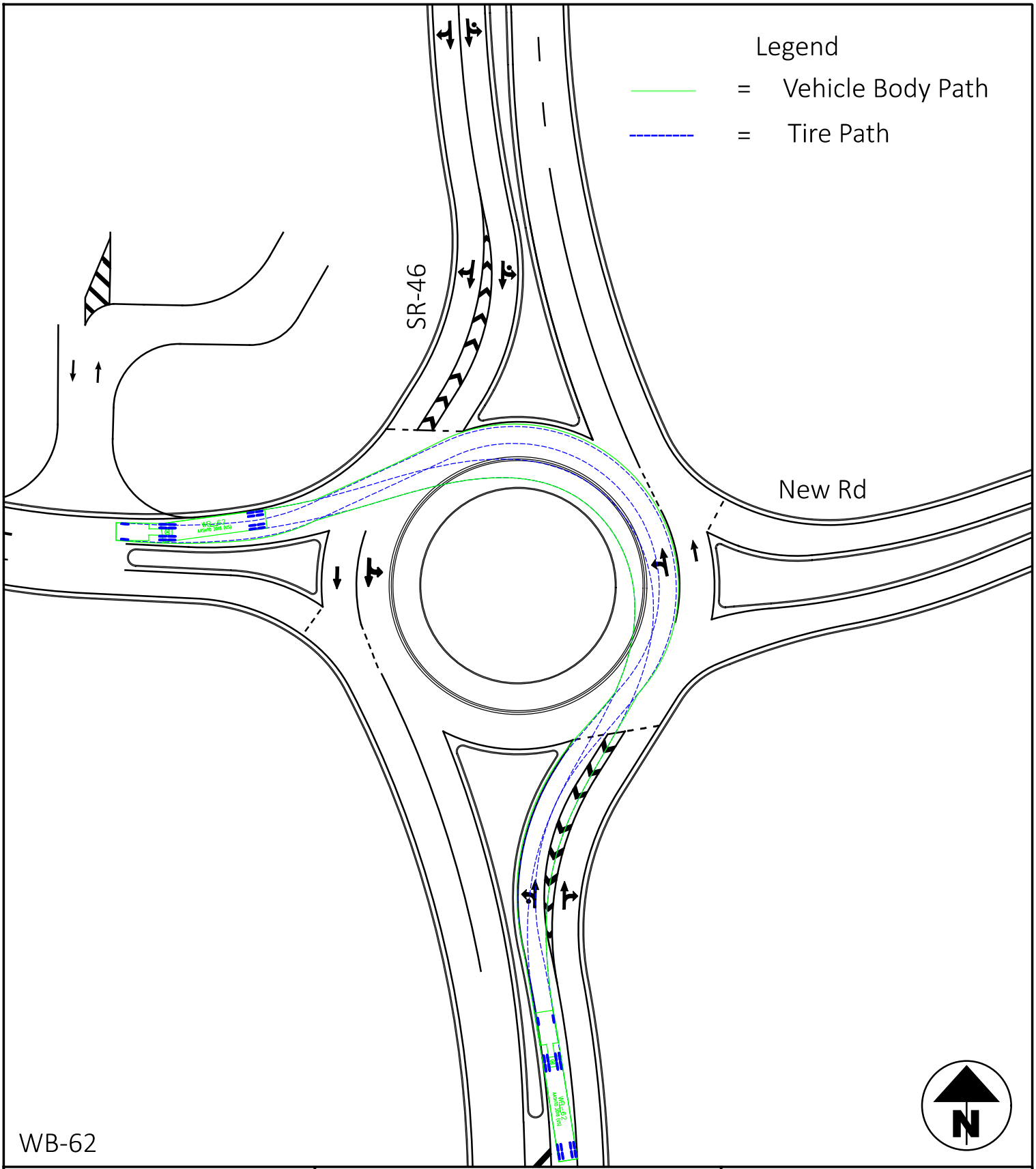
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Autoturn Analysis
4 of 11
EB/WB THROUGH
SR-46/New Rd
Roundabout

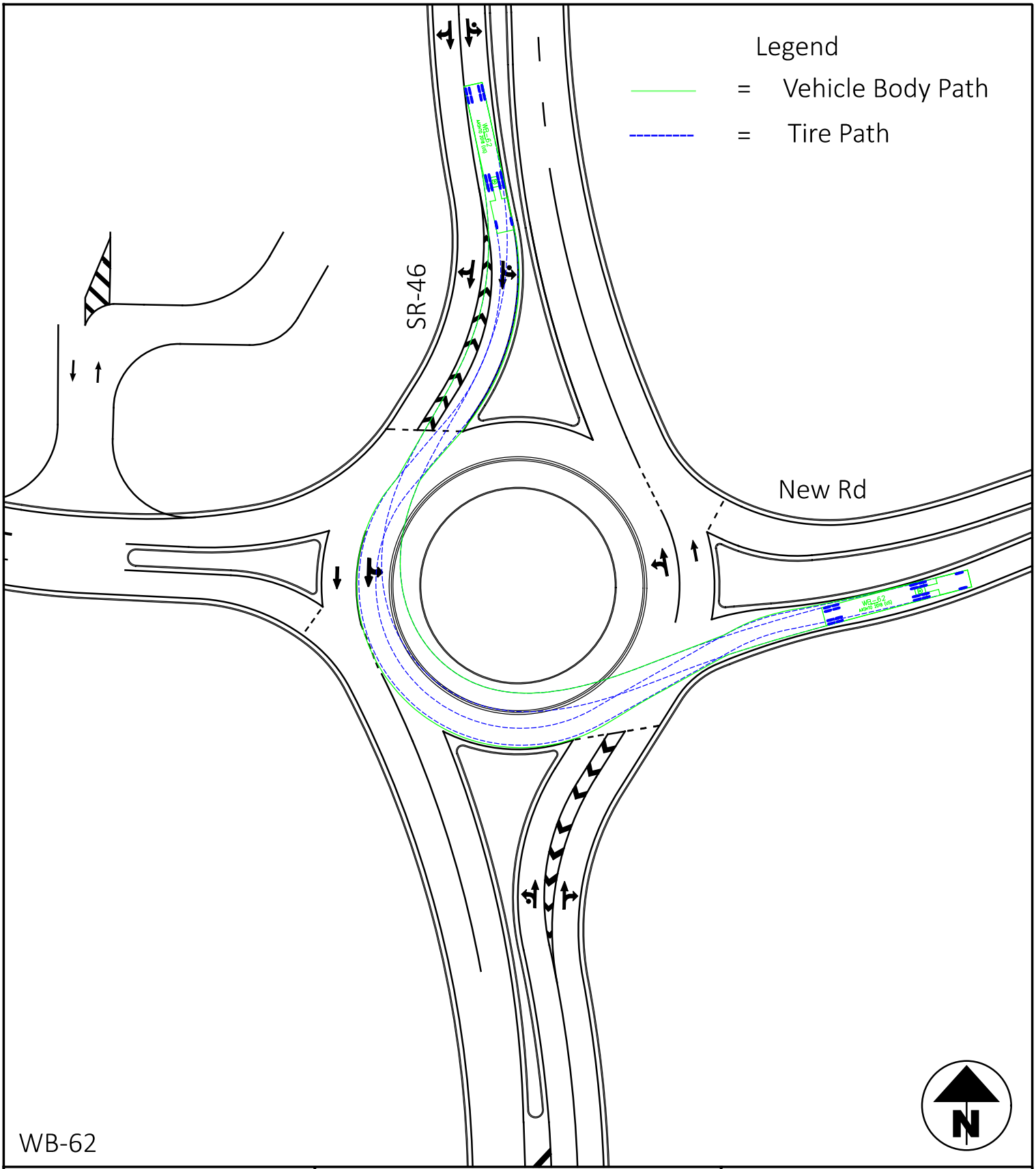
Graphic Scale

60 0 30 60

1 inch = 60 ft



EMH&T	Autoturn Analysis 5 of 11 NB LEFT SR-46/New Rd Roundabout	Graphic Scale 60 0 30 60 1 inch = 60 ft



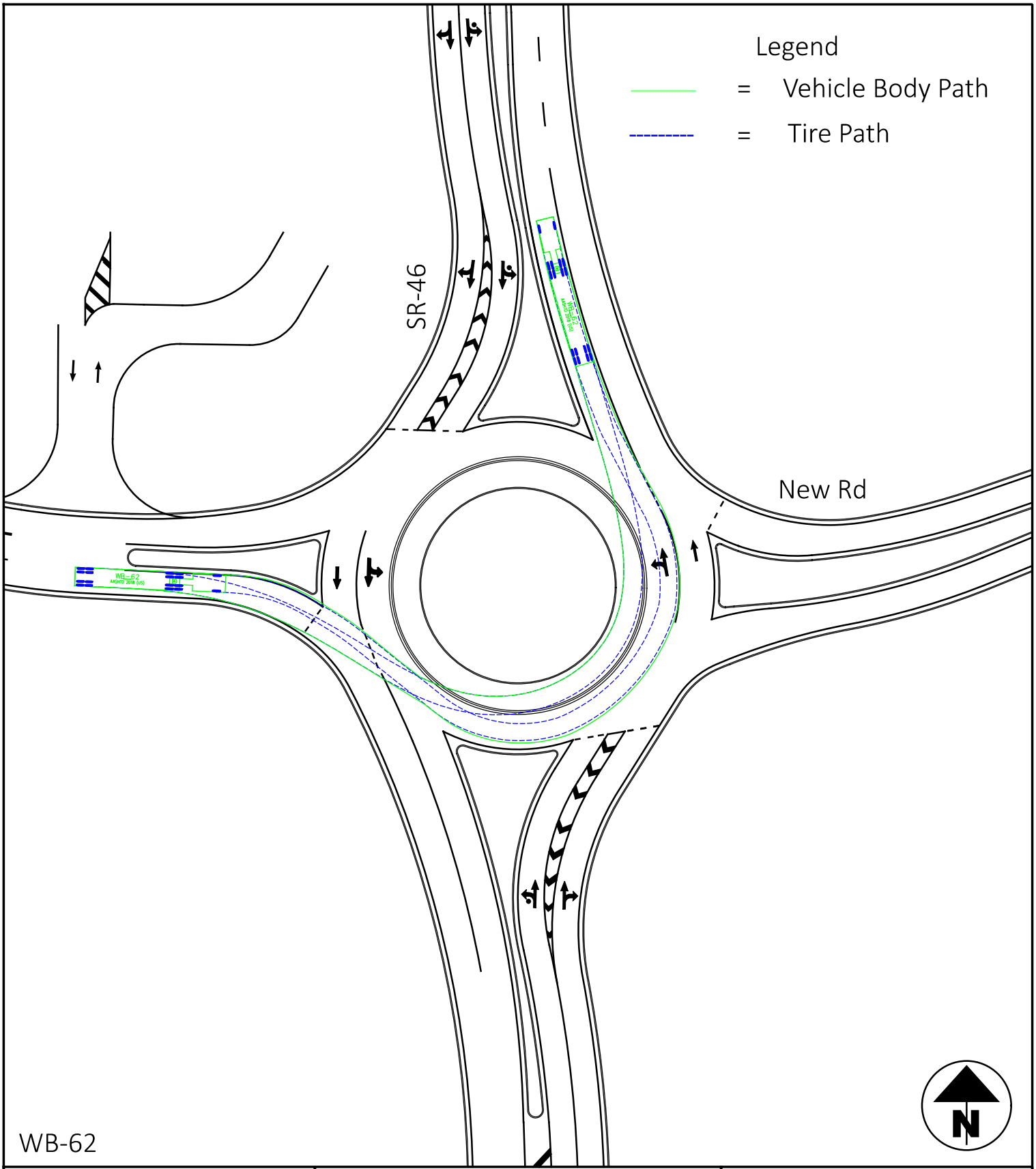
EMH&T

Autoturn Analysis
6 of 11
SB LEFT
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



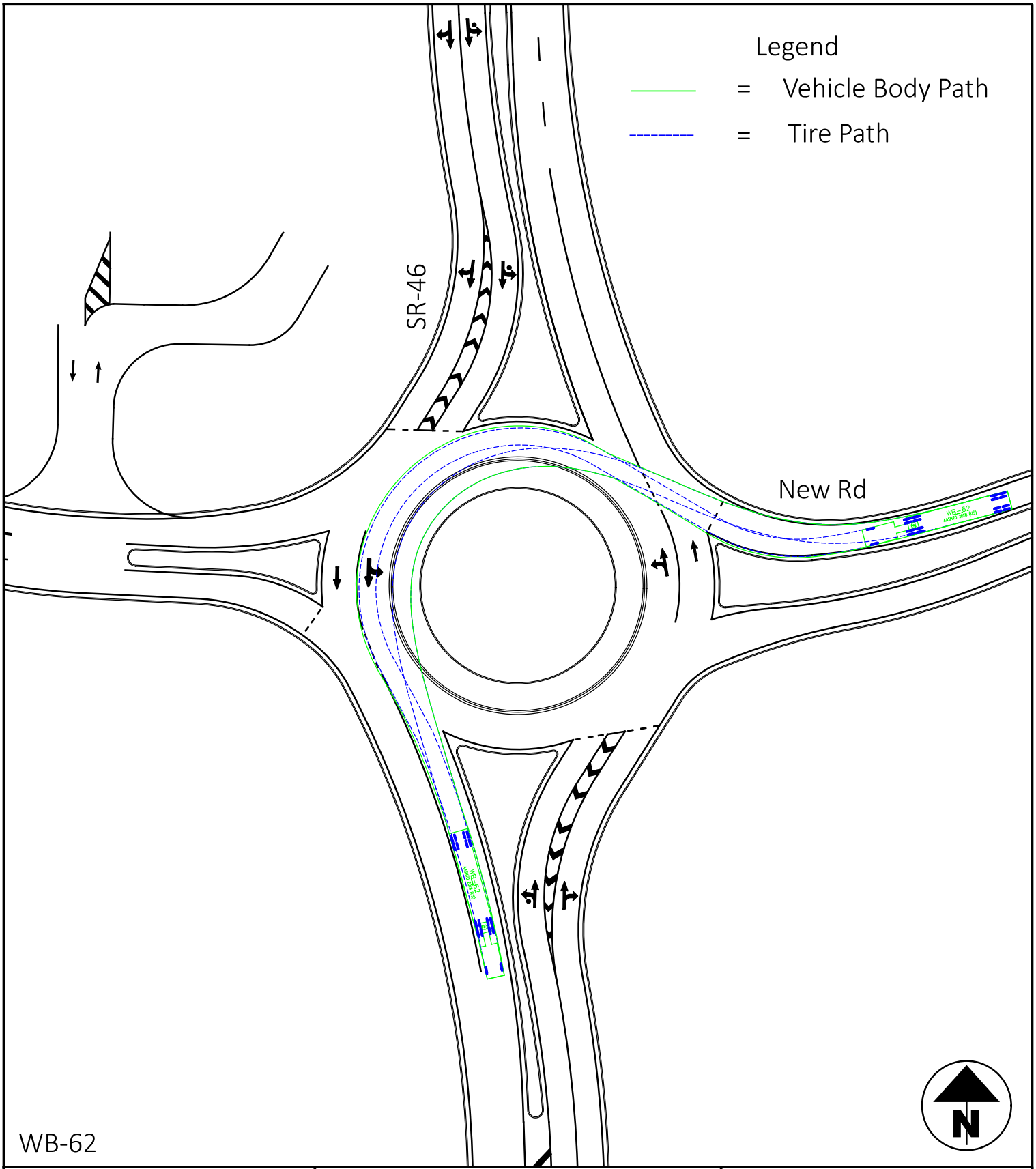
EMH&T

Autoturn Analysis
7 of 11
EB LEFT
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



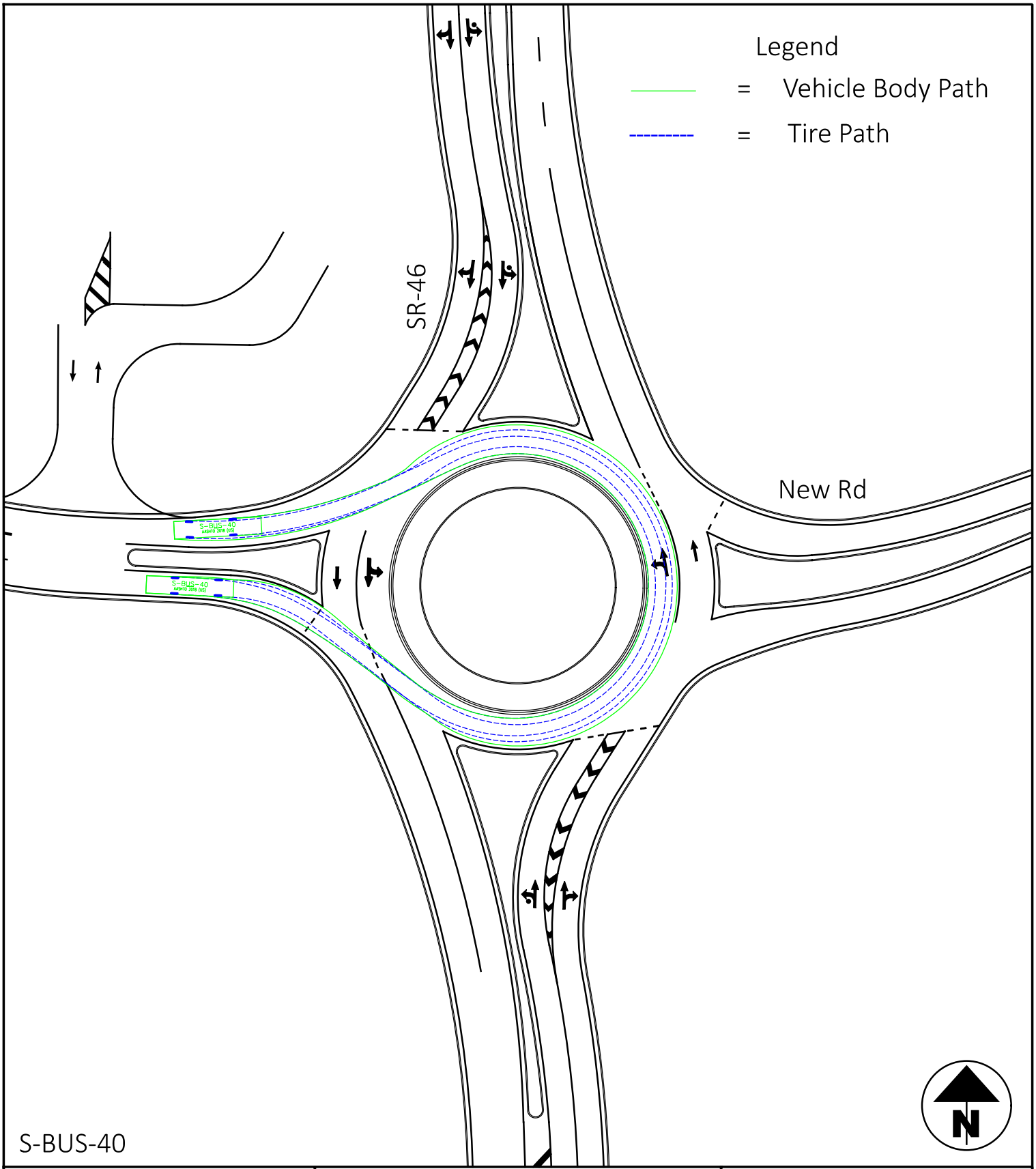
EMH&T

Autoturn Analysis
8 of 11
WB LEFT
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



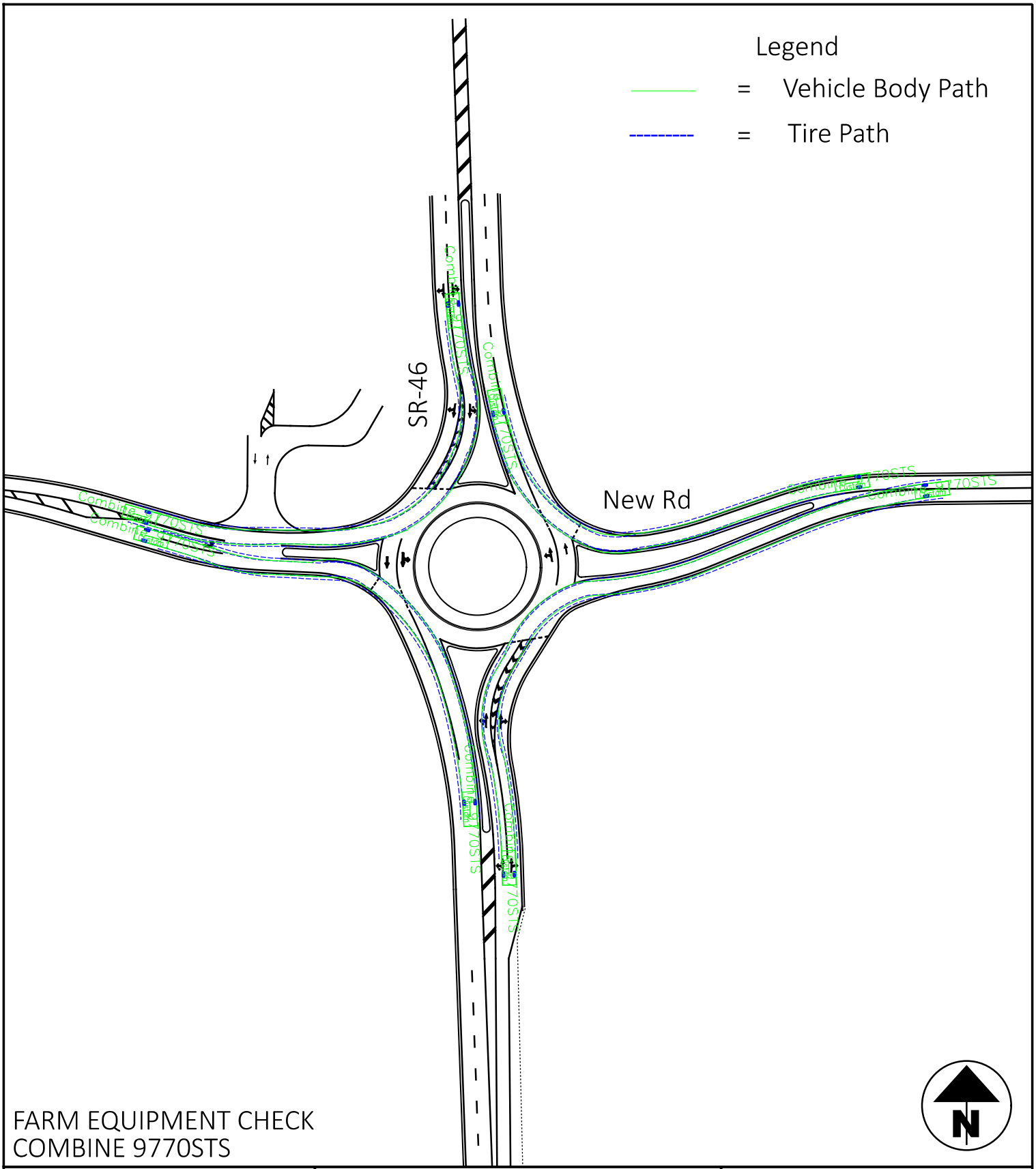
EMH&T

Autoturn Analysis
9 of 11
U-TURN
SR-46/New Rd
Roundabout

Graphic Scale

60 0 30 60

1 inch = 60 ft



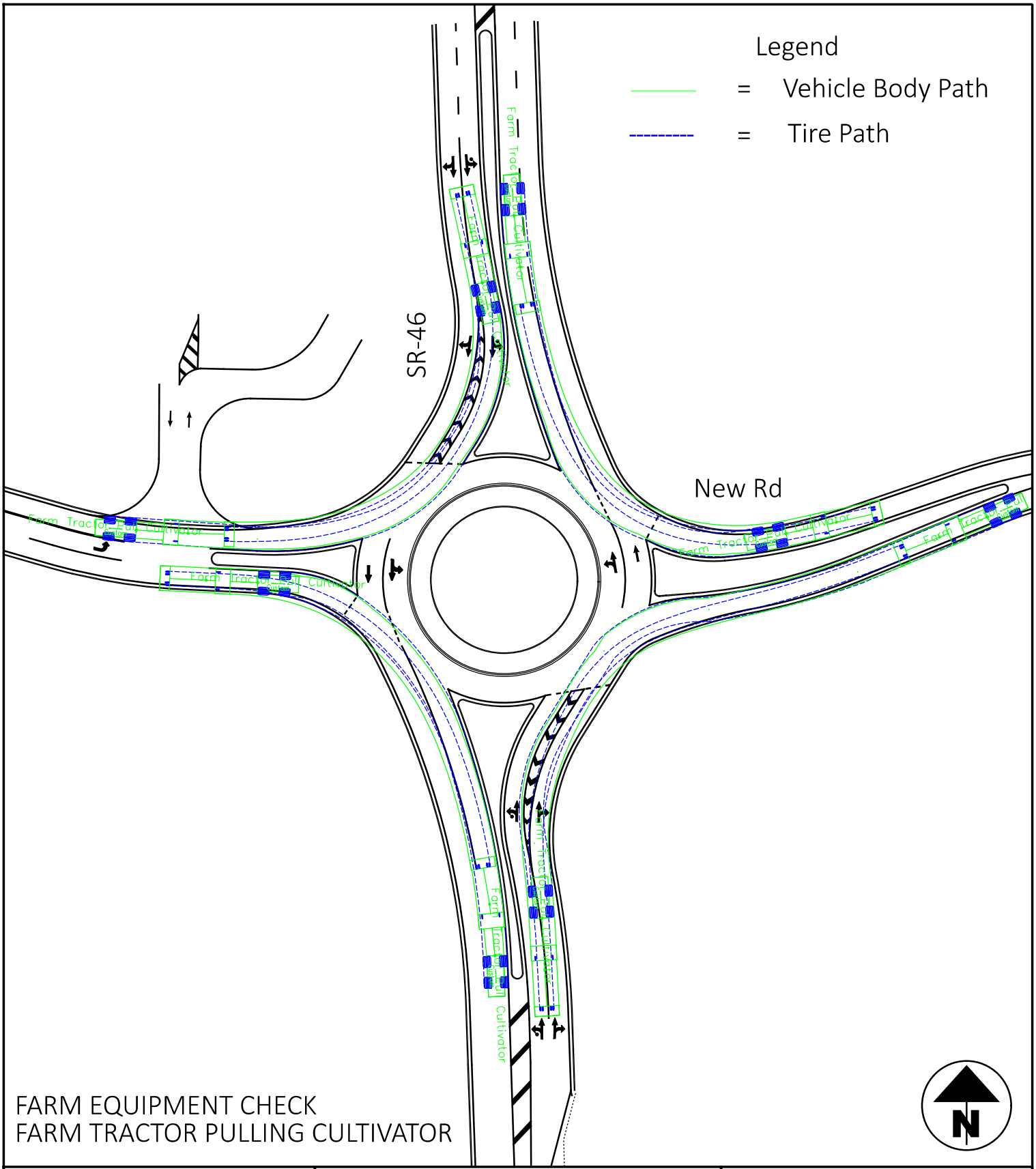
EMH&T

Autoturn Analysis
10 of 11
RIGHT TURNS
SR-46/New Rd
Roundabout

Graphic Scale

120 0 60 120

1 inch = 120 ft



FARM EQUIPMENT CHECK
FARM TRACTOR PULLING CULTIVATOR

EMH&T

Autoturn Analysis
11 of 11
RIGHT TURNS
SR-46/New Rd
Roundabout

Graphic Scale

80 0 40 80

1 inch = 80 ft

EMH&T

Engineers, Surveyors, Planners, Scientists

APPENDIX E

MAH SR 46 at CR 162 (New Road)

Formal Safety Study

FORMAL SAFETY STUDY
ODOT DISTRICT 4
MAHONING COUNTY

MAH SR 46 AT CR 162 (NEW ROAD)

MAH SR 46 at CR 162 (New Road)

ODOT 2020 HSIP Suburban Intersection #189

April 26, 2023 | FINAL

CONTENTS

Executive Summary 2
- Project Background 2
- Project Purpose and Safety Need 2
- Overview of Safety Issues and Possible Causes 2
- Potential Countermeasures Considered 3

Purpose and Need 4

Existing Conditions 6
- Physical Condition 6
- Signal Operations 8
- Traffic Volumes 8

Crash Data and Analysis 10
- Probable Causes 12

Potential Countermeasure Evaluation and Analysis 12
- Left-Turn Phasing 12
- Turn Lane Evaluation 14
- Roundabout Lane Analysis 15
- Clearance Intervals 16
- Access Management 17
- Capacity Analysis 19

Potential Countermeasures 22
- Countermeasure Costs 25
- ECAT 25

Conclusions 26

APPENDICES

Appendix A: Signal Plan and Timing

Appendix B: Turning Movement Counts

Appendix C: Crash Summaries

Appendix D: Speed Checks and Clearance Interval Calculations

Appendix E: Capacity Analysis Results

Appendix F: SWISS Calculation

Appendix G: Roundabout Turning Movements

Appendix H: Opinion of Probable Cost

Appendix I: ECAT Results

E3

EXECUTIVE SUMMARY

PROJECT BACKGROUND

The purpose of this study is to analyze existing safety concerns and evaluate potential countermeasures at the intersection of SR 46 (S Canfield-Niles Road) and CR 162 (New Road), referred to as SR 46 at New Road throughout this report, in Austintown Township, Mahoning County. Recommendations of countermeasures from this safety study will be used to make roadway improvements that address safety concerns at the intersection.

PROJECT PURPOSE AND SAFETY NEED

The study intersection was identified through the ODOT 2020 Highway Safety improvement program as #189 for suburban intersections.

OVERVIEW OF SAFETY ISSUES AND POSSIBLE CAUSES

From January 2016 – June 2022, 45 crashes occurred within the study area. The predominant crash type at the intersection was rear-end crashes which accounted for 49% of the total number of crashes. This crash type was followed by left-turn and sideswipe – passing crashes, which accounted for 18% and 11% of the total number of crashes, respectively.

Based on field investigations and the crash analysis, specific safety concerns have been identified at the intersection. These concerns include items under the categories of traffic operations and geometric features.

TRAFFIC OPERATIONS

- Drivers have difficulty making left turns during the permissive phases (eight (8) left-turn crashes at the intersection, three (3) resulting in injury)
- Drivers fail to slow behind stopped/yielded or slowing vehicles as they approach the intersection (22 rear-end crashes at the intersection, seven (7) resulting in injury)
- Clearance intervals (yellow and red) do not match calculated values per ODOT TEM 403-2
- First traffic signal in approximately one mile in the northbound direction which may be unexpected (11 rear-end crashes on south approach)
- Drivers making westbound right-turn movement did not stop before turning right on red

GEOMETRIC FEATURES

- Two driveways to Credit Union very close to intersection cause difficulty exiting the driveway as observed during the field visit
- Fifty-foot (50') corner radii allow right-turns to be made at relatively high speeds

POTENTIAL COUNTERMEASURES CONSIDERED

Countermeasures which may impact crashes on the corridor include:

1. **Short-term countermeasures**
    a. Adjust clearance intervals to values calculated per ODOT TEM 403-2
    b. Consider coordinating (southbound) with signal at Notre Dame Ave/Willow Crest Dr (0.35 miles north)
    c. Install advance Signal Ahead sign (W3-3) on northbound approach
    d. Consider shifting speed limit change (40 mph to 45 mph) to approx. 500 feet south of intersection so that speed limit is 40 mph through the intersection
    e. Restripe faded pavement markings
2. **Medium-term countermeasures**
    a. Upgrade left-turn phasing and signals
        i. Implement protected-permitted left-turn phasing on northbound and eastbound approaches
        ii. Maintain protected-permitted left-turn phasing on southbound approach
        iii. Shift existing signal heads per OMUTCD Figure 4D-12
    b. Install Wavetronix radar detection
    c. Consolidate driveways
3. **Long-term countermeasures**
    a. Install roundabout

RECOMMENDED COUNTERMEASURE

Based on the results of the safety analyses performed shown in Appendix I, the Short-term and Medium-term signal improvement countermeasures will have little to no real impact on crash and injury reduction at this intersection. The roundabout analysis shows an expected reduction of over 6 crashes per year and a reduction of almost 2 crashes per year resulting in injury. Based on the present-day cost of installing the roundabout at this intersection, this results in a 1.33 Benefit/Cost Ratio. Therefore, conversion of the traffic control from a signal to a roundabout is recommended at this intersection.

To better define the cost and impact of constructing a roundabout at this intersection, it is recommended that a Roundabout Geometry Report be performed. The report should verify the size, placement, and alignment of the roundabout, and define the approach geometry and tie-in points to accommodate the selected design vehicles.

PURPOSE AND NEED

The study intersection was identified through the ODOT 2020 Highway Safety improvement program as #189 for suburban intersections. This study addresses the intersection of SR 46 and New Road in Austintown Township, Mahoning County, shown in Figure 1.

In this study, primary and secondary safety needs are identified for the intersection of SR 46 and New Road. Primary needs encompass those issues that are identifiable in quantified data such as traffic studies, crash records, and roadway geometric data. Table 1 lists the most prevalent crash types at each intersection for the January 2016 – June 2022. Secondary needs address conditions that do not meet current standards but cannot be linked directly to identified transportation problems. Within the study area, secondary needs include, but are not limited to, inadequate clearance intervals, unexpected traffic conditions, and aggressive driving shown below in Table 2. Additional details on the safety needs of the intersection are provided in the Crash Data and Analysis section below. Through this study, countermeasures addressing primary and secondary needs are recommended and used to make roadway improvements that address safety concerns at this location. Short-term, medium-term, and long-term countermeasures have been identified to improve safety at this intersection based on a crash analysis.



Figure 1: Study Area Map

Table 1: Primary Safety Needs

Location	Top Crash Types[1]	Injury Rate
Overall Intersection	**45 Total Crashes** 1. Rear End (22 crashes, 49%) 2. Left Turn (8 crashes, 18%) 3. Sideswipe – Passing (5 crashes, 11%)	**45% Injury Rate (19 crashes)** Injury Possible (7 crashes, 16%) Minor Injury (9 crashes, 20%) Serious Injury/ Fatality (3 crashes, 7%)
South Leg – SR 46	**16 Total Crashes** 1. Rear End (11 crashes, 69%)	**50% Injury Rate (8 crashes)**
North Leg – SR 46	**12 Total Crashes** 1. Rear End (6 crashes, 50%) 2. Left Turn (4 crashes, 33%)	**42% Injury Rate (5 crashes)**
West Leg – New Rd	**6 Total Crashes** 1. Rear End (3 crashes, 50%)	**33% Injury Rate (2 crashes)**
East Leg – New Rd	**11 Total Crashes** 1. Rear End (3 crashes, 27%) 2. Right Turn (3 crashes, 27%) 3. Left Turn (2 crashes, 18%) 4. Angle (2 crashes, 18%)	**36% Injury Rate (4 crashes)**

1 – Crash types with >1 crash per approach listed

Table 2: Secondary Safety Needs

Location	Needs
Overall Intersection	Clearance intervals (yellow and red) do not match calculated values per ODOT TEM 403-2
South Leg – SR 46	First traffic signal in approximately one mile (may be unexpected), 45 mph speed limit until N Beacon Drive (north of intersection), approach widens to two lanes south of intersection
North Leg – SR 46	Traffic signal not coordinated with signal at Notre Dame Ave/Willow Crest Dr (0.35 miles north)
West Leg – New Rd	Two driveways to Credit Union very close to intersection
East Leg – New Rd	Aggressive drivers making westbound right-turn movement

E7

EXISTING CONDITIONS

The study intersection of SR 46 and New Road is located in Austintown Township, Mahoning County, under the jurisdiction of ODOT District 4. Through the study intersection, SR 46 is classified as a Minor Arterial and New Road is classified as a Major Collector. In the southbound direction the posted speed limit on SR 46 is 40 miles per hour until just south of New Road where it changes to 45 miles per hour. In the northbound direction, the speed limit is 45 miles per hour until Beacon Drive where it changes to 40 miles per hour. The speed limit on New Road is 35 miles per hour.

There are no transit routes that travel through the study intersection. The Western Reserve Transit Authority's Austintown Loop travels east-west along Mahoning Avenue one-mile north of New Road and north-south on S Raccoon Road, 1.5 miles east of SR 46. There are no pedestrian facilities (crosswalks, curb ramps, nor pedestrian signal heads) at the intersection and no plans to add these facilities were noted.

A field review was conducted on Tuesday, October 11, 2022 to observe conditions and operations in the study area. Observations from the field visit have been incorporated throughout the content of this report.

PHYSICAL CONDITION

In the study area, the cross section of SR 46 transitions from a two-lane section south of New Road to a five-lane section north of New Road. Table 3 shows the locations of the turn lanes and number of through lanes along the corridor. The lane assignments are conveyed to drivers through a combination of pavement markings and signs on the sides of the street.

Table 3: Study Intersection Turn Lanes

Location	Approach Lanes	Receiving Lanes
South Leg – SR 46	3 Lanes Left-turn | Through | Through / right-turn	1 Lane
North Leg – SR 46	3 Lanes Left-turn | Through | Right-turn	2 Lanes
West Leg – New Rd	2 Lanes Left-turn | Through / right-turn	1 Lane
East Leg – New Rd	3 Lanes Left-turn | Through | Right-turn	1 Lane

According to the most recent Pavement Condition Rating (PCR) conducted in 2022, the pavement condition on SR 46 is in good condition with a PCR of 87. The PCR for New Road east of SR 46 is in fair condition with a PCR of 61. The PCR for New Road west of SR 46 is in good condition with a PCR of 99.

A sight distance assessment was conducted for the eastbound left-turn movement at the intersection. This movement is permitted-only today but there is a crest vertical curve east of SR 46 on New Road and ODOT indicated there was a potential sight distance concern for the movement. The sight distance requirements are summarized in Figure 2 and 3. Sight distance was first evaluated for a speed of 5 mph greater than the posted speed, or 40 mph. At the speed of 40 mph the intersection sight distance for Case F, left-turn from the major road from the AASHTO Greenbook should be 325'. At the posted speed of 35 mph the intersection sight distance for Case F, left-turn from the major road from the AASHTO Greenbook should be 285'. Due to traffic conditions, the sight distance was not measured to within the roadway but instead a cone, 3.5 feet in height was placed on either side of the road. Both cones were visible from the left-turn position at the dashboard height of a sedan, or

approximately 3.5 feet from the roadway to the distance of 325'. Therefore, it was concluded that adequate sight distance is available to make the eastbound left-turn movement.



Figure 2: Sight distance details

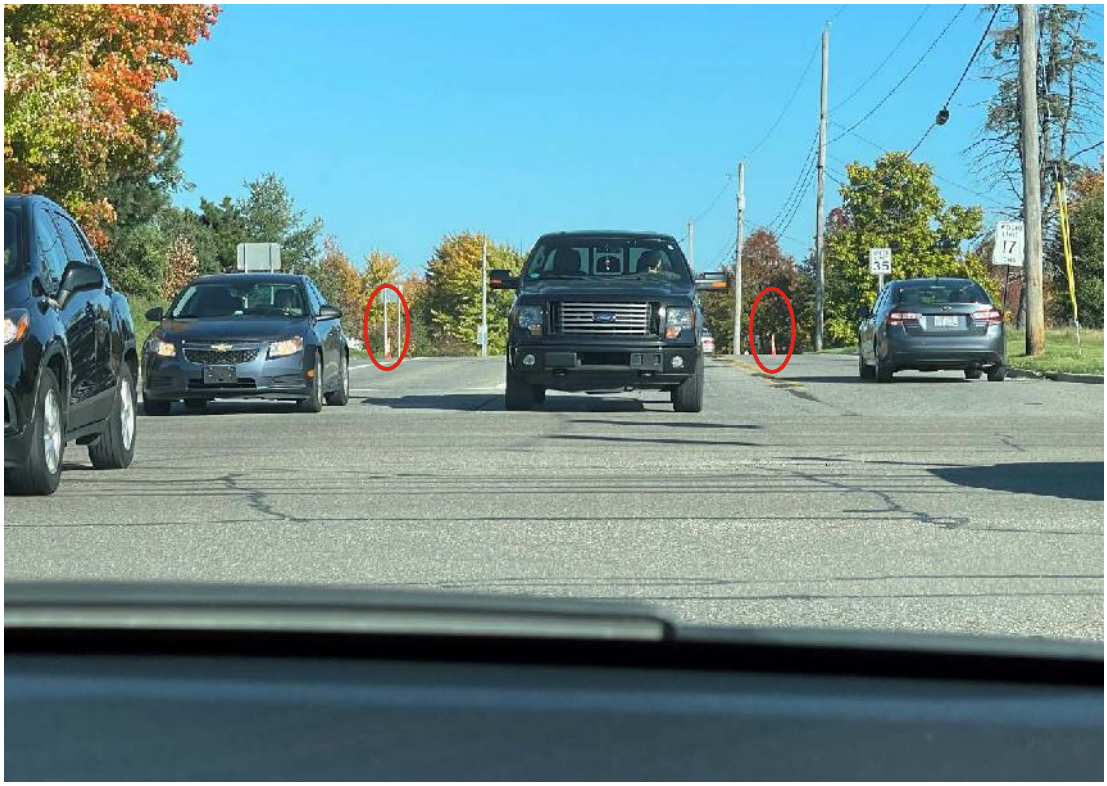


Figure 3: Available sight distance – View looking east from eastbound left-turn position

E9

SIGNAL OPERATIONS

The traffic signal at the study intersection operates as an isolated intersection that is not coordinated with others along SR 46. The closest traffic signal is 0.35 miles to the north at Notre Dame Ave/Willow Crest Dr. The southbound left-turn operates as protected-permitted while all other left-turn movements are permitted-only. The westbound right-turn operates with an overlap during the protected portion of the southbound left-turn phase.

According to the signal plan and signal timing, provided in Appendix A, and confirmed by field observations, there is detection on all approaches. Northbound and southbound operate on minimum recall. All other movements operate with no recall. There are no pedestrian signal heads at the intersection. Right-turns on red are permitted on all approaches. All the vehicular signal indications at the intersection include backplates with retroreflective borders. The signal heads are supported on span wire.

TRAFFIC VOLUMES

According to the Ohio Department of Transportation (ODOT) Transportation Data Management System (TDMS), the 2-way Average Annual Daily Traffic (AADT) on SR 46 for the year 2021 was 17,057 vehicles per day (vpd), specifically collected on the segment between Notre Dame Ave/Willow Crest Drive and Colgate Avenue, north of the study intersection. Based on the count collected in 2018, passenger vehicles made up 91% of the traffic while commercial vehicles made up 9% of the traffic. The historic AADT shown on the TDMS and listed in Table 4 indicates that the traffic volumes have generally held steady or decreased on the corridor in recent years.

Based on discussions with ODOT and the Eastgate Regional Council of Governments (ERCOG), it was recommended to use a traffic growth rate of 0% for the study area for the build conditions analysis.

Table 4: ODOT Historic AADT SR 46 north of New Road

Year	AADT
2021	**17,057**
2020 – Grown from 2019	16,299
2019 – Grown from 2018	17,602
2018	**17,480**
2017 – Grown from 2016	22,770
2016 – Grown from 2015	22,171
2015 – Grown from 2014	21,277
2014	**21,052**
2011	**17,116**

ODOT provided turning movement counts (TMCs) for the study intersection that were collected Thursday, July 22, 2021. TMCs were collected for the time period from 7:00AM-7:00PM. The peak hour TMCs are shown in Figure 4. The raw TMCs are attached in Appendix B.

DATE: 7/22/2021
AM PEAK: 7:30-8:30 AM PHF: 0.892
PM PEAK: 4:45-5:45 PM PHF: 0.960



VEHICLE - AM VOLUME|HEAVY VEHICLE% (PM VOLUME|HEAVY VEHICLE%)

Figure 4: Existing (2021) Conditions Vehicle Turning Movement Counts

E11

CRASH DATA AND ANALYSIS

From January 2016 – June 2022, 45 crashes occurred within the study area with 2017 and 2021 having the highest prevalence of collisions of years analyzed, as indicated in Figure 5. Of the 45 total crashes, 19 crashes or 42% resulted in injury while 26 or 58% resulted in property damage only (PDO). A fatal crash occurred in 2020 when a motorist traveling northbound crossed the centerline passing a northbound car stopped in the left turn lane, then struck a southbound tractor trailer stopped in the left turn lane in a head on crash.

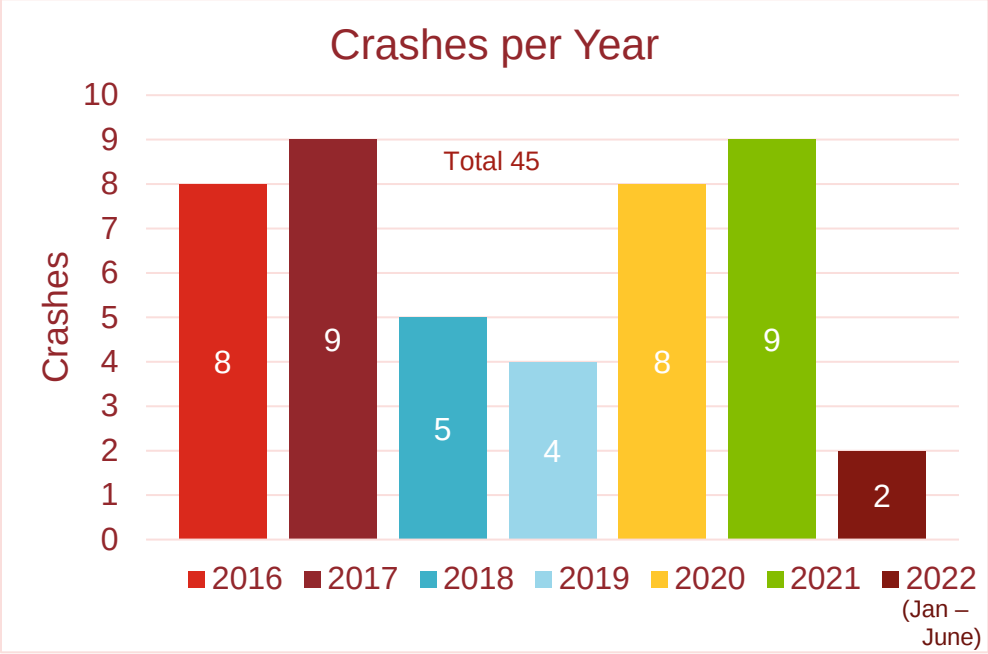


Figure 5: Study Area Collisions By Year

The predominant crash type on the corridor was rear-end crashes which accounted for 49% of the total number of crashes. This crash type was followed by left-turn and sideswipe – passing crashes, which accounted for 18% and 11% of the total number of crashes, respectively.

Crashes occurred predominantly on Mondays and Wednesdays, accounting for 24% each of the total collisions within the study area. Saturday and Sunday combined for a total of 7% of the total crashes. Forty-four percent (44%) of crashes occurred between 3:00PM and 8:00PM. Twenty percent (20%) of crashes occurred in the dark. Forty-nine percent (49%) of crashes occurred between May and August.

The highest contributing factors to crashes in the study area were ‘followed too close/assured clear distance ahead’ (ACDA) in 42% of crashes, ‘failure to yield’ in 16% of crashes, and ‘ran red light’ and ‘improper lane change’ each in 9% of crashes. In approximately half of the crashes, 51%, the first vehicle was travelling straight ahead. Eleven percent (11%) of crashes involved three units. A collision diagram provided by ODOT is shown in Figure 6. The full crash analysis can be found in Appendix C.

E12

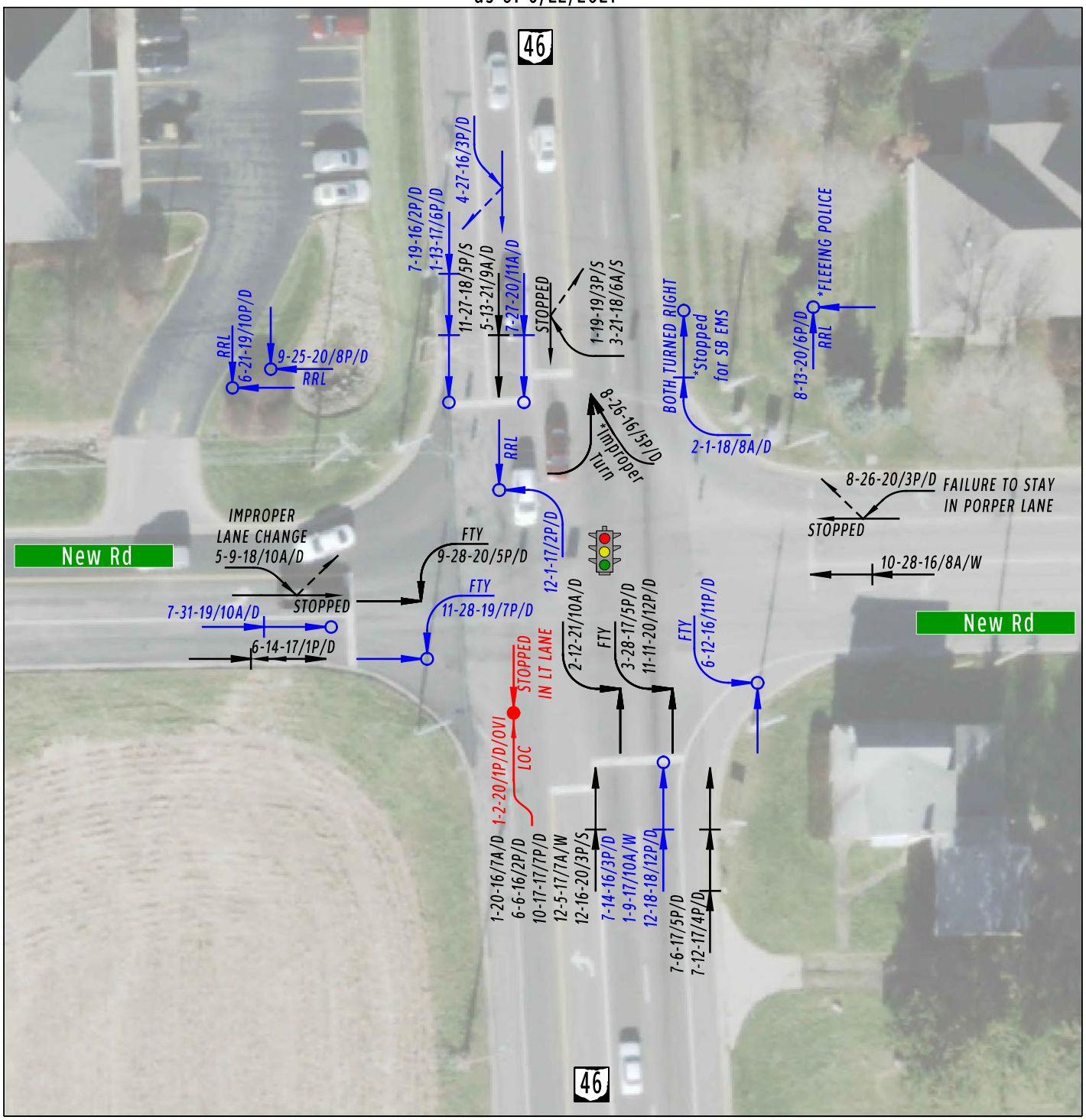
COLLISION DIAGRAM

MAH SR 46 at New Rd (CR 162)

SLM 13.61

2016-2021

as of 6/22/2021



Vehicle Direction	Injury	Road:	FTC = Failure To Control	TOTAL CRASHES ON PAGE
Backing	Fatal	D = Dry	FTS = Failure To Stop	FREQUENCY / CRASH SEVERITY
Pedestrian	Fixed Object	W = Wet	FTY = Failure To Yield	8 2016 4 2019 / 20 PDO
Out of Control	Parked Vehicle	I = Ice	LOC = Left of Center	9 2017 8 2020 / 16 INJURY OR FATAL
Overturn	TEXT Date/Time/Road/Egress Direction	S = Snow	RRL = Ran Red Light	5 2018 2 2021 / 36 TOTAL
			OVI = Operating Vehicle Impaired	

PROBABLE CAUSES

Based on field investigations and the crash analysis, specific safety concerns have been identified at the intersection. These concerns include items under the categories of traffic operations and geometric features.

TRAFFIC OPERATIONS

- Drivers have difficulty making left turns during the permissive phases (eight (8) left-turn crashes at the intersection, three (3) resulting in injury)
- Drivers fail to slow behind stopped/yielded or slowing vehicles as they approach the intersection (22 rear-end crashes at the intersection, seven (7) resulting in injury)
- Clearance intervals (yellow and red) do not match calculated values per ODOT TEM 403-2
- First traffic signal in approximately one mile in the northbound direction which may be unexpected (11 rear-end crashes on south approach)
- Some drivers making westbound right-turn movement did not stop before turning right on red

GEOMETRIC FEATURES

- Two driveways to Credit Union very close to intersection cause difficulty exiting the driveway as observed during the field visit
- Fifty-foot (50') corner radii allow right-turns to be made at relatively high speeds

POTENTIAL COUNTERMEASURE EVALUATION AND ANALYSIS

LEFT-TURN PHASING

The ODOT TEM provides a table (Table 497-10) of suggested left-turn phasing based on left-turn crashes, sight distance, lane configuration, and volumes. This table is shown in Figure 7 below. A summary of the left-turn phasing recommendations for SR 46 at New Road are given in Table 5.

The suggested left-turn phasing from the TEM table matches the existing left-turn phasing at the intersection for all approaches. The northbound approach nearly meets the volume threshold from the table for protected-permitted left-turn phasing. Queuing and cycle failures for this movement were observed in the field. Therefore, protected-permitted phasing is recommended for the northbound approach. As described in the sight distance evaluation section above, the available sight distance for the eastbound approach meets the required sight distance for the left-turn movement. However, the vertical curve on the east approach may make it difficult for drivers to accurately judge gaps in oncoming traffic and therefore, protected-permitted left-turn phasing is recommended for the eastbound left-turn movement.

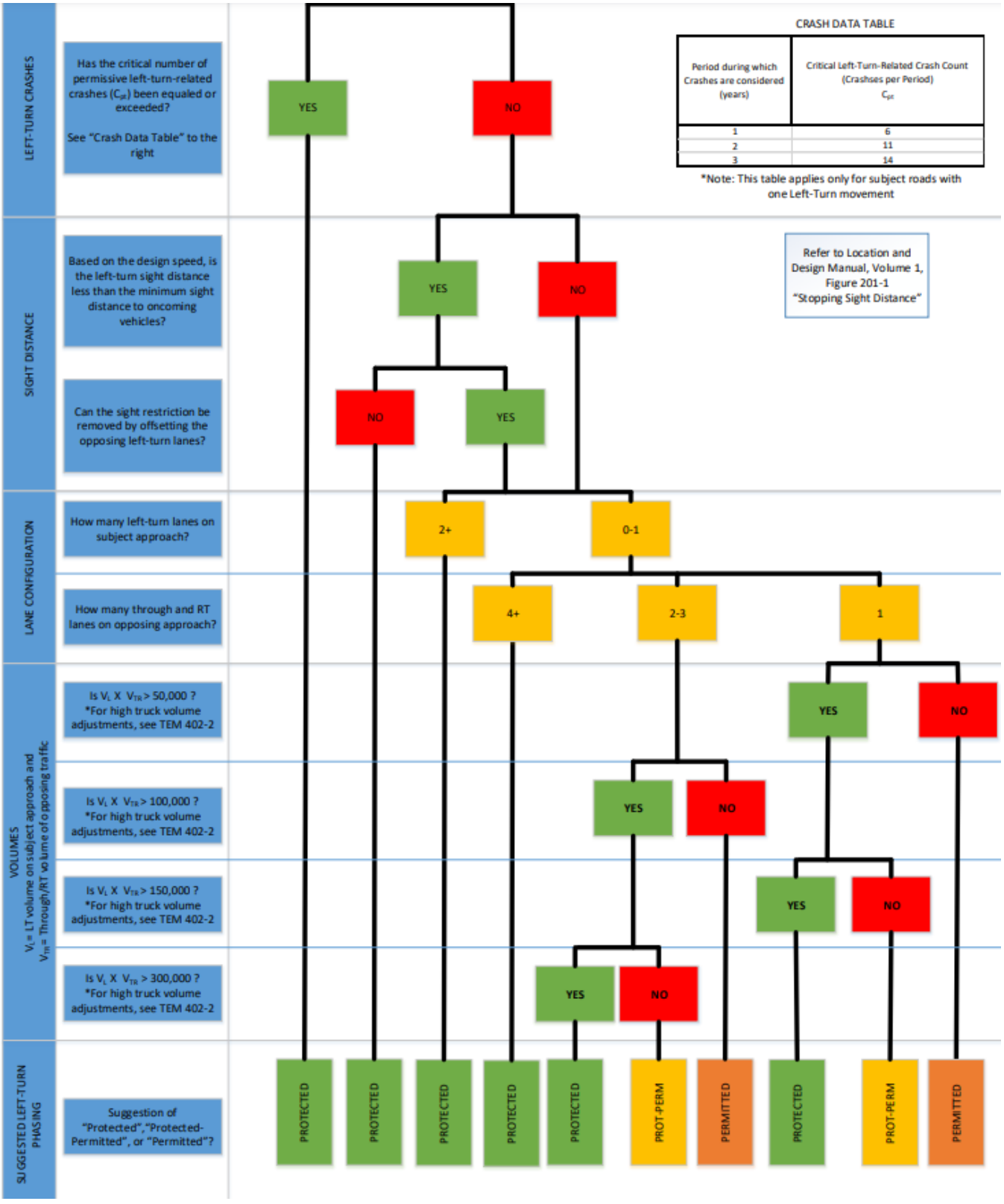


Figure 7: TEM Table 497-10 Left-Turn Phasing Suggestion

E15

Table 5: Left-Turn Phasing Summary

Direction	Existing left-turn phasing	Thru and RT opposing lanes	$V_L x V_{TR}$[1]	Suggestion from Table	Study Recommendation
Eastbound	Permitted	2	99 x (97+234) = 32,769	Permitted	Protected-permitted
Westbound	Permitted	1	68 x (142+117) = 17,612	Permitted	Permitted
Northbound	Permitted	2	128 x (601+119) = 92,160	Permitted	Protected-permitted
Southbound	Protected-permitted	2	242 x (493+65) = 135,036	Protected-permitted	Protected-permitted

1 – Based on PM Peak volumes. See Figure 4

TURN LANE EVALUATION

LEFT-TURN LANES

All approaches include existing left-turn lanes, and all are recommended to be maintained based on results of the capacity analysis. The ODOT Location and Design Manual (L&D) Section 401.6.1 provides guidance on the determination of turn lane lengths at intersections in Figures 401-9 and 401-10. Although the L&D thru lane queue, specifically for the eastbound and southbound approaches are greater than the existing turn lane lengths, the results of the HCS analysis indicate the existing turn lane lengths would not be blocked except by the 95th percentile queue during the PM peak hour. The crash data does not indicate a problem related to the existing turn lane storage lengths. Therefore, based on the L&D guidance and the results of the capacity analysis, the existing turn lane lengths are recommended to be maintained at the existing lengths, summarized in Table 6.

Table 6: Left-Turn Lane Length Summary

Direction	Design Speed (mph)[1]	Existing turn lane incl. taper	L&D length (incl. 50' taper)[2]	L&D thru lane queue[2]	HCS 'Build' 95th queue – PM peak	Recommendation
Eastbound	35	215'	Condition A 99 veh = 2 veh/cycle → 100'+ 50' **150'**	259 veh = 6 veh/cycle **250'**	Left / thru-rt 73' / 193'	Maintain existing 215' left-turn lane.
Westbound	35	215'	Condition A 68 veh = 2 veh/cycle → 100'+ 50' **150'**	97 veh = 2 veh/cycle **100'**	Left / thru / rt 58' / 83' / 153'	Maintain existing 215' left-turn lane.
Northbound	40	315'	Condition C 128 veh = 3 veh/cycle → 150'+ 115' **265'**	259 veh/lane = 6 veh/cycle **250'**	Left / thru / thru-rt 53' / 215' / 213'	Maintain existing 315' left-turn lane.
Southbound	40	400'	Condition C 242 veh = 5 veh/cycle → 200'+ 115' **315'**	601 veh = 13 veh/cycle **475'**	Left / thru / rt 108' / 400' / 63'	Maintain existing 400' left-turn lane.

1 – Based on recommended posted speed limit

2 – Based on L&D Figures 401-9 and 401-10, PM Peak volumes (Figure 4), and 80 second proposed cycle length

E16

RIGHT-TURN LANES

There are existing southbound and westbound right-turn lanes at the intersection. Although the L&D thru lane queue, specifically for the southbound approach is greater than the existing turn lane length, the results of the HCS analysis indicate the existing turn lane would not be blocked except by the 95th percentile queue during the PM peak hour. The crash data does not indicate a problem related to the existing turn lane storage length. Therefore, based on the L&D guidance and the results of the capacity analysis, the existing turn lane lengths are sufficient and recommended to be maintained at the existing lengths, summarized in Table 7.

Table 7: Right-Turn Lane Length Summary

Direction	Design speed (mph)[1]	Existing turn lane incl. taper	L&D length (incl. 50' taper)[2]	L&D thru lane queue[2]	HCS 'Build' 95th queue – PM peak	Recommendation
Eastbound	35	NA	NA	NA	NA	Right-turn lane not recommended based on capacity analysis
Westbound	35	350'	Condition A 234 veh = 5 veh/cycle → 200'+ 50' **250'**	97 veh = 2 veh/cycle **100'**	Left / thru / rt 58' / 83' / 153'	Maintain existing 350' right-turn lane
Northbound	40	NA	NA	NA	NA	Right-turn lane not recommended based on capacity analysis
Southbound	40	400'	Condition C 119 veh = 3 veh/cycle → 150'+ 115' **265'**	601 veh = 13 veh/cycle **475'**	Left / thru / rt 108' / 400' / 63'	Thru lane drops into right-turn lane, existing length is sufficient

1 – Based on recommended posted speed limit
2 – Based on L&D Figures 401-9 and 401-10, PM Peak volumes (Figure 4), and 80 second proposed cycle length

ROUNDABOUT LANE ANALYSIS

As noted in the countermeasure section below, a roundabout is recommended as a long-term countermeasure. Per the L&D Section 403, NCHRP/FHWA's Roundabouts: An Informational Guide (NCHRP Report 672) was used to determine the preliminary number of lanes which were then analyzed in the capacity analysis using HCS. Figure 8 below shows Exhibit 4-6 from the NCHRP report with PM Peak volumes (see Figure 4) at the study intersection shown. The dark black line represents the conflicting flow rate and capacity of a single lane for a roundabout with one circulating lane. Based on these volumes, two lanes are recommended for the southbound approach with one though/left lane and one right-turn bypass lane. The capacity for the northbound approach is near the threshold, but the capacity analysis shows this approach would operate acceptable as one lane. Therefore, one lane is recommended on all other approaches.

Exhibit 4-6
Entry Lane Capacity

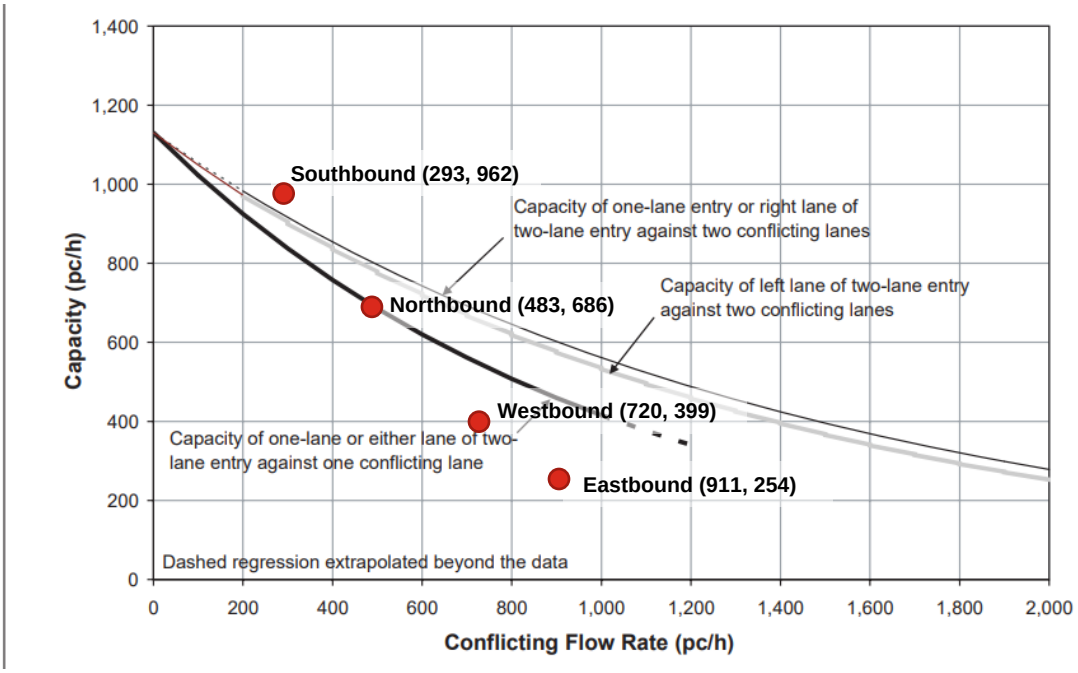


Figure 8: Roundabouts: An Informational Guide, NCHRP Report 672

CLEARANCE INTERVALS

Yellow and red clearance intervals were calculated based on TEM 403-2. The calculations account for the approach speed (85th percentile speed if speed study is available, values given in TEM if speed study not available), perception/reaction time, deceleration rate, width of intersection (measurement provided in Appendix D), typical vehicle length, and approach grade. The typical deceleration rate is assumed to be 10 feet per second and the typical vehicle length is assumed to be 20 feet as noted in the TEM. ODOT collected speeds of through vehicles on all approaches so the 85th percentile speed for the through vehicle phases was used in the calculations, provided in Appendix D. Speed of turning vehicles was not collected so the defaults were used for the left-turn phase. Table 8 shows the resulting calculated and recommended clearance intervals to be considered for the intersection.

E18

Table 8: Existing, Calculated and Recommended Clearance Intervals

		SB Lt Phase 1	NB Phase 2	EB Phase 4	NB Lt Phase 5	SB Phase 6	EB Lt Phase 7	WB Phase 8
Approach Speed (mph)[1]		Yel - 40, Red - 25	85th - 47[2]	85th - 35	Yel - 40, Red - 25	85th - 42	Yel - 30, Red - 25	85th - 37
Width of Intersection (ft)		91	80	90	86	71	89	100
Approach Grade (%)		0.3	0	0.8	0	0.3	0.8	-1.5
YEL	**Existing**	3	4	4	N/A	4	N/A	4
	Calculated	3.9	4.5	3.5	3.9	4.1	3.1	3.9
	Recommended	**3.9**	**4.5**	**3.9**	**3.9**	**4.5**	**3.1**	**3.9**
RED	**Existing**	1	2	2	N/A	2	N/A	2
	Calculated	2.0	0.4	1.1	1.9	0.5	2.0	1.2
	Recommended	**2.0**	**2.0**	**2.0**	**2.0**	**2.0**	**2.0**	**2.0**

1 – Based on speed study availability

2 – Recommendation to change speed limit in northbound direction from 45 mph to 40 mph. It is assumed that changes to clearance intervals would be implemented before speed limit change. Reevaluate northbound clearance interval calculation after speed limit has been updated.

ACCESS MANAGEMENT

Access Management is the practice of controlling the number, type, size and location of access points to the roadway system in order to promote the efficient and safe movement of traffic. The Federal Highway Administration (FHWA) cites access management as a proven safety countermeasure. ODOT has published the State Highway Access Management Manual to preserve the operational and functional integrity of the state highway system and promote the safe and efficient movement of people and goods.

ODOT assigns an "access category" to each state route where ODOT has responsibility to control access. This segment of SR 46 is considered a Category 2 access facility which include state and U.S. routes with a higher level of access control due to factors such as: existing drive density, congestion, crash issues, existing or potential for major development, etc. These are typically urban and suburban facilities that may or may not involve LA/RW (Limited Access Right-of-Way). Private driveway and intersection access is potentially permissible.

There are minimal driveways in the study area to the north of the intersection with each parcel containing one driveway onto the state route. South of the intersection there are several residences which each contain two driveways to a single parcel. Additionally, on the southeast corner there is an existing curb cut for a residential property that is no longer on the site. These locations are shown in Figure 9.

Per the ODOT Access Management Manual, on Category 2 Facilities, one direct private access will be permitted per parcel or contiguous parcels under common ownership. Therefore, it is recommended that the driveways for properties south of the intersection be consolidated.

Additionally, although New Road is not a state route, the bank property has a total of three access points, one on SR 46 and two on New Road. One of the driveways on New Road is within 100 feet of the intersection, therefore is recommended to be converted to right-in only.

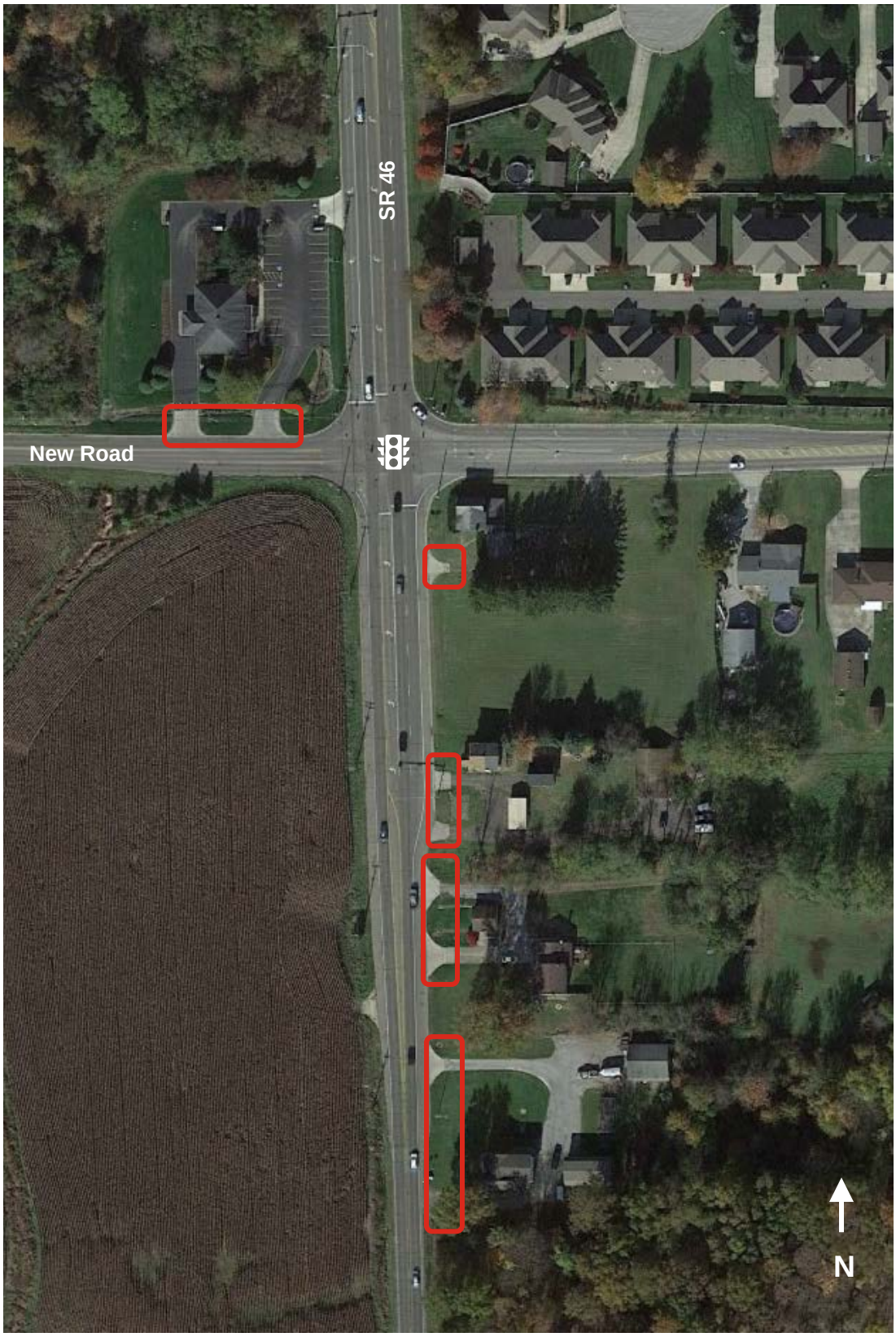


Figure 9: Access Management Map – Properties with redundant access points shown

E20

CAPACITY ANALYSIS

The capacity analysis methodology for motor vehicles is based on the concepts and procedures in the Highway Capacity Manual (HCM) utilizing the latest version of *Highway Capacity Software (HCS)* per the ODOT Analysis and Traffic Simulation (OATS) Manual. The motor vehicle capacity analysis was conducted for the morning (AM), and afternoon (PM) peak hours for the existing conditions, and two build scenarios. As previously noted in the Traffic Volumes section and Table 4, no growth was applied to the existing traffic volumes for the build scenario future conditions analysis. The ODOT Transportation Information Mapping System (TIMS) shows the north side of the intersection within the urbanized area boundary, therefore the HCS analyses were completed using 1,900 pc/h/ln per OATS 5.3. Build scenario 1 includes the short-term and medium-term countermeasures noted below as well as signal timing optimization according to the OATS Manual Section 5.7. Build scenario 2 includes the roundabout long-term countermeasure.

DEFINITION OF PERFORMANCE MEASURES

The following measures were used to assess the impacts to vehicular travel:

Intersection Delay – Delay is the average amount of time, in seconds, that it takes a vehicle passing through an intersection beyond what would be experienced in a free-flow condition. Intersection delay is reported as overall vehicle delay and vehicle delay by movement for select locations with re-routed traffic.

Level of Services (LOS) – Vehicular Level of Service (LOS) is a qualitative measure of traffic congestion based on the average delay for a motorist. LOS is reported as overall intersection LOS and LOS by movement for select locations with re-routed traffic. LOS A defines minimum traffic delay and is an indication that there is underutilized roadway capacity during the peak hour. LOS F represents high levels of traffic delay. The table below, excerpted from the Highway Capacity Manual, provides LOS criteria for signalized intersections.

Table 9: Level of Service Relationship with Control Delay

Level of Service	Signalized Intersection Control Delay (seconds)
A	0 to 10
B	> 10 to 20
C	> 20 to 35
D	> 35 to 55
E	> 55 to 80
F	> 80

One weakness of using vehicular level of service as a primary measure of traffic operations is that the use of a letter grade scale implies that “A” is the best condition. LOS A, B, or C means that there is excess vehicle capacity, which can have negative consequences like speeding, endangering people walking or biking. There are no national standards for LOS, and cities or states have discretion to adopt LOS targets that reflect their unique constraints and their tolerance for traffic congestion. As stated in the HCM, “the existence of a LOS F condition does not, by itself indicate that action must be taken to correct the condition” if other goals of the project are being met.

Volume-to-Capacity (v/c) Ratio – A volume-to-capacity ratio quantifies the degree to which a phase’s capacity is utilized by a lane group at a signalized intersection.

95th Percentile Queues – The 95th-percentile queue is defined to be the queue length (in feet) that has only a 5-percent probability of being exceeded. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

RESULTS

The capacity analysis results for the overall intersection are shown in Table 10 and the results by movement are shown in Table 11. The detailed capacity analysis results are provided in Appendix E.

With the existing phasing, signal timings, and 2021 traffic volumes, the overall LOS at the intersection for both the morning and evening peak hours is LOS B. All movements at the intersections operate at LOS C or better.

In the Short / Medium-Term Build scenario, the overall LOS at the intersection for both the morning and evening peak hours is LOS C. All movements at the intersections operate at LOS D or better. This alternative includes slight increases in delay compared to the existing conditions due to the protected-permitted northbound and eastbound left-turns. While these increase the delay, these countermeasures are recommended to increase safety for these movements.

The Long-Term Build scenario with a roundabout would convert the intersection to a single lane roundabout, with an additional southbound right-turn slip lane. In the PM peak, the northbound and southbound approaches would experience an increase in the 95th percentile queue length but delay and queues are expected to decrease throughout the rest of the day.

Table 10: Capacity Analysis Overall Intersection Results Table

Peak	Existing (2021) Condition		Short / Medium-Term Build		Long-Term Build (Roundabout)	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak	19.5	B	22.2	C	9.6	A
PM Peak	19.7	B	24.9	C	24.6	C

Table 11: Capacity Analysis Summary Table

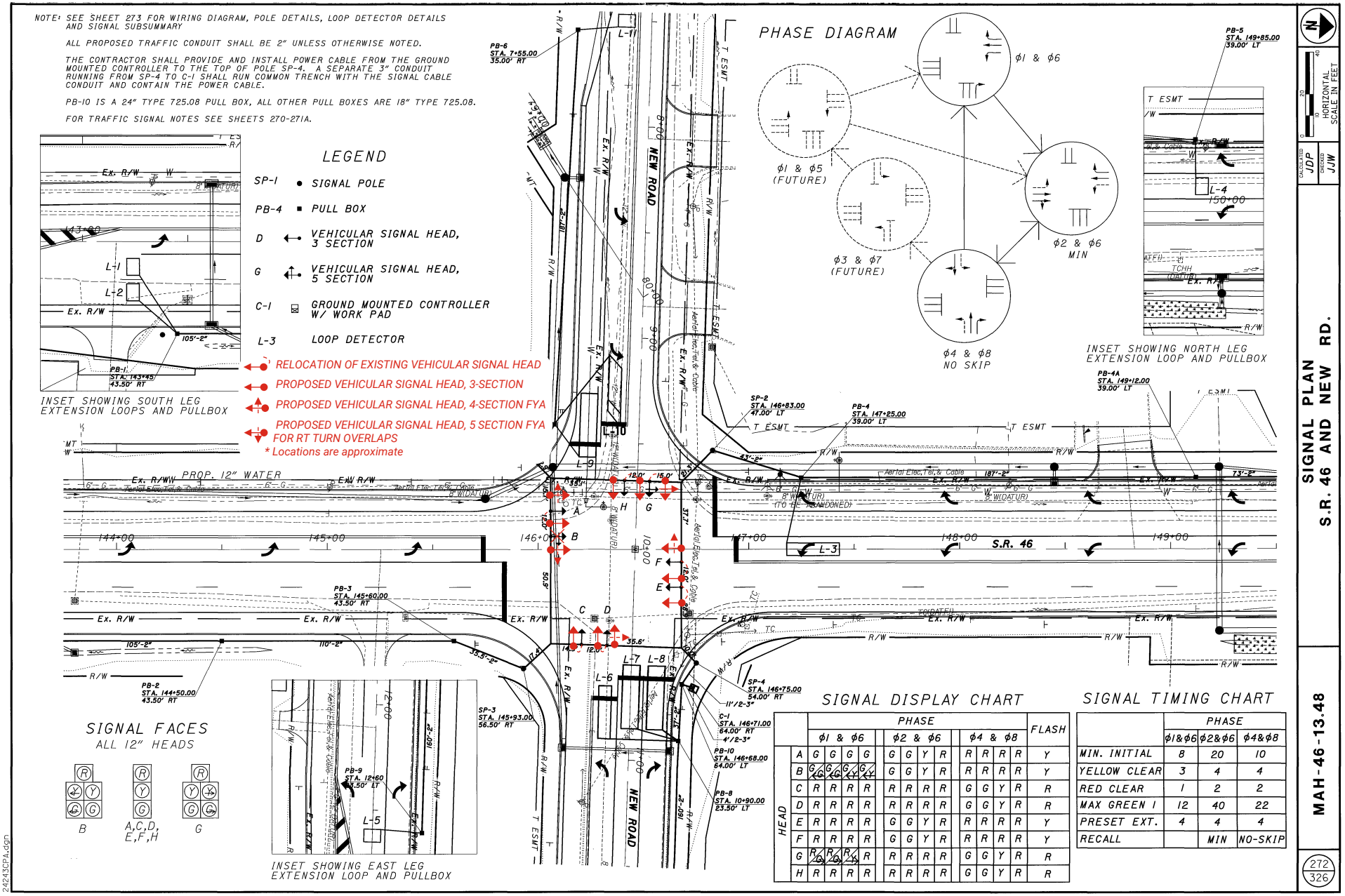
			Existing (2021) Condition				Short / Medium-Term Build				Long-Term Build (Roundabout)			
Peak	**Lane Group**	**Storage (ft)**	**V/C**	**Delay (s)**	**LOS**	**95th% Queue (ft)**	**V/C**	**Delay (s)**	**LOS**	**95th %ile Queue (ft)**	**V/C**	**Delay (s)**	**LOS**	**95th %ile Queue (ft)**
AM Peak	New Road EB Left	215	0.24	27.6	C	93	0.29	26.6	C	78	0.35	8.0	A	40
	New Road EB Thru/Right	-	0.38	27.2	C	165	0.41	24.4	C	138				
	New Road WB Left	215	0.13	31.3	C	38	0.14	39.0	D	33	0.44	11.6	B	58
	New Road WB Thru	-	0.10	24.4	C	43	0.23	32.2	C	45				
	New Road WB Right	350	0.27	18.4	B	130	0.38	5.6	A	63				
	SR 46 NB Left	315	0.08	17.9	B	25	0.07	11.0	B	15	0.60	11.8	B	105
	SR 46 NB Thru	-	0.37	20.6	C	190	0.49	25.6	C	198				
	SR 46 NB Thru/Right	300	0.37	20.6	C	190	0.49	25.6	C	198				
	SR 46 SB Left	400	0.19	11.6	B	48	0.19	18.6	B	60	0.33	6.2	A	38
	SR 46 SB Thru	-	0.26	10.8	B	128	0.45	23.4	C	190				
	SR 46 SB Right	-	0.04	9.2	A	13	0.05	14.0	B	15	0.03	3.1	A	3
	Overall	**-**	**-**	**19.5**	**B**	-	**-**	**22.2**	**C**	-	**-**	**9.6**	**A**	**-**
PM Peak	New Road EB Left	215	0.24	29.0	C	88	0.30	26.6	C	73	0.71	25.6	D	143
	New Road EB Thru/Right	-	0.49	28.7	C	223	0.54	26.1	C	193				
	New Road WB Left	215	0.25	35.4	D	68	0.27	43.5	D	58	0.65	18.6	C	118
	New Road WB Thru	-	0.17	25.1	C	78	0.42	33.9	C	83				
	New Road WB Right	350	0.33	19.0	B	163	0.42	21.0	C	153				
	SR 46 NB Left	315	0.36	24.9	C	103	0.40	15.2	B	53	0.87	29.5	D	270
	SR 46 NB Thru	-	0.38	20.8	C	198	0.55	28.5	C	215				
	SR 46 NB Thru/Right	300	0.38	20.8	C	195	0.55	28.6	C	213				
	SR 46 SB Left	400	0.46	13.5	B	123	0.42	13.5	B	108	0.87	25.9	C	290
	SR 46 SB Thru	-	0.58	14.4	B	318	0.79	27.9	C	400				
	SR 46 SB Right	-	0.13	9.8	A	53	0.14	10.9	B	50	0.11	4.3	A	10
	Overall	**-**	**-**	**19.7**	**B**	**-**	**-**	**24.9**	**C**	**-**	**-**	**24.6**	**C**	**-**

E23

POTENTIAL COUNTERMEASURES

Concepts of the potential countermeasures for the corridor are shown in Figures 10 – 11. Countermeasures which may impact crashes on the corridor include:

1. **Short-term countermeasures**
    a. Adjust clearance intervals to values calculated per ODOT TEM 403-2
    b. Consider coordinating (southbound) with signal at Notre Dame Ave/Willow Crest Dr (0.35 miles north)
    c. Install advance Signal Ahead sign (W3-3) on northbound approach
    d. Consider shifting speed limit change (40 mph to 45 mph) to approx. 500 feet south of intersection so that speed limit is 40 mph through the intersection
        i. Remove existing sign (approx. 200 feet south of intersection) and replace in southbound direction
        ii. Install new sign in northbound direction
    e. Restripe faded pavement markings – Costs include restriping markings on New Road from Church Driveway to Pimlico Pl (approx. 1,250 feet), and on SR 46 from start of northbound widening for turn lanes to TWLTL (approx. 1,100 feet)
2. **Medium-term countermeasures**
    a. Upgrade left-turn signals and phasing – See Figure 10 for signal head modifications – Strain poles were evaluated based on information in provided signal plan and ODOT's Span Wire Signal Support program (SWISS). Based on the SWISS calculation for polycarbonate signal heads with backplates, the recommended signal head configuration cannot be accommodated with existing strain poles. To implement the proposed upgrades, the signal structure would need complete replacement whether using span wire or mast arms to support the signal (see Appendix F). [Note: approval must be given by the Office of Traffic Operations prior to use of Flashing yellow arrow at signals on ODOT-maintained highways]
        i. Implement protected-permitted left-turn phasing on northbound and eastbound approaches (add Flashing yellow arrow four-section left-turn signal head per OMUTCD Figure 4D-12). Implement southbound right-turn overlap to operate concurrently with protected eastbound left-turn (add five-section right-turn signal head).
        ii. Maintain protected-permitted left-turn phasing on southbound approach (add Flashing yellow arrow four-section left-turn signal head per OMUTCD Figure 4D-12)
        iii. Shift existing signal heads per OMUTCD Figure 4D-12 to include a signal head per lane
    b. Install Wavetronix radar detection
    c. Consolidate driveways
        i. Convert Credit Union driveway closest to intersection to right-in only by reconstructing the driveway
        ii. Remove curb cut to vacant parcel on southeast corner of intersection
        iii. Consolidate driveways at each of three parcels on northbound approach to intersection to provide one access point per parcel
3. **Long-term countermeasures**
    a. Install roundabout (see Figure 11 and Appendix G)
        i. Roundabout concept was developed accommodating a WB-67 design vehicle for through movements on SR 46 and a School Bus for turning movements to/from New Road. Turning movements are shown in Appendix G. Roundabout Critical Design Parameters from L&D Section 403.7 is provided in Appendix G. Pedestrian facilities were not included in the concept based on Toole Design's understanding of existing land use plans, but this should be reevaluated prior to detailed design to determine if ODOT desires to accommodate pedestrians through the intersection in the future.



HEAD	PHASE ϕ1 & ϕ6				PHASE ϕ2 & ϕ6				PHASE ϕ4 & ϕ8				FLASH
A	G	G	G	G	G	G	Y	R	R	R	R	R	Y
B	G	G	G	G	G	G	Y	R	R	R	R	R	Y
C	R	R	R	R	R	R	R	R	G	G	Y	R	R
D	R	R	R	R	R	R	R	R	G	G	Y	R	R
E	R	R	R	R	G	G	Y	R	R	R	R	R	Y
F	R	R	R	R	G	G	Y	R	R	R	R	R	Y
G	R	R	R	R	R	R	R	R	G	G	Y	R	R
H	R	R	R	R	R	R	R	R	G	G	Y	R	R

	PHASE ϕ1&ϕ6	PHASE ϕ2&ϕ6	PHASE ϕ4&ϕ8
MIN. INITIAL	8	20	10
YELLOW CLEAR	3	4	4
RED CLEAR	1	2	2
MAX GREEN 1	12	40	22
PRESET EXT.	4	4	4
RECALL		MIN	NO-SKIP

Figure 10: Signal head alignment

RIGHT-IN ONLY

NEW ROAD

150'

3'

14'

14'

14'

14'

101'

100' ∅

14'

14'

17'

14'

14'

101'

14'

14'

4'

3'

151'

SR 46

HOUSE SHOWN ON SOUTHEAST CORNER NO LONGER EXISTS

TRUCK APRONS TO ACCOMMODATE WB-67 (TYP.)

EX. DRIVEWAY TO BE REMOVED

THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

EX. PROPERTY LINES ADJACENT TO ROADWAY (OBTAINED FROM MAHONING COUNTY GIS DEPARTMENT)

NOTE: PROPERTY LINES APPEAR TO MATCH R/W LINES SHOWN ON ODOT RIGHT OF WAY PLAN. SEE PLAN PROVIDED IN APPENDIX. ELECTRONIC R/W FILES WERE NOT AVAILABLE FOR THE PRODUCTION OF THIS CONCEPT.

HORIZONTAL SCALE IN FEET
0 20 40

SR 46 AT NEW ROAD
ROUNDABOUT CONCEPT DESIGN

DESIGN AGENCY
TOOLE DESIGN

DESIGNER	
MM	
REVIEWER	
KS	3/16/23
PROJECT ID	
114751	
SHEET	TOTAL
1	5

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/23/2023 TIME: 4:40:13 PM USER: mmassoud
H:\H0000\00CMH.00129.00_S_ODOT D4 Safety Studies PID 114751\PRODUCTION\CAD\PLANS\NewRoad_Sheet.dgn

####

E26

COUNTERMEASURE COSTS

The total probable cost for the proposed countermeasures for each scenario is listed below. An itemized opinion of probable cost is in Appendix H. Appendix H also includes costs adjusted for inflation assuming 2024 medium-term build year and 2027 long-term build year with 6% inflation per year[1].

- The total present-day cost of the Short-Term countermeasures is estimated to be **$29,000.**
- The total present-day cost of the Medium-Term countermeasures with span wire is estimated to be **$342,000.**
- The total present-day cost of the Medium-Term countermeasures with mast arms is estimated to be **$408,000.**
- The total present-day cost of the Long-Term countermeasure is estimated to be **$1,975,000.**

ECAT

The long-term and the medium-term countermeasures were analyzed using ECAT to determine an expected average crash frequency for the proposed conditions, compared to the existing conditions predicted and expected average crash frequencies. The ECAT analysis performed for the signal alternative upgraded with added left-turn phasing showed results indicating no reduction of crash frequency nor reduction of crash severity at this intersection as shown in Figure 12.

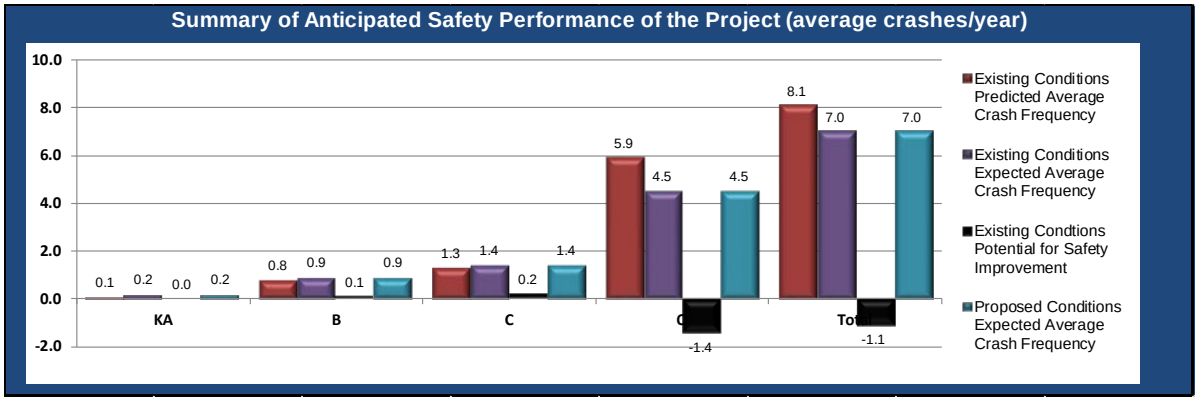


Figure 12: ECAT Existing versus Signal Upgrade Proposed Conditions Crash Frequency

The latest version of ECAT (November 2022) includes a modified site type for roundabouts. Therefore, in the proposed ECAT analysis, the site type was changed from signalized intersection to roundabout. Using the ECAT, and modifying the site type, ECAT developed an expected average crash frequency for the proposed conditions, shown in Figure 13. These results indicate an expected average crash frequency of 2.1 total crashes per year at the intersection for the long-term proposed roundabout conditions, compared to 7.0 total expected crashes per year for the existing conditions. The detailed output from the ECAT can be seen in Appendix I.

[1] https://www.usinflationcalculator.com/inflation/current-inflation-rates/

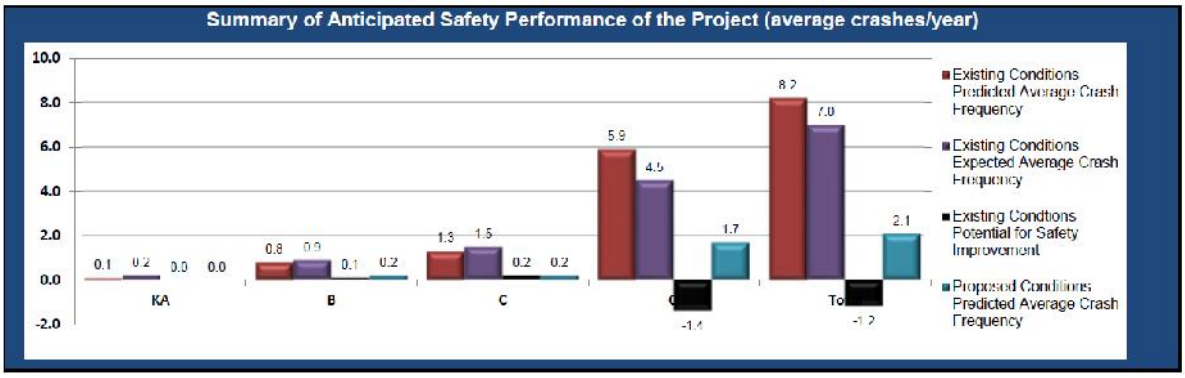


Figure 13: ECAT Existing versus Roundabout Proposed Conditions Crash Frequency

The cost estimate for the long-term countermeasure was input in the ECAT. The present-day cost for the long-term countermeasure was estimated to be $1,975,000 as noted above. The proposed long-term countermeasure is expected to reduce the total number of crashes by 6.1 crashes per year. Over the course of twenty years, the net present value of the safety benefits is expected to be $2,631,000 for a benefit cost ratio of **1.33.**

CONCLUSIONS

Based on the results of the safety analyses performed shown in Appendix I, the Short-term and Medium-term signal improvement countermeasures will have little to no substantive impact on crash and injury reduction at this intersection. The roundabout analysis shows an expected reduction of over 6 crashes per year and a reduction of almost 2 crashes per year resulting in injury. This reduction results in a 1.33 Benefit/Cost Ratio given the present-day cost of installing the roundabout at this intersection. Therefore, conversion of the traffic control from a signal to a roundabout is recommended at this intersection.

To better define the cost and impact of constructing a roundabout at this intersection, it is recommended to perform a Roundabout Geometry Report. The report should verify the size, placement, and alignment of the roundabout, and define the approach geometry and tie-in points to accommodate the selected design vehicles.

APPENDIX A

Signal Plan and Timing

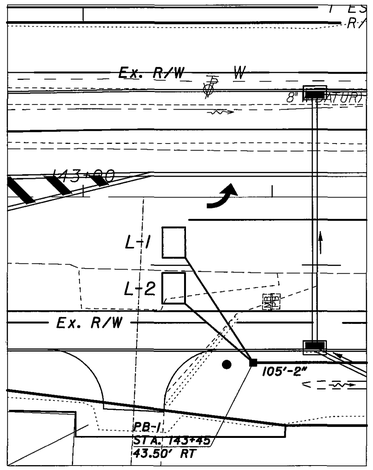
NOTE: SEE SHEET 273 FOR WIRING DIAGRAM, POLE DETAILS, LOOP DETECTOR DETAILS AND SIGNAL SUBSUMMARY

ALL PROPOSED TRAFFIC CONDUIT SHALL BE 2" UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL PROVIDE AND INSTALL POWER CABLE FROM THE GROUND MOUNTED CONTROLLER TO THE TOP OF POLE SP-4. A SEPARATE 3" CONDUIT RUNNING FROM SP-4 TO C-1 SHALL RUN COMMON TRENCH WITH THE SIGNAL CABLE CONDUIT AND CONTAIN THE POWER CABLE.

PB-10 IS A 24" TYPE 725.08 PULL BOX, ALL OTHER PULL BOXES ARE 18" TYPE 725.08.

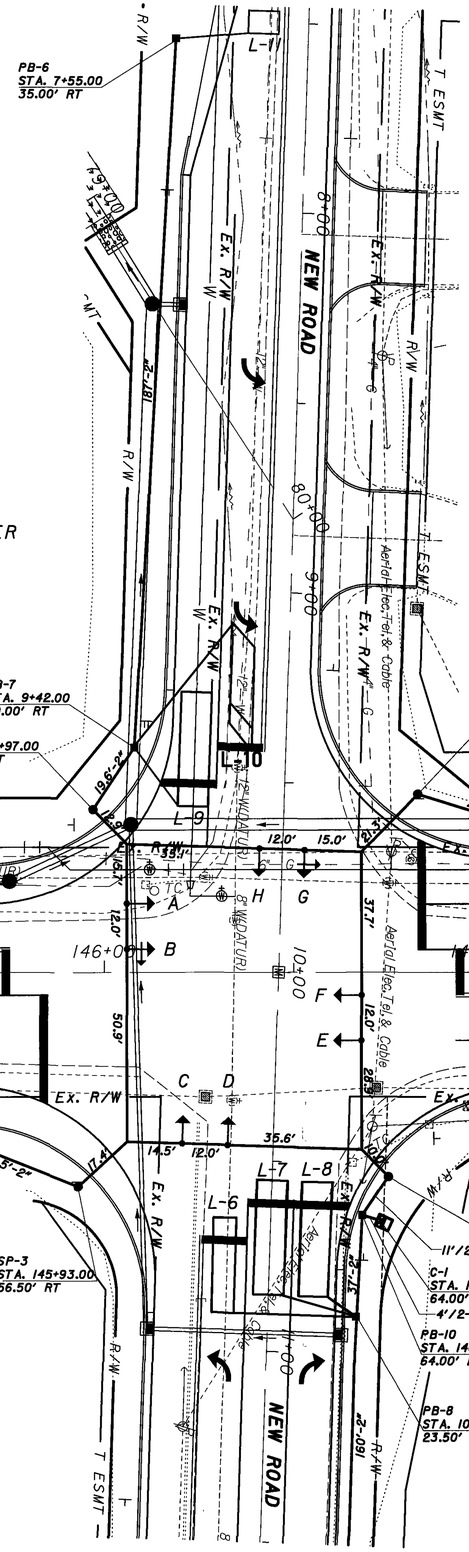
FOR TRAFFIC SIGNAL NOTES SEE SHEETS 270-271A.



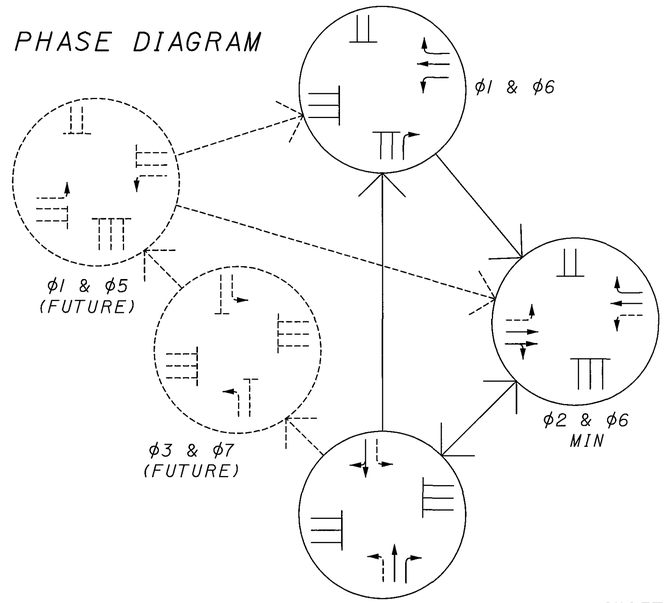
INSET SHOWING SOUTH LEG EXTENSION LOOPS AND PULLBOX

LEGEND

SP-1	●	SIGNAL POLE
PB-4	■	PULL BOX
D	←●	VEHICULAR SIGNAL HEAD, 3 SECTION
G	↑←●	VEHICULAR SIGNAL HEAD, 5 SECTION
C-1	⊠	GROUND MOUNTED CONTROLLER W/ WORK PAD
L-3		LOOP DETECTOR



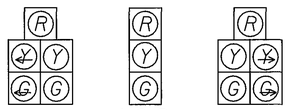
PHASE DIAGRAM



INSET SHOWING NORTH LEG EXTENSION LOOP AND PULLBOX

INSET SHOWING EAST LEG EXTENSION LOOP AND PULLBOX

SIGNAL FACES
ALL 12" HEADS



SIGNAL DISPLAY CHART

HEAD		PHASE ϕ1 & ϕ6				PHASE ϕ2 & ϕ6				PHASE ϕ4 & ϕ8				FLASH
	A	G	G	G	G	G	G	Y	R	R	R	R	R	Y
	B	G/←G	G/←G	G/←Y	G/←Y	G	G	Y	R	R	R	R	R	Y
	C	R	R	R	R	R	R	R	R	G	G	Y	R	R
	D	R	R	R	R	R	R	R	R	G	G	Y	R	R
	E	R	R	R	R	G	G	Y	R	R	R	R	R	Y
	F	R	R	R	R	G	G	Y	R	R	R	R	R	Y
	G	R/←G	R/←G	R/←Y	R/←Y	R	R	R	R	G	G	Y	R	R
	H	R	R	R	R	R	R	R	R	G	G	Y	R	R

SIGNAL TIMING CHART

	PHASE ϕ1&ϕ6	PHASE ϕ2&ϕ6	PHASE ϕ4&ϕ8
MIN. INITIAL	8	20	10
YELLOW CLEAR	3	4	4
RED CLEAR	1	2	2
MAX GREEN 1	12	40	22
PRESET EXT.	4	4	4
RECALL		MIN	NO-SKIP

N

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JDP
CHECKED JJW

SIGNAL PLAN
S.R. 46 AND NEW RD.

MAH-46-13.48

272
326

24243CPA.dgn

E30

INTERSECTION: **SR-46 & NEW** COUNTY: MAHONING

LOG: 13.61 FLASH: ALL RED

FILE #. 385

HOUSING TYPE: APX s/n: 63066-1

CONTROL: 8 PHASE

MONITOR: 12 CHANNEL

POWER CO. OHIO EDISON

METER #. 950 952 498 Service Address: 1699-1/2 S.Canfield Niles Rd, Y'town 44515
ACCT #: 11-00-56-7221-24

AMPLIFIERS:
DELAY: 9 PH-4 EBRL = 10 sec, PH-4 EB THRU (aka LT) = 5 sec,
PH-8 WBLT = 5 sec. PH-8 WB THRU = 5 sec,
PH-8 WBRL = 15 sec.
(2 spare harnesses)

	SB Lt	46 NB		EB		46 SB		WB
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
WALK								
PED CLR								
MIN	10	20		10		20		10
MIN GAP								
PASS	4	4.3		4		4.3		4
YEL	3	4		4		4		4
RED	1	2		2		2		2
S\A								
TBR								
TTR								
MAX	12	40		22		40		30
MAX 2								
RECALL		MIN.				MIN.		
MEMORY		LOCK				LOCK		
CNA								

SIGNAL HEADS:
SINGLE: 6
2 WAY:
5 WAY: 2 Tether & ALL Backplate

COMMENTS: DATE 7-20-16
OLA = 1
HAS BATTERY BACKUP
HAS MANUAL POLICE BUTTON

APPENDIX B

Turning Movement Counts

Ohio Department of Transportation
Volume by Approach
7/21/2021 Through 7/23/2021

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Summary **Owner ID** Bridget.Richard

County Mahoning **Community** AUSTINTOWN **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR46 Northbound						C162 NEW ROAD Eastbound						SR46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	2	78	4	0	0	84	22	7	13	0	0	42	16	35	0	0	0	51	3	14	24	0	0	41	218
7:15AM	11	88	9	0	0	108	18	12	18	0	0	48	12	44	7	0	0	63	8	8	37	0	0	53	272
7:30AM	7	138	6	0	0	151	29	25	34	0	0	88	24	63	8	0	0	95	8	9	46	0	0	63	397
7:45AM	9	150	9	0	0	168	21	26	28	0	0	75	24	60	5	0	0	89	10	16	50	0	0	76	408
Hour Total	29	454	28	0	0	511	90	70	93	0	0	253	76	202	20	0	0	298	29	47	157	0	0	233	1,295
8:00AM	10	87	5	0	0	102	28	11	20	0	0	59	28	46	13	0	0	87	8	11	43	0	0	62	310
8:15AM	11	102	2	0	0	115	21	14	21	0	0	56	19	82	4	0	0	105	13	14	39	0	0	66	342
8:30AM	10	97	11	0	0	118	14	15	23	0	0	52	24	52	5	0	0	81	6	13	43	0	0	62	313
8:45AM	10	96	12	0	0	118	16	18	20	0	0	54	32	70	6	0	0	108	7	11	54	0	0	72	352
Hour Total	41	382	30	0	0	453	79	58	84	0	0	221	103	250	28	0	0	381	34	49	179	0	0	262	1,317
9:00AM	9	84	4	0	0	97	14	14	18	0	0	46	27	68	10	0	0	105	8	16	39	0	0	63	311
9:15AM	12	105	8	0	0	125	15	10	19	0	0	44	30	69	11	0	0	110	6	12	44	0	0	62	341
9:30AM	14	96	9	0	0	119	18	13	26	0	0	57	24	74	6	0	0	104	9	15	41	0	0	65	345
9:45AM	15	95	10	0	0	120	16	27	25	0	0	68	25	79	10	0	0	114	14	13	39	0	0	66	368
Hour Total	50	380	31	0	0	461	63	64	88	0	0	215	106	290	37	0	0	433	37	56	163	0	0	256	1,365
10:00AM	9	96	6	0	0	111	19	16	18	0	0	53	29	72	6	0	0	107	9	17	43	0	0	69	340
10:15AM	12	89	17	0	0	118	17	13	16	0	0	46	28	77	9	0	0	114	14	18	46	0	0	78	356
10:30AM	10	94	9	0	0	113	14	14	28	0	0	56	46	77	8	0	0	131	11	16	44	0	0	71	371
10:45AM	18	100	6	0	0	124	25	17	21	0	0	63	36	89	14	0	0	139	12	16	38	0	0	66	392
Hour Total	49	379	38	0	0	466	75	60	83	0	0	218	139	315	37	0	0	491	46	67	171	0	0	284	1,459
11:00AM	10	118	10	0	0	138	23	14	24	0	0	61	41	78	16	0	0	135	8	19	31	0	0	58	392
11:15AM	16	79	10	0	0	105	13	19	19	0	0	51	45	84	10	0	0	139	7	20	52	0	0	79	374
11:30AM	19	103	12	0	0	134	11	21	17	0	0	49	48	87	14	0	0	149	14	17	49	0	0	80	412
11:45AM	20	114	19	0	0	153	23	31	25	0	0	79	43	97	27	0	0	167	13	22	55	0	0	90	489
Hour Total	65	414	51	0	0	530	70	85	85	0	0	240	177	346	67	0	0	590	42	78	187	0	0	307	1,667
12:00PM	19	115	14	0	0	148	11	22	34	0	0	67	46	98	17	0	0	161	8	12	42	0	0	62	438
12:15PM	19	108	15	0	0	142	19	14	24	0	0	57	50	114	23	0	0	187	4	10	46	0	0	60	446
12:30PM	26	119	18	0	0	163	21	19	26	0	0	66	50	101	20	0	0	171	13	21	48	0	0	82	482
12:45PM	21	104	14	0	0	139	24	16	26	0	0	66	49	97	25	0	0	171	9	26	48	0	0	83	459
Hour Total	85	446	61	0	0	592	75	71	110	0	0	256	195	410	85	0	0	690	34	69	184	0	0	287	1,825
1:00PM	24	124	14	0	0	162	16	14	17	0	0	47	54	106	13	0	0	173	6	23	46	0	0	75	457
1:15PM	24	109	10	0	0	143	19	16	33	0	0	68	51	98	20	0	0	169	9	20	41	0	0	70	450
1:30PM	18	100	11	0	0	129	12	16	28	0	0	56	45	105	21	0	0	171	5	12	55	0	0	72	428
1:45PM	22	116	14	0	0	152	20	23	16	0	0	59	54	103	18	0	0	175	12	21	58	0	0	91	477
Hour Total	88	449	49	0	0	586	67	69	94	0	0	230	204	412	72	0	0	688	32	76	200	0	0	308	1,812
2:00PM	24	126	9	0	0	159	24	15	27	0	0	66	47	117	17	0	0	181	2	19	39	0	0	60	466

2:15PM	25	114	17	0	0	156	13	18	20	0	0	51	52	111	21	0	0	184	8	17	52	0	0	77	468
2:30PM	21	109	6	0	0	136	16	18	36	0	0	70	49	107	13	0	0	169	14	21	41	0	0	76	451
2:45PM	27	123	9	0	0	159	15	29	27	0	0	71	57	117	14	0	0	188	13	14	62	0	0	89	507
Hour Total	97	472	41	0	0	610	68	80	110	0	0	258	205	452	65	0	0	722	37	71	194	0	0	302	1,892
3:00PM	26	138	13	0	0	177	22	16	15	0	0	53	55	131	19	0	0	205	11	23	46	0	0	80	515
3:15PM	26	94	17	0	0	137	21	26	21	0	0	68	56	127	34	0	0	217	10	16	38	0	0	64	486
3:30PM	28	112	15	0	0	155	18	34	16	0	0	68	48	135	20	0	0	203	12	14	51	0	0	77	503
3:45PM	29	114	16	0	0	159	14	29	19	0	0	62	50	161	20	0	0	231	18	23	62	0	0	103	555
Hour Total	109	458	61	0	0	628	75	105	71	0	0	251	209	554	93	0	0	856	51	76	197	0	0	324	2,059
4:00PM	23	110	17	0	0	150	16	24	25	0	0	65	68	136	21	0	0	225	15	29	46	0	0	90	530
4:15PM	25	115	20	0	0	160	14	26	32	0	0	72	74	158	19	0	0	251	9	25	47	0	0	81	564
4:30PM	24	117	14	0	0	155	14	28	37	0	0	79	77	138	29	0	0	244	25	41	48	0	0	114	592
4:45PM	39	132	15	0	0	186	19	42	27	0	0	88	61	167	27	0	0	255	19	26	52	0	0	97	626
Hour Total	111	474	66	0	0	651	63	120	121	0	0	304	280	599	96	0	0	975	68	121	193	0	0	382	2,312
5:00PM	29	127	16	0	0	172	23	32	32	0	0	87	60	161	33	0	0	254	13	24	45	0	0	82	595
5:15PM	28	110	19	0	0	157	30	32	29	0	0	91	66	133	32	0	0	231	18	18	58	0	0	94	573
5:30PM	32	124	15	0	0	171	27	36	29	0	0	92	55	140	27	0	0	222	18	29	79	0	0	126	611
5:45PM	24	96	14	0	0	134	26	27	22	0	0	75	56	119	30	0	0	205	20	26	74	0	0	120	534
Hour Total	113	457	64	0	0	634	106	127	112	0	0	345	237	553	122	0	0	912	69	97	256	0	0	422	2,313
6:00PM	20	102	16	0	0	138	19	16	31	0	0	66	58	126	20	0	0	204	19	19	55	0	0	93	501
6:15PM	23	105	13	0	0	141	19	20	29	0	0	68	57	103	34	0	0	194	16	25	44	0	0	85	488
6:30PM	25	108	16	0	0	149	11	16	16	0	0	43	59	96	29	0	0	184	13	15	38	0	0	66	442
6:45PM	16	79	18	0	1	113	13	20	20	0	0	53	52	106	15	0	0	173	8	14	48	0	0	70	409
Hour Total	84	394	63	0	1	541	62	72	96	0	0	230	226	431	98	0	0	755	56	73	185	0	0	314	1,840
App Total	921	5,159	583	0	-	6,663	893	981	1,147	0	-	3,021	2,157	4,814	820	0	-	7,791	535	880	2,266	0	-	3,681	21,156
App %	13.8	77.4	8.7	0.0	-	-	29.6	32.5	38.0	0.0	-	-	27.7	61.8	10.5	0.0	-	-	14.5	23.9	61.6	0.0	-	-	-
Total %	4.4	24.4	2.8	0.0	-	31.5	4.2	4.6	5.4	0.0	-	14.3	10.2	22.8	3.9	0.0	-	36.8	2.5	4.2	10.7	0.0	-	17.4	-
Passenger Vehicle	915	5,086	573	0	0	6,574	881	968	1134	0	0	2,983	2,136	4,736	805	0	0	7,677	527	869	2247	0	0	3,643	20,877
Passenger Vehicle %	99.3	98.6	98.3	0.0	0.0	98.7	98.7	98.7	98.9	0.0	0.0	98.7	99.0	98.4	98.2	0.0	0.0	98.5	98.5	98.8	99.2	0.0	0.0	99.0	98.7
Heavy	2	21	1	0	0	24	1	0	1	0	0	2	1	21	0	0	0	22	0	1	2	0	0	3	51
Heavy %	0.2	0.4	0.2	0.0	0.0	0.4	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.1	0.1	0.0	0.0	0.1	0.2
Medium	4	52	9	0	0	65	11	13	12	0	0	36	20	57	15	0	0	92	8	10	17	0	0	35	228
Medium %	0.4	1.0	1.5	0.0	0.0	1.0	1.2	1.3	1.0	0.0	0.0	1.2	0.9	1.2	1.8	0.0	0.0	1.2	1.5	1.1	0.8	0.0	0.0	1.0	1.1
Pedestrian	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Ohio Department of Transportation
Volume by Approach
7/21/2021 Through 7/23/2021

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Passenger Vehicle **Owner ID** Bridget.Richard

County Mahoning **Community** AUSTINTOWN **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR46 Northbound						C162 NEW ROAD Eastbound						SR46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	2	76	4	0	0	82	22	7	13	0	0	42	16	33	0	0	0	49	3	14	24	0	0	41	214
7:15AM	11	88	9	0	0	108	17	12	18	0	0	47	12	43	6	0	0	61	8	8	37	0	0	53	269
7:30AM	7	138	6	0	0	151	29	25	34	0	0	88	24	59	7	0	0	90	8	9	46	0	0	63	392
7:45AM	9	148	9	0	0	166	21	26	28	0	0	75	24	59	5	0	0	88	10	16	50	0	0	76	405
Hour Total	29	450	28	0	0	507	89	70	93	0	0	252	76	194	18	0	0	288	29	47	157	0	0	233	1,280
8:00AM	9	86	5	0	0	100	28	11	20	0	0	59	27	44	13	0	0	84	8	11	43	0	0	62	305
8:15AM	11	101	2	0	0	114	21	13	20	0	0	54	19	78	4	0	0	101	13	14	38	0	0	65	334
8:30AM	10	96	11	0	0	117	14	15	23	0	0	52	21	49	5	0	0	75	6	12	43	0	0	61	305
8:45AM	10	95	12	0	0	117	16	18	20	0	0	54	32	68	6	0	0	106	7	11	54	0	0	72	349
Hour Total	40	378	30	0	0	448	79	57	83	0	0	219	99	239	28	0	0	366	34	48	178	0	0	260	1,293
9:00AM	9	82	4	0	0	95	14	13	18	0	0	45	27	65	10	0	0	102	8	16	39	0	0	63	305
9:15AM	12	99	7	0	0	118	14	10	19	0	0	43	30	65	11	0	0	106	5	12	44	0	0	61	328
9:30AM	14	93	9	0	0	116	18	13	25	0	0	56	24	72	6	0	0	102	9	14	40	0	0	63	337
9:45AM	15	92	9	0	0	116	15	26	24	0	0	65	25	79	10	0	0	114	14	13	39	0	0	66	361
Hour Total	50	366	29	0	0	445	61	62	86	0	0	209	106	281	37	0	0	424	36	55	162	0	0	253	1,331
10:00AM	9	94	6	0	0	109	18	14	18	0	0	50	28	71	5	0	0	104	9	15	43	0	0	67	330
10:15AM	12	86	16	0	0	114	17	13	16	0	0	46	27	77	8	0	0	112	13	17	46	0	0	76	348
10:30AM	10	93	9	0	0	112	14	13	28	0	0	55	46	75	8	0	0	129	10	16	43	0	0	69	365
10:45AM	18	97	6	0	0	121	25	17	20	0	0	62	34	88	14	0	0	136	10	16	36	0	0	62	381
Hour Total	49	370	37	0	0	456	74	57	82	0	0	213	135	311	35	0	0	481	42	64	168	0	0	274	1,424
11:00AM	9	117	9	0	0	135	23	14	24	0	0	61	40	73	16	0	0	129	8	19	31	0	0	58	383
11:15AM	16	77	10	0	0	103	13	19	18	0	0	50	45	84	9	0	0	138	6	20	49	0	0	75	366
11:30AM	19	101	11	0	0	131	11	21	15	0	0	47	48	85	14	0	0	147	14	17	49	0	0	80	405
11:45AM	20	111	19	0	0	150	23	31	25	0	0	79	42	94	26	0	0	162	13	22	54	0	0	89	480
Hour Total	64	406	49	0	0	519	70	85	82	0	0	237	175	336	65	0	0	576	41	78	183	0	0	302	1,634
12:00PM	19	115	14	0	0	148	11	22	34	0	0	67	46	97	17	0	0	160	8	12	42	0	0	62	437
12:15PM	19	106	14	0	0	139	18	14	23	0	0	55	49	113	22	0	0	184	4	10	46	0	0	60	438
12:30PM	26	117	18	0	0	161	20	19	26	0	0	65	49	99	19	0	0	167	13	21	48	0	0	82	475
12:45PM	21	103	14	0	0	138	24	15	26	0	0	65	48	93	25	0	0	166	9	23	47	0	0	79	448
Hour Total	85	441	60	0	0	586	73	70	109	0	0	252	192	402	83	0	0	677	34	66	183	0	0	283	1,798
1:00PM	23	122	14	0	0	159	16	14	17	0	0	47	54	103	13	0	0	170	6	23	45	0	0	74	450
1:15PM	23	108	10	0	0	141	19	16	33	0	0	68	51	97	19	0	0	167	9	20	41	0	0	70	446

1:30PM	18	98	11	0	0	127	12	16	27	0	0	55	43	103	21	0	0	167	5	12	55	0	0	72	421
1:45PM	22	114	13	0	0	149	20	21	16	0	0	57	54	100	17	0	0	171	12	21	58	0	0	91	468
Hour Total	86	442	48	0	0	576	67	67	93	0	0	227	202	403	70	0	0	675	32	76	199	0	0	307	1,785
2:00PM	24	124	9	0	0	157	23	14	27	0	0	64	45	116	17	0	0	178	2	19	39	0	0	60	459
2:15PM	25	113	17	0	0	155	12	18	20	0	0	50	52	110	20	0	0	182	8	17	51	0	0	76	463
2:30PM	21	108	6	0	0	135	16	18	36	0	0	70	48	104	12	0	0	164	14	21	40	0	0	75	444
2:45PM	27	122	9	0	0	158	15	28	25	0	0	68	57	117	14	0	0	188	13	14	62	0	0	89	503
Hour Total	97	467	41	0	0	605	66	78	108	0	0	252	202	447	63	0	0	712	37	71	192	0	0	300	1,869
3:00PM	26	137	12	0	0	175	22	16	14	0	0	52	55	129	19	0	0	203	11	23	45	0	0	79	509
3:15PM	26	90	15	0	0	131	21	26	20	0	0	67	55	126	33	0	0	214	10	16	38	0	0	64	476
3:30PM	28	111	15	0	0	154	17	34	16	0	0	67	48	133	20	0	0	201	12	13	50	0	0	75	497
3:45PM	29	113	16	0	0	158	14	29	19	0	0	62	50	159	19	0	0	228	18	23	62	0	0	103	551
Hour Total	109	451	58	0	0	618	74	105	69	0	0	248	208	547	91	0	0	846	51	75	195	0	0	321	2,033
4:00PM	23	110	17	0	0	150	14	23	25	0	0	62	68	135	21	0	0	224	14	29	46	0	0	89	525
4:15PM	25	112	20	0	0	157	14	26	32	0	0	72	73	158	19	0	0	250	9	25	46	0	0	80	559
4:30PM	24	115	14	0	0	153	14	28	37	0	0	79	77	137	29	0	0	243	25	41	47	0	0	113	588
4:45PM	38	132	15	0	0	185	19	42	27	0	0	88	61	167	27	0	0	255	19	26	52	0	0	97	625
Hour Total	110	469	66	0	0	645	61	119	121	0	0	301	279	597	96	0	0	972	67	121	191	0	0	379	2,297
5:00PM	29	124	16	0	0	169	23	32	32	0	0	87	60	160	33	0	0	253	13	24	45	0	0	82	591
5:15PM	28	110	19	0	0	157	30	32	29	0	0	91	66	133	32	0	0	231	18	18	57	0	0	93	572
5:30PM	32	123	15	0	0	170	27	36	29	0	0	92	55	139	27	0	0	221	18	29	79	0	0	126	609
5:45PM	24	95	14	0	0	133	26	27	22	0	0	75	56	118	29	0	0	203	20	26	74	0	0	120	531
Hour Total	113	452	64	0	0	629	106	127	112	0	0	345	237	550	121	0	0	908	69	97	255	0	0	421	2,303
6:00PM	20	102	16	0	0	138	19	16	31	0	0	66	58	126	20	0	0	204	19	19	54	0	0	92	500
6:15PM	22	105	13	0	0	140	18	20	29	0	0	67	57	103	34	0	0	194	16	24	44	0	0	84	485
6:30PM	25	108	16	0	0	149	11	16	16	0	0	43	58	94	29	0	0	181	12	15	38	0	0	65	438
6:45PM	16	79	18	0	0	113	13	19	20	0	0	52	52	106	15	0	0	173	8	13	48	0	0	69	407
Hour Total	83	394	63	0	0	540	61	71	96	0	0	228	225	429	98	0	0	752	55	71	184	0	0	310	1,830
App Total	915	5,086	573	0	-	6,574	881	968	1,134	0	-	2,983	2,136	4,736	805	0	-	7,677	527	869	2,247	0	-	3,643	20,877
App %	13.9	77.4	8.7	0.0	-	-	29.5	32.5	38.0	0.0	-	-	27.8	61.7	10.5	0.0	-	-	14.5	23.9	61.7	0.0	-	-	-
Total %	4.4	24.4	2.7	0.0	-	31.5	4.2	4.6	5.4	0.0	-	14.3	10.2	22.7	3.9	0.0	-	36.8	2.5	4.2	10.8	0.0	-	17.4	-

Ohio Department of Transportation
Volume by Approach
7/21/2021 Through 7/23/2021

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Medium **Owner ID** Bridget.Richard

County Mahoning **Community** AUSTINTOWN **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR46 Northbound						C162 NEW ROAD Eastbound						SR46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
7:15AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	4
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	3	1	0	0	0	0	1	0	5	2	0	0	7	0	0	0	0	0	0	11
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	2
8:15AM	0	1	0	0	0	1	0	1	1	0	0	2	0	3	0	0	0	3	0	0	1	0	0	1	7
8:30AM	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0	0	0	6	0	1	0	0	0	1	8
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	2	0	1	1	0	0	2	4	8	0	0	0	12	0	1	1	0	0	2	18
9:00AM	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	4
9:15AM	0	6	1	0	0	7	1	0	0	0	0	1	0	3	0	0	0	3	1	0	0	0	0	1	12
9:30AM	0	2	0	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	1	1	0	0	2	6
9:45AM	0	1	1	0	0	2	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	2	0	0	12	2	2	2	0	0	6	0	6	0	0	0	6	1	1	1	0	0	3	27
10:00AM	0	1	0	0	0	1	1	2	0	0	0	3	1	1	1	0	0	3	0	2	0	0	0	2	9
10:15AM	0	2	1	0	0	3	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	0	0	1	6
10:30AM	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	1	0	1	0	0	2	5
10:45AM	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	3	2	0	2	0	0	4	8
Hour Total	0	4	1	0	0	5	1	3	1	0	0	5	4	3	2	0	0	9	4	2	3	0	0	9	28
11:00AM	0	1	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	0	7
11:15AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	0	3	0	0	4	7
11:30AM	0	2	1	0	0	3	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	6
11:45AM	0	2	0	0	0	2	0	0	0	0	0	0	1	3	1	0	0	5	0	0	1	0	0	1	8
Hour Total	0	6	2	0	0	8	0	0	3	0	0	3	2	8	2	0	0	12	1	0	4	0	0	5	28
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:15PM	0	1	1	0	0	2	1	0	1	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	6
12:30PM	0	2	0	0	0	2	1	0	0	0	0	1	1	1	1	0	0	3	0	0	0	0	0	0	6
12:45PM	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	4	0	3	1	0	0	4	9
Hour Total	0	3	1	0	0	4	2	1	1	0	0	4	3	5	2	0	0	10	0	3	1	0	0	4	22
1:00PM	1	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	5
1:15PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3

1:30PM	0	2	0	0	0	2	0	0	1	0	0	1	1	2	0	0	0	3	0	0	0	0	0	0	6
1:45PM	0	2	0	0	0	2	0	2	0	0	0	2	0	3	1	0	0	4	0	0	0	0	0	0	8
Hour Total	2	5	0	0	0	7	0	2	1	0	0	3	1	8	2	0	0	11	0	0	1	0	0	1	22
2:00PM	0	2	0	0	0	2	1	1	0	0	0	2	2	1	0	0	0	3	0	0	0	0	0	0	7
2:15PM	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	1	4
2:30PM	0	1	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	3	0	0	1	0	0	1	5
2:45PM	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	0	4	2	2	1	0	0	5	3	3	2	0	0	8	0	0	2	0	0	2	19
3:00PM	0	1	1	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	5
3:15PM	0	4	2	0	0	6	0	0	1	0	0	1	1	1	1	0	0	3	0	0	0	0	0	0	10
3:30PM	0	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	4
3:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	4
Hour Total	0	7	3	0	0	10	1	0	2	0	0	3	1	5	2	0	0	8	0	1	1	0	0	2	23
4:00PM	0	0	0	0	0	0	1	1	0	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	4
4:15PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	3
4:30PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
4:45PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	3	0	0	0	4	1	1	0	0	0	2	1	2	0	0	0	3	1	0	1	0	0	2	11
5:00PM	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	5	0	0	0	0	0	0	0	3	1	0	0	4	0	0	1	0	0	1	10
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15PM	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	0	1	3
6:45PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
Hour Total	1	0	0	0	0	1	1	1	0	0	0	2	1	1	0	0	0	2	1	2	1	0	0	4	9
App Total	4	52	9	0	-	65	11	13	12	0	-	36	20	57	15	0	-	92	8	10	17	0	-	35	228
App %	6.2	80.0	13.8	0.0	-	-	30.6	36.1	33.3	0.0	-	-	21.7	62.0	16.3	0.0	-	-	22.9	28.6	48.6	0.0	-	-	-
Total %	1.8	22.8	3.9	0.0	-	28.5	4.8	5.7	5.3	0.0	-	15.8	8.8	25.0	6.6	0.0	-	40.4	3.5	4.4	7.5	0.0	-	15.4	-

Ohio Department of Transportation
Volume by Approach
7/21/2021 Through 7/23/2021

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard

County Mahoning **Community** AUSTINTOWN **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR46 Northbound						C162 NEW ROAD Eastbound						SR46 Southbound						C162 NEW ROAD Westbound						
Start Time	Left	Thru	Right	U-Turn	Ped	NB Total	Left	Thru	Right	U-Turn	Ped	EB Total	Left	Thru	Right	U-Turn	Ped	SB Total	Left	Thru	Right	U-Turn	Ped	WB Total	Total
7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
8:00AM	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	1	2	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
9:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
9:30AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:45AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	7
10:00AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
10:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
10:45AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	7
11:00AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:15AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
11:45AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
1:00PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
1:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
1:45PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	5
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
2:45PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	4
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
3:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	3
4:00PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	4
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
6:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
App Total	2	21	1	0	-	24	1	0	1	0	-	2	1	21	0	0	-	22	0	1	2	0	-	3	51
App %	8.3	87.5	4.2	0.0	-	-	50.0	0.0	50.0	0.0	-	-	4.5	95.5	0.0	0.0	-	-	0.0	33.3	66.7	0.0	-	-	-
Total %	3.9	41.2	2.0	0.0	-	47.1	2.0	0.0	2.0	0.0	-	3.9	2.0	41.2	0.0	0.0	-	43.1	0.0	2.0	3.9	0.0	-	5.9	-

Ohio Department of Transportation
Volume by Approach
7/21/2021 Through 7/23/2021

TMC Date 7/22/2021 **Time Interval** 15 Min. **Intersection ID** 37450 **Classification** Heavy **Owner ID** Bridget.Richard

County Mahoning **Community** AUSTINTOWN **Roads** C162 NEW ROAD, SR46 **LRS ID** 46 **LRS Milepoint** 13.61

	SR46 Northbound						C162 NEW ROAD Eastbound						SR46 Southbound						C162 NEW ROAD Westbound						
Start Time	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**NB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**EB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**SB Total**	**Left**	**Thru**	**Right**	**U-Turn**	**Ped**	**WB Total**	**Total**
7:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total %	0	0	0	0	100.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0	0	-

APPENDIX C

Crash Summaries

13.61 MAH SR 46 at New (CR162) CAMTool 2016-June 2022

Crash Summary Sheet

Fatalities	1
Serious Injuries	2
Other Injuries	30

Crashes Per Year	6.43
Fatal and All Injury Crashes	19
Percent Injury	42.2%
Equivalent PDO Index Value	5.59

Crash Severity	Crashes	%
(1) Fatal	1	2.22%
(2) Serious Injury Suspected	2	4.44%
(3) Minor Injury Suspected	9	20.00%
(4) Injury Possible	7	15.56%
(5) PDO/No Injury	26	57.78%
Grand Total	45	100.00%

Year	Crashes	%
2016	8	17.78%
2017	9	20.00%
2018	5	11.11%
2019	4	8.89%
2020	8	17.78%
2021	9	20.00%
2022	2	4.44%
Grand Total	45	100.00%

Day of Week	Crashes	%
(1) Sunday	1	2.22%
(2) Monday	11	24.44%
(3) Tuesday	6	13.33%
(4) Wednesday	11	24.44%
(5) Thursday	7	15.56%
(6) Friday	7	15.56%
(7) Saturday	2	4.44%
Grand Total	45	100.00%

Crash Type	Crashes	%
Rear End	22	48.89%
Left Turn	8	17.78%
Sideswipe - Passing	5	11.11%
Angle	4	8.89%
Right Turn	3	6.67%
Backing	1	2.22%
Head On	1	2.22%
Overturning	1	2.22%
Grand Total	45	100.00%

Hour of Day	Crashes	%
6	1	2.22%
7	3	6.67%
8	2	4.44%
9	2	4.44%
10	4	8.89%
11	2	4.44%
12	3	6.67%
13	2	4.44%
14	3	6.67%
15	8	17.78%
16	1	2.22%
17	5	11.11%
18	2	4.44%
19	4	8.89%
20	1	2.22%
22	1	2.22%
23	1	2.22%
Grand Total	45	100.00%

Month	Crashes	%
1	5	11.11%
2	2	4.44%
3	2	4.44%
4	2	4.44%
5	5	11.11%
6	5	11.11%
7	8	17.78%
8	4	8.89%
9	3	6.67%
10	2	4.44%
11	3	6.67%
12	4	8.89%
Grand Total	45	100.00%

13.61 MAH SR 46 at New (CR162) CAMTool 2016-June 2022

Crash Summary Sheet

Weather Condition	Crashes	%
Clear	23	51.11%
Cloudy	17	37.78%
Snow	4	8.89%
Rain	1	2.22%
Grand Total	45	100.00%

Road Condition	Crashes	%
Dry	38	84.44%
Snow	4	8.89%
Wet	3	6.67%
Grand Total	45	100.00%

Light Condition	Crashes	%
Daylight	36	80.00%
Dark - Roadway Not Lighted	7	15.56%
Dark - Lighted Roadway	2	4.44%
Grand Total	45	100.00%

Number of Units	Crashes	%
2	39	86.67%
3	5	11.11%
1-1	1	2.22%
Grand Total	45	100.00%

ODOT Location	Crashes	%
Four-Way Intersection	42	93.33%
Not An Intersection	3	6.67%
Grand Total	45	100.00%

Work Zone Related	Crashes	%
No	45	100.00%
Grand Total	45	100.00%

Alcohol Related	Crashes	%
No	44	97.78%
Yes	1	2.22%
Grand Total	45	100.00%

Drug Related (Inc. Marijuana)	Crashes	%
No	44	97.78%
Yes	1	2.22%
Grand Total	45	100.00%

Contour	Crashes	%
Straight Grade	9	20.00%
Straight Level	36	80.00%
Grand Total	45	100.00%

Marijuana Related	Crashes	%
No	45	100.00%
Grand Total	45	100.00%

Roadway Departure	Crashes	%
No	44	97.78%
Yes	1	2.22%
Grand Total	45	100.00%

Older Driver (65+)	Crashes	%
No	31	68.89%
Yes	14	31.11%
Grand Total	45	100.00%

Intersection Related	Crashes	%
Yes	36	80.00%
No	9	20.00%
Grand Total	45	100.00%

Young Driver (15-25)	Crashes	%
No	23	51.11%
Yes	22	48.89%
Grand Total	45	100.00%

Speed Related	Crashes	%
No	43	95.56%
Yes	2	4.44%
Grand Total	45	100.00%

Motorcycle Involved	Crashes	%
No	44	97.78%
Yes	1	2.22%
Grand Total	45	100.00%

13.61 MAH SR 46 at New (CR162) CAMTool 2016-June 2022

Crash Summary Sheet

Unit 1 Summary

Unit 1 Pre-Crash Action	Crashes	%
Straight Ahead	23	51.11%
Slowing or Stopped In Traffic	6	13.33%
Making Left Turn	6	13.33%
Making Right Turn	4	8.89%
Changing Lanes	2	4.44%
Backing	1	2.22%
Entering Traffic Lane	1	2.22%
Other / Unknown	1	2.22%
Overtaking/Passing	1	2.22%
Grand Total	45	100.00%

Unit 1 Contributing Factor	Crashes	%
Following Too Closely/ACDA	19	42.22%
Failure to Yield	7	15.56%
Improper Lane Change	4	8.89%
Ran Red Light	4	8.89%
Improper Start From a Parked Position	3	6.67%
Other Improper Action	2	4.44%
Not Discernible	1	2.22%
Operating Defective Equipment	1	2.22%
Improper Passing	1	2.22%
Improper Backing	1	2.22%
Left of Center	1	2.22%
Improper Turn	1	2.22%
Grand Total	45	100.00%

Unit 1 Object Struck	Crashes	%
Nothing Struck	43	95.56%
Tree	1	2.22%
Traffic Sign Post	1	2.22%
Grand Total	45	100.00%

Unit 1 Traffic Control	Crashes	%
Signal	30	66.67%
No Control	15	33.33%
Grand Total	45	100.00%

Unit 1 Posted Speed	Crashes	%
35	14	31.11%
40	20	44.44%
45	11	24.44%
Grand Total	45	100.00%

Unit 1 Direction From	Crashes	%
South	16	35.56%
North	14	31.11%
East	12	26.67%
West	3	6.67%
Grand Total	45	100.00%

Unit 1 Direction To	Crashes	%
North	21	46.67%
South	11	24.44%
East	6	13.33%
West	6	13.33%
Southeast	1	2.22%
Grand Total	45	100.00%

13.61 MAH SR 46 at New (CR162) CAMTool 2016-June 2022

Crash Summary Sheet

Unit 1 Summary

Unit 1 Type	Crashes	%
Passenger Car	28	62.22%
Sport Utility Vehicle	9	20.00%
Pick up	3	6.67%
Moped or Motorized Bicycle	1	2.22%
Motorcycle 2 Wheeled	1	2.22%
Single Unit Truck	1	2.22%
Cargo Van	1	2.22%
Passenger Van (minivan)	1	2.22%
Grand Total	45	100.00%

Unit 1 Special Function	Crashes	%
None	45	100.00%
Grand Total	45	100.00%

13.61 MAH SR 46 at New (CR162) CAMTool 2016-June 2022
Crash Summary Sheet

Unit 2 Summary

Unit 2 Pre-Crash Action	Crashes	%
Slowing or Stopped In Traffic	26	57.78%
Straight Ahead	14	31.11%
Making Left Turn	3	6.67%
	1	2.22%
Changing Lanes	1	2.22%
Grand Total	45	100.00%

Unit 2 Contributing Factor	Crashes	%
None	43	95.56%
Not Discernible	1	2.22%
	1	2.22%
Grand Total	45	100.00%

Unit 2 Direction From	Crashes	%
	1	2.22%
East	8	17.78%
North	13	28.89%
South	16	35.56%
West	7	15.56%
Grand Total	45	100.00%

Unit 2 Direction To	Crashes	%
	1	2.22%
East	7	15.56%
North	17	37.78%
South	12	26.67%
West	8	17.78%
Grand Total	45	100.00%

Unit 2 Type	Crashes	%
Passenger Car	22	48.89%
Sport Utility Vehicle	14	31.11%
Passenger Van (minivan)	3	6.67%
Pick up	2	4.44%
Motorcycle 2 Wheeled	1	2.22%
Semi-Tractor	1	2.22%
Cargo Van	1	2.22%
	1	2.22%
Grand Total	45	100.00%

Unit 2 Special Function	Crashes	%
None	42	93.33%
	1	2.22%
Fire	1	2.22%
Public Utility	1	2.22%
Grand Total	45	100.00%

APPENDIX D

Speed Checks and Clearance Interval Calculations

OHIO DEPARTMENT OF TRANSPORTATION

FORM 1296-5

SPEED CHECK

COUNTY: MAH **ROUTE:** SR 46 **SLM:** 13.51 **LOCATION:** 1898 S Canfield Niles Rd.

PAVEMENT TYPE: Asphalt **DRY:** X **WET:** **CONDITION:** Good **LANE WIDTH:** 12' **NO. OF LANES:** 2

DATE: 6/28/2022 **DAY:** Tuesday **WEATHER:** Sunny **TEMPERATURE:** 70 deg F

OBSERVER: K.KUBUS & A.LONSINGER

North BOUND TIME: 1:23 PM TO 1:50 PM				MPH	BOUND TIME: TO			
CUM. %	CUM. TOTAL	NO.	VEHICLES		VEHICLES	NO.	CUM. TOTAL	CUM. %
				≥ 66				
				65				
				64				
				63				
				62				
				61				
				60				
				59				
				58				
				57				
				56				
				55				
				54				
100%	101	1		53				
99%	100	0		52				
99%	100	3		51				
96%	97	3		50				
93%	94	5		49				
88%	89	4		48				
84%	85	1		47				
83%	84	8		46				
75%	76	6		45				
69%	70	11		44				
58%	59	18		43				
41%	41	11		42				
30%	30	5		41				
25%	25	8		40				
17%	17	5		39				
12%	12	5		38				
7%	7	1		37				
6%	6	5		36				
1%	1	1		35				
				34				
				33				
				32				
				31				
				30				
				29				
				28				
				27				
				26				
				25				
				24				
				23				
				22				
				21				
				≤ 20				
		101		TOTALS				

50^{TH} %:	42	MPH	85^{TH} %:	47	MPH	PACE: 38 - 47	MPH	50^{TH} %:	MPH	85^{TH} %:	MPH	PACE: -	MPH

E50

OHIO DEPARTMENT OF TRANSPORTATION

FORM 1296-5

SPEED CHECK

COUNTY: MAH **ROUTE:** SR 46 **SLM:** 13.72 **LOCATION:** 1570 S Canfield Niles Rd.

PAVEMENT TYPE: Asphalt **DRY:** X **WET:** **CONDITION:** Good **LANE WIDTH:** 12' **NO. OF LANES:** 2

DATE: 6/28/2022 **DAY:** Tuesday **WEATHER:** Sunny **TEMPERATURE:** 70 deg F

OBSERVER: K.KUBUS & A.LONSINGER

	BOUND TIME:		TO	MPH	South BOUND TIME: 2:12 PM		TO 2:50 PM	
CUM. %	CUM. TOTAL	NO.	VEHICLES		VEHICLES	NO.	CUM. TOTAL	CUM. %
				≥ 66				
				65				
				64				
				63				
				62				
				61				
				60				
				59				
				58				
				57				
				56				
				55				
				54				
				53				
				52				
				51				
				50		1	102	100%
				49		0	101	99%
				48		1	101	99%
				47		1	100	98%
				46		2	99	97%
				45		3	97	95%
				44		3	94	92%
				43		6	91	89%
				42		11	85	83%
				41		6	74	73%
				40		13	68	67%
				39		9	55	54%
				38		4	46	45%
				37		8	42	41%
				36		8	34	33%
				35		6	26	25%
				34		5	20	20%
				33		4	15	15%
				32		3	11	11%
				31		6	8	8%
				30		1	2	2%
				29		0	1	1%
				28		1	1	1%
				27				
				26				
				25				
				24				
				23				
				22				
				21				
				≤ 20				
				TOTALS		102		

50TH %:	MPH	85TH %:	MPH	PACE:	-	MPH	50TH %: 39 MPH	85TH %: 42 MPH	PACE: 34 - 43 MPH

E51

OHIO DEPARTMENT OF TRANSPORTATION

FORM 1296-5

SPEED CHECK

COUNTY: MAH **ROUTE:** CR 162 **SLM:** 4.04 **LOCATION:** 5530 New Rd.

PAVEMENT TYPE: Asphalt **DRY:** X **WET:** **CONDITION:** Good **LANE WIDTH:** 12' **NO. OF LANES:** 2

DATE: 6/28/2022 **DAY:** Tuesday **WEATHER:** Sunny **TEMPERATURE:** 66 deg F

OBSERVER: K.KUBUS & A.LONSINGER

East BOUND TIME: 10:50 AM TO 11:50 AM				MPH	BOUND TIME: TO			
CUM. %	CUM. TOTAL	NO.	VEHICLES		VEHICLES	NO.	CUM. TOTAL	CUM. %
				≥ 66				
				65				
				64				
				63				
				62				
				61				
				60				
				59				
				58				
				57				
				56				
				55				
				54				
				53				
				52				
				51				
				50				
				49				
				48				
				47				
				46				
100%	105	2		45				
98%	103	0		44				
98%	103	0		43				
98%	103	0		42				
98%	103	1		41				
97%	102	1		40				
96%	101	2		39				
94%	99	0		38				
94%	99	4		37				
90%	95	6		36				
85%	89	6		35				
79%	83	11		34				
69%	72	7		33				
62%	65	11		32				
51%	54	9		31				
43%	45	11		30				
32%	34	11		29				
22%	23	8		28				
14%	15	6		27				
9%	9	3		26				
6%	6	2		25				
4%	4	1		24				
3%	3	0		23				
3%	3	2		22				
1%	1	1		21				
				≤ 20				
		105		TOTALS				

50^{TH} %: 31 MPH 85^{TH} %: 35 MPH PACE: 27 - 36 MPH

50^{TH} %: MPH 85^{TH} %: MPH PACE: - MPH

E52

OHIO DEPARTMENT OF TRANSPORTATION

FORM 1296-5

SPEED CHECK

COUNTY: MAH **ROUTE:** CR 162 **SLM:** 4.18 **LOCATION:** 5499 New Rd.

PAVEMENT TYPE: Asphalt **DRY:** X **WET:** **CONDITION:** Good **LANE WIDTH:** 12' **NO. OF LANES:** 2

DATE: 6/28/2022 **DAY:** Tuesday **WEATHER:** Sunny **TEMPERATURE:** 66 deg F

OBSERVER: K.KUBUS & A.LONSINGER

BOUND TIME: TO				MPH	West BOUND TIME: 12:38 PM TO 1:38 PM			
CUM. %	CUM. TOTAL	NO.	VEHICLES		VEHICLES	NO.	CUM. TOTAL	CUM. %
				≥ 66				
				65				
				64				
				63				
				62				
				61				
				60				
				59				
				58				
				57				
				56				
				55				
				54				
				53				
				52				
				51				
				50				
				49				
				48				
				47				
				46				
				45				
				44				
				43				
				42		2	100	100%
				41		5	98	98%
				40		2	93	93%
				39		1	91	91%
				38		8	90	90%
				37		11	82	82%
				36		6	71	71%
				35		12	65	65%
				34		13	53	53%
				33		16	40	40%
				32		9	24	24%
				31		4	15	15%
				30		5	11	11%
				29		3	6	6%
				28		2	3	3%
				27		1	1	1%
				26				
				25				
				24				
				23				
				22				
				21				
				≤ 20				
				TOTALS		100		

50TH %:	MPH	85TH %:	MPH	PACE:	-	MPH	50TH %: 34	MPH	85TH %: 37	MPH	PACE: 29	-	38	MPH
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

E53

SR 46

91'

71'

New Rd

100'

New Rd

90'

80'

SR 46

AERIAL DATE: 2017

HORIZONTAL SCALE IN FEET

0 4 8 16

CALCULATED KMB

CHECKED ARC

INTERSECTION WIDTHS
SR 46 AT New Rd

MAH-46-13.61

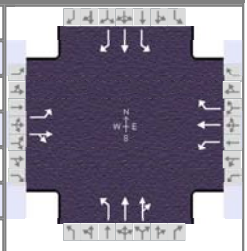
T:\D04\SignalDatabase\zzClearance Intervals\MAH_Intersection Widths.dgn 7/21/2022 8:28:04 AM aconley1

APPENDIX E

Capacity Analysis Results

HCS Signalized Intersection Results Summary

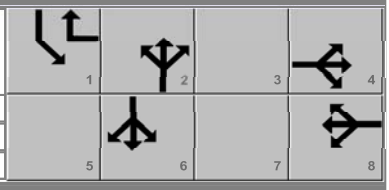
General Information				Intersection Information	
Agency	Toole Design			Duration, h	0.250
Analyst	MM	Analysis Date	11/2/2022	Area Type	Other
Jurisdiction	ODOT	Time Period	AM Peak	PHF	0.89
Urban Street	SR 46	Analysis Year	2022	Analysis Period	1> 7:30
Intersection	New Road	File Name	SR 46 at New Road_HCS_Existing_AM_rev.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	76	103	39	50	178	37	477	22	95	251	30

Signal Information			
Cycle, s	98.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.0	40.0	30.0	0.0	0.0	0.0
Yellow	3.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		6.3	1.0	3.0
Phase Duration, s		36.0		36.0		46.0	16.0	62.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	4.0	6.0
Max Allow Headway (*MAH*), s		5.2		5.2		5.3	5.1	5.3
Queue Clearance Time (g_s), s		10.6		13.5		12.2	4.8	9.4
Green Extension Time (g_e), s		2.7		3.2		6.3	0.2	6.4
Phase Call Probability		1.00		1.00		1.00	1.00	1.00
Max Out Probability		0.26		0.08		0.05	0.21	0.04

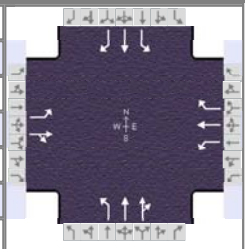
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	111	201		44	56	200	42	281	279	107	282	34
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1369	1787		1200	1900	1712	1106	1885	1867	1795	1885	1529
Queue Service Time (g_s), s	6.2	8.6		2.9	2.1	7.4	2.3	10.2	10.2	2.8	7.4	0.9
Cycle Queue Clearance Time (g_c), s	8.3	8.6		11.5	2.1	7.4	2.3	10.2	10.2	2.8	7.4	0.9
Green Ratio (*g/C*)	0.31	0.31		0.31	0.31	0.43	0.41	0.41	0.41	0.55	0.57	0.57
Capacity (*c*), veh/h	463	547		335	582	734	525	769	762	554	1077	873
Volume-to-Capacity Ratio (*X*)	0.240	0.368		0.131	0.097	0.273	0.079	0.366	0.366	0.193	0.262	0.039
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	6.6		1.5	1.7	5.2	1.0	7.6	7.6	1.9	5.1	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00		0.25	0.00	0.43	0.10	0.00	0.00	0.14	0.00	0.04
Uniform Delay (d_1), s/veh	27.3	26.6		31.1	24.3	18.1	17.8	20.2	20.2	11.4	10.6	9.2
Incremental Delay (d_2), s/veh	0.4	0.6		0.2	0.1	0.3	0.1	0.5	0.5	0.2	0.2	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.6	27.2		31.3	24.4	18.4	17.9	20.6	20.6	11.6	10.8	9.2
Level of Service (LOS)	C	C		C	C	B	B	C	C	B	B	A
Approach Delay, s/veh / LOS	27.3	C		21.4	C		20.5	C		10.9	B	
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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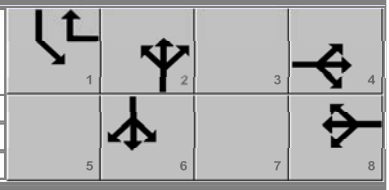
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Toole Design			Duration, h	0.250
Analyst	MM	Analysis Date	11/2/2022	Area Type	Other
Jurisdiction	ODOT	Time Period	PM Peak	PHF	0.96
Urban Street	SR 46	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	New Road	File Name	SR 46 at New Road_HCS_Existing_PM_rev.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	142	117	68	97	234	128	493	65	242	601	119

Signal Information												
Cycle, s	98.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	12.0	40.0	30.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	2.0	2.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		6.3	1.0	3.0
Phase Duration, s		36.0		36.0		46.0	16.0	62.0
Change Period, (*Y+R c*), s		6.0		6.0		6.0	4.0	6.0
Max Allow Headway (*MAH*), s		5.2		5.2		5.4	5.1	5.4
Queue Clearance Time (*g s*), s		13.9		19.3		19.0	9.1	22.6
Green Extension Time (*g e*), s		2.9		3.5		10.5	0.3	9.4
Phase Call Probability		1.00		1.00		1.00	1.00	1.00
Max Out Probability		0.62		0.41		0.44	1.00	0.53

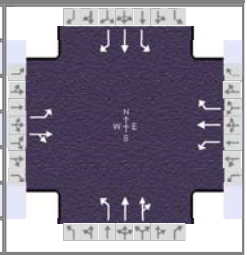
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	103	270		71	101	244	133	294	288	252	626	124
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1314	1810		1127	1900	1712	812	1900	1852	1810	1900	1712
Queue Service Time (*g s*), s	6.1	11.9		5.4	3.8	9.3	12.3	10.6	10.7	7.1	20.6	3.3
Cycle Queue Clearance Time (*g c*), s	9.9	11.9		17.3	3.8	9.3	17.0	10.6	10.7	7.1	20.6	3.3
Green Ratio (*g/C*)	0.31	0.31		0.31	0.31	0.43	0.41	0.41	0.41	0.55	0.57	0.57
Capacity (*c*), veh/h	425	554		281	582	734	366	776	756	548	1086	978
Volume-to-Capacity Ratio (*X*)	0.243	0.487		0.252	0.174	0.332	0.364	0.379	0.380	0.460	0.577	0.127
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	8.9		2.7	3.1	6.5	4.1	7.9	7.8	4.9	12.7	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00		0.45	0.00	0.54	0.40	0.00	0.00	0.35	0.00	0.15
Uniform Delay (*d 1*), s/veh	28.6	27.7		34.8	24.9	18.7	24.0	20.3	20.3	12.6	13.4	9.7
Incremental Delay (*d 2*), s/veh	0.4	0.9		0.7	0.2	0.4	1.0	0.5	0.5	0.9	1.0	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.0	28.7		35.4	25.1	19.0	24.9	20.8	20.8	13.5	14.4	9.8
Level of Service (LOS)	C	C		D	C	B	C	C	C	B	B	A
Approach Delay, s/veh / LOS	28.8	C		23.3	C		21.6	C		13.6	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Results Summary

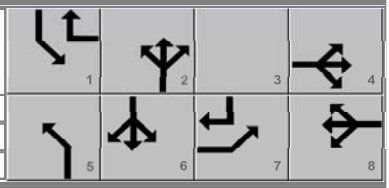
General Information				Intersection Information	
Agency	Toole Design			Duration, h	0.250
Analyst	MM	Analysis Date	11/2/2022	Area Type	Other
Jurisdiction	ODOT	Time Period	AM Peak	PHF	0.89
Urban Street	SR 46	Analysis Year	2045	Analysis Period	1> 7:30
Intersection	New Road	File Name	SR 46 at New Road_HCS_Build_AM_overlap.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	76	103	39	50	178	37	477	22	95	251	30

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.1	5.5	15.1	6.9	10.1	0.0	
Yellow	3.9	4.5	3.9	3.1	3.9	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.2	4.0	1.3	3.0
Phase Duration, s	12.0	28.0		16.0	19.0	31.0	21.0	33.0
Change Period, (*Y+R c*), s	5.1	5.9		5.9	5.9	6.5	6.5	6.5
Max Allow Headway (*MAH*), s	3.1	5.2		5.2	3.1	0.0	5.1	0.0
Queue Clearance Time (*g s*), s	6.1	9.3		12.3	3.0		2.0	
Green Extension Time (*g e*), s	0.0	2.3		0.0	0.0	0.0	1.9	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.14		1.00	0.00		0.10	

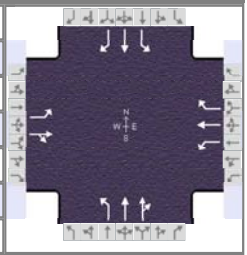
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	111	201		44	56	200	42	281	279	107	282	34
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1787		1200	1900	1712	1795	1885	1867	1795	1885	1698
Queue Service Time (*g s*), s	4.1	7.3		2.9	2.1	7.3	1.0	9.7	9.8	0.0	9.4	0.9
Cycle Queue Clearance Time (*g c*), s	4.1	7.3		10.3	2.1	7.3	1.0	9.7	9.8	0.0	9.4	0.9
Green Ratio (*g/C*)	0.21	0.28		0.13	0.13	0.31	0.49	0.31	0.31	0.49	0.33	0.42
Capacity (*c*), veh/h	382	494		311	240	526	620	577	572	573	624	709
Volume-to-Capacity Ratio (*X*)	0.291	0.407		0.141	0.234	0.380	0.067	0.488	0.488	0.186	0.452	0.048
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	5.5		1.3	1.8	2.5	0.6	7.9	7.9	2.4	7.6	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.59	0.00		0.21	0.00	0.21	0.06	0.00	0.00	0.17	0.00	0.05
Uniform Delay (*d 1*), s/veh	26.5	23.6		38.7	31.5	4.9	11.0	22.6	22.6	18.4	21.0	13.8
Incremental Delay (*d 2*), s/veh	0.2	0.8		0.3	0.7	0.6	0.0	2.9	3.0	0.2	2.4	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	26.6	24.4		39.0	32.2	5.6	11.0	25.6	25.6	18.6	23.4	14.0
Level of Service (LOS)	C	C		D	C	A	B	C	C	B	C	B
Approach Delay, s/veh / LOS	25.2	C		15.4	B		24.6	C		21.4	C	
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Results Summary

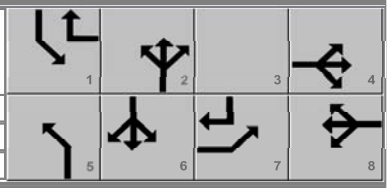
General Information				Intersection Information	
Agency	Toole Design			Duration, h	0.250
Analyst	MM	Analysis Date	11/2/2022	Area Type	Other
Jurisdiction	ODOT	Time Period	PM Peak	PHF	0.96
Urban Street	SR 46	Analysis Year	2045	Analysis Period	1> 16:45
Intersection	New Road	File Name	SR 46 at New Road_HCS_Build_PM_overlap.xus		
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	142	117	68	97	234	128	493	65	242	601	119

Signal Information			
Cycle, s	80.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	5.1	22.5	6.9	10.1	0.0	
Yellow	3.9	3.9	4.5	3.1	3.9	0.0	
Red	2.0	2.0	2.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8	5	2	1	6
Case Number	1.0	4.0		5.3	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	28.0		16.0	12.0	29.0	23.0	40.0
Change Period, ($Y+R_c$), s	5.1	5.9		5.9	5.9	6.5	5.9	6.5
Max Allow Headway (*MAH*), s	3.1	5.2		5.2	3.1	0.0	5.1	0.0
Queue Clearance Time (g_s), s	5.8	12.1		17.5	5.2		8.5	
Green Extension Time (g_e), s	0.0	2.9		0.0	0.0	0.0	0.8	0.0
Phase Call Probability	1.00	1.00		1.00	1.00		1.00	
Max Out Probability	1.00	0.40		1.00	1.00		0.21	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	103	270		71	101	244	133	294	288	252	626	124
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1810		1127	1900	1712	1810	1900	1852	1810	1900	1712
Queue Service Time (g_s), s	3.8	10.1		5.4	3.9	8.8	3.2	10.5	10.6	6.5	22.9	3.1
Cycle Queue Clearance Time (g_c), s	3.8	10.1		15.5	3.9	8.8	3.2	10.5	10.6	6.5	22.9	3.1
Green Ratio (*g/C*)	0.21	0.28		0.13	0.13	0.34	0.50	0.28	0.28	0.50	0.42	0.51
Capacity (*c*), veh/h	347	500		258	240	582	336	534	521	603	796	864
Volume-to-Capacity Ratio (*X*)	0.297	0.540		0.274	0.421	0.419	0.397	0.550	0.552	0.418	0.787	0.143
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	7.7		2.3	3.3	6.1	2.1	8.6	8.5	4.3	16.0	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.55	0.00		0.38	0.00	0.51	0.20	0.00	0.00	0.31	0.00	0.14
Uniform Delay (d_1), s/veh	26.4	24.6		42.7	32.3	20.3	14.9	24.4	24.5	12.8	20.2	10.6
Incremental Delay (d_2), s/veh	0.2	1.5		0.8	1.7	0.7	0.3	4.0	4.2	0.7	7.7	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	26.6	26.1		43.5	33.9	21.0	15.2	28.5	28.6	13.5	27.9	10.9
Level of Service (LOS)	C	C		D	C	C	B	C	C	B	C	B
Approach Delay, s/veh / LOS	26.3	C		28.0	C		26.1	C		22.2	C	
Intersection Delay, s/veh / LOS	24.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Roundabouts Report

General Information

Analyst	EK
Agency or Co.	Toole Design
Date Performed	3/14/2023
Analysis Year	2045
Time Analyzed	7:30
Project Description	

Site Information

Intersection	SR 46 at New Road
E/W Street Name	New Road
N/S Street Name	SR 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.89
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LT	
Volume (V), veh/h	0	99	76	103	0	39	50	178	0	37	477	22	0	95	251	30
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	111	85	116	0	44	56	200	0	42	541	25	0	108	285	34
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	4.9763
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		312			300			608			393	34
Entry Volume, veh/h		312			300			602			389	34
Circulating Flow (v_c), pc/h	437			694			304			142		
Exiting Flow (v_{ex}), pc/h	218			98			852			445		
Capacity (c_{pce}), pc/h		884			680			1012			1194	1249
Capacity (c), veh/h		884			680			1002			1182	1236
v/c Ratio (x)		0.35			0.44			0.60			0.33	0.03

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.0			11.6			11.8			6.2	3.1
Lane LOS		A			B			B			A	A
95% Queue, veh		1.6			2.3			4.2			1.5	0.1
Approach Delay, s/veh	8.0			11.6			11.8			5.9		
Approach LOS	A			B			B			A		
Intersection Delay, s/veh | LOS	9.6						A					

HCS Roundabouts Report

General Information

Analyst	EK
Agency or Co.	Toole Design
Date Performed	3/14/2023
Analysis Year	2045
Time Analyzed	16:45
Project Description	

Site Information

Intersection	SR 46 at New Road
E/W Street Name	New Road
N/S Street Name	SR 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.96
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LT	
Volume (V), veh/h	0	99	142	117	0	68	97	234	0	128	493	65	0	242	601	119
Percent Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flow Rate (v_{PCE}), pc/h	0	103	148	122	0	71	101	244	0	133	514	68	0	252	626	124
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	4.9763
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		373			416			715			878	124
Entry Volume, veh/h		373			416			715			878	124
Circulating Flow (v_c), pc/h	949			750			503			305		
Exiting Flow (v_{ex}), pc/h	468			234			861			819		
Capacity (c_{pce}), pc/h		524			642			826			1011	1087
Capacity (c), veh/h		524			642			826			1011	1087
v/c Ratio (x)		0.71			0.65			0.87			0.87	0.11

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		25.6			18.6			29.5			25.9	4.3
Lane LOS		D			C			D			D	A
95% Queue, veh		5.7			4.7			10.8			11.6	0.4
Approach Delay, s/veh	25.6			18.6			29.5			23.2		
Approach LOS	D			C			D			C		
Intersection Delay, s/veh | LOS	24.6						C					

APPENDIX F

SWISS Calculations

S W I S S Version 1.2.3

Span Wire Signal Support Design

PROJECT DETAIL

Project Date:	10/25/2023	**Author:**	MMC
Last Revision Date:	10/25/2023	**Filename:**	SR 46_New Rd_2023-10-25_per study_Head per lane-new FYALTs RT OVL Backplates.xml

Comments:

Minimum of head per lane with backplates
Wind pressure of 42
3 approaches with FYA (this increased heads for EB direction to 3).
2 RT OVL
Updated min clearance to 23' (clearance + 4-unit head + mild conservativeness)

S W I S S Version 1.2.3

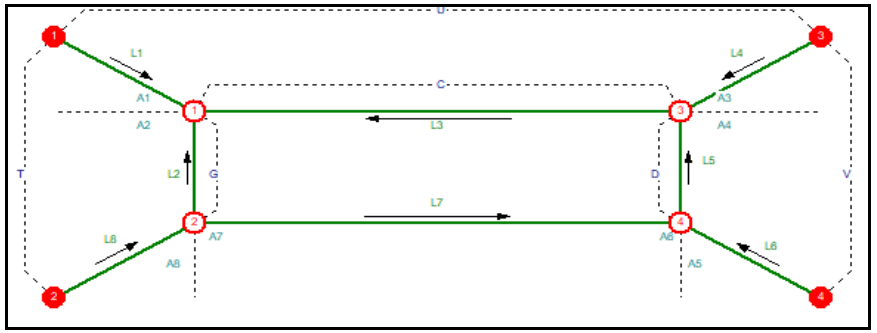
Span Wire Signal Support Design

INPUT VALUES

Sequence #: 1

Configuration Type: Box

Problem Identification: Box



Angles (Degrees)

[A 1]	[A 2]	[A 3]	[A 4]	[A 5]	[A 6]	[A 7]	[A 8]
45.00	90.00	45.00	90.00	45.00	90.00	90.00	45.00

Span Lengths (ft)

[L 1]	[L 2]	[L 3]	[L 4]	[L 5]	[L 6]	[L 7]	[L 8]
12.90	78.60	62.10	21.30	78.60	10.00	62.10	17.40

Elevation Differences (ft)

[C]	[D]	[G]
0.00	0.00	0.00

Base Elevations (ft)

[Pavement]	[Pole 1]	[Pole 2]	[Pole 3]	[Pole 4]
0.00	0.00	0.00	0.00	0.00

Signals and Signs

{Distance (ft) / Weight (lbs)}

		Wire Weights (lbs) (Assumed)	
Span 1	No signals or signs attached at this span.	19.35	**Span 1**
Span 2	(45.00/56.40), (57.00/49.30), (66.00/73.00)	117.90	**Span 2**
Span 3	(12.00/73.00), (21.00/49.30), (33.00/49.30)	93.15	**Span 3**
Span 4	No signals or signs attached at this span.	31.95	**Span 4**
Span 5	(26.00/49.30), (35.00/49.30), (47.00/56.40)	117.90	**Span 5**
Span 6	No signals or signs attached at this span.	15.00	**Span 6**
Span 7	(8.50/49.30), (18.50/49.30), (26.50/56.40)	93.15	**Span 7**
Span 8	No signals or signs attached at this span.	26.10	**Span 8**

Design Data

Min. SAG (ft):	4.11	**Max. SAG (ft):**	6.85	**Minimum Clearance (ft):**	23.00	**Wire Weight (lbs/ft):**	1.50
Sum of Loads (lbs):	660.30	**Sum of Areas (ft):**	57.30	**Wind Pressure (psf):**	42.00	**Box Warp Enabled:**	No

S W I S S Version 1.2.3

Span Wire Signal Support Design

RESULT OF FINAL CALCULATION [MAX SAG]

Sequence #: 1 **Configuration Type:** Box **Problem Identification:** Box

Span Results

	[SPAN 1]	[SPAN 2]	[SPAN 3]	[SPAN 4]	[SPAN 5]	[SPAN 6]	[SPAN 7]	[SPAN 8]
Tension Relations:	1.41421	1.00000	1.00000	1.41421	1.00000	1.41421	1.00000	1.41421
Elevation Differences (ft)	2.28	0.00	0.00	3.85	0.00	1.42	0.00	2.84
Reaction at the end of the span (lbs)	291.84	-188.29	-103.55	292.14	-130.94	234.04	-92.08	264.38
Distance from end to low point (ft)	0.00	33.60	36.17	0.00	43.60	0.00	35.60	0.00
SAG below end of span (ft)	0.00	2.79	2.01	0.00	3.00	0.00	1.93	0.00

Pole Results

	[POLE 1]	[POLE 2]	[POLE 3]	[POLE 4]
Stringing Tension (lbs):	1702.60	1702.60	1702.60	1702.60
Attachment Height above pole base (ft)	28.28	28.83	29.85	27.41
Attachment Elevation (ft)	28.28	28.83	29.85	27.41
Base Moment (ft/lbs)	200173.	204072.	211287.	194045.

Other information

Calculated Design Factor : 4.16

System is in balance

Distance between Highest and Lowest Point (ft) : 6.85

Max. Wire Load (lbs): 7205.38

Height of each signal or sign attachment point above the lowest (ft)

Span 1 No signals or signs attached at this span.
Span 2 (0.21), (0.45), (1.12)
Span 3 (1.48), (1.00), (1.02)
Span 4 No signals or signs attached at this span.
Span 5 (0.35), (0.00), (0.18)
Span 6 No signals or signs attached at this span.
Span 7 (1.94), (1.22), (1.06)
Span 8 No signals or signs attached at this span.

S W I S S Version 1.2.3

Span Wire Signal Support Design

RESULT OF FINAL CALCULATION [MIN SAG]

Sequence #: 1 **Configuration Type:** Box **Problem Identification:** Box

Span Results

	[SPAN 1]	[SPAN 2]	[SPAN 3]	[SPAN 4]	[SPAN 5]	[SPAN 6]	[SPAN 7]	[SPAN 8]
Tension Relations:	1.41421	1.00000	1.00000	1.41421	1.00000	1.41421	1.00000	1.41421
Elevation Differences (ft)	1.37	0.00	0.00	2.31	0.00	0.85	0.00	1.70
Reaction at the end of the span (lbs)	291.84	-188.29	-103.55	292.14	-130.94	234.04	-92.08	264.38
Distance from end to low point (ft)	0.00	33.60	36.17	0.00	43.60	0.00	35.60	0.00
SAG below end of span (ft)	0.00	1.67	1.20	0.00	1.80	0.00	1.16	0.00

Pole Results

	[POLE 1]	[POLE 2]	[POLE 3]	[POLE 4]
Stringing Tension (lbs):	2837.67	2837.67	2837.67	2837.67
Attachment Height above pole base (ft)	26.17	26.50	27.11	25.65
Attachment Elevation (ft)	26.17	26.50	27.11	25.65
Base Moment (ft/lbs)	308707.	312606.	319820.	302579.

Other information

Calculated Design Factor : 4.16

System is in balance

Distance between Highest and Lowest Point (ft) : 4.11

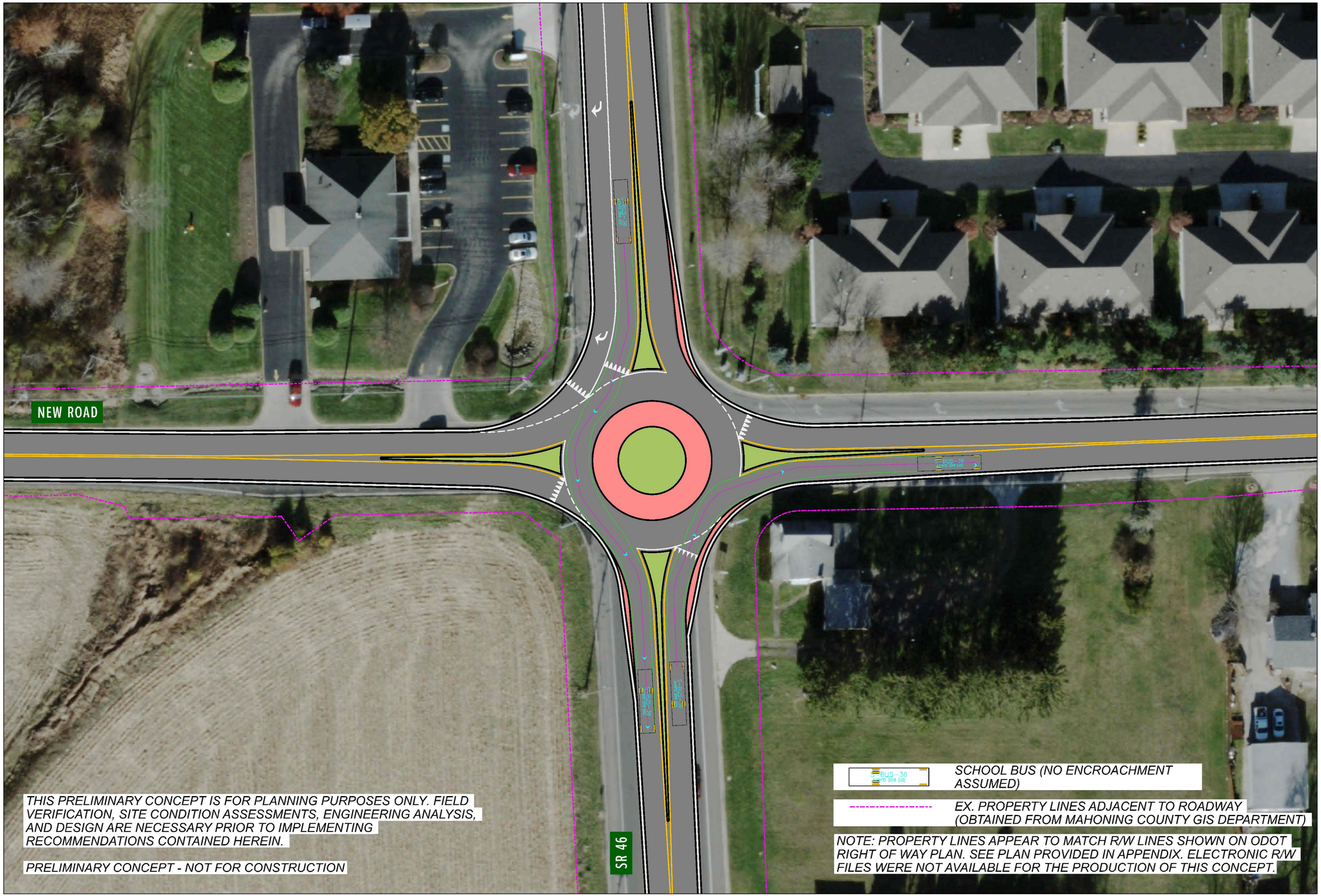
Max. Wire Load (lbs): 11873.84

Height of each signal or sign attachment point above the lowest (ft)

Span 1 No signals or signs attached at this span.
Span 2 (0.13), (0.27), (0.67)
Span 3 (0.89), (0.60), (0.61)
Span 4 No signals or signs attached at this span.
Span 5 (0.21), (0.00), (0.11)
Span 6 No signals or signs attached at this span.
Span 7 (1.16), (0.73), (0.64)
Span 8 No signals or signs attached at this span.

APPENDIX G

Roundabout Turning Movements



HORIZONTAL SCALE IN FEET
0 25 50

SR 46 AT NEW ROAD
ROUNDABOUT CONCEPT DESIGN - SCHOOL BUS TURNING MOVEMENTS

DESIGN AGENCY
TOOLE DESIGN

DESIGNER	MM
REVIEWER	KS 3/16/23
PROJECT ID	114751
SHEET	2
TOTAL	5

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/23/2023 TIME: 52:45 PM USER: mmassoud
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E68

NEW ROAD

SR 46

THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

BUS-36 (NO 2018 (US))

SCHOOL BUS (NO ENCROACHMENT ASSUMED)

EX. PROPERTY LINES ADJACENT TO ROADWAY (OBTAINED FROM MAHONING COUNTY GIS DEPARTMENT)

NOTE: PROPERTY LINES APPEAR TO MATCH R/W LINES SHOWN ON ODOT RIGHT OF WAY PLAN. SEE PLAN PROVIDED IN APPENDIX. ELECTRONIC R/W FILES WERE NOT AVAILABLE FOR THE PRODUCTION OF THIS CONCEPT.

HORIZONTAL SCALE IN FEET
0 25 50

SR 46 AT NEW ROAD
ROUNDABOUT CONCEPT DESIGN - SCHOOL BUS TURNING MOVEMENTS

DESIGN AGENCY
TOOLE DESIGN

DESIGNER	MM
REVIEWER	KS 3/16/23
PROJECT ID	114751
SHEET	3
TOTAL	5

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/23/2023 TIME: 5:30:59 PM USER: mmassoud
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E69

NEW ROAD

SR 46

THIS PRELIMINARY CONCEPT IS FOR PLANNING PURPOSES ONLY. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS, AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING RECOMMENDATIONS CONTAINED HEREIN.

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

WB-62 (ASSUMED ENCROACHMENT ALLOWED IN ADJACENT ENTRY LANE)

EX. PROPERTY LINES ADJACENT TO ROADWAY (OBTAINED FROM MAHONING COUNTY GIS DEPARTMENT)

NOTE: PROPERTY LINES APPEAR TO MATCH R/W LINES SHOWN ON ODOT RIGHT OF WAY PLAN. SEE PLAN PROVIDED IN APPENDIX. ELECTRONIC R/W FILES WERE NOT AVAILABLE FOR THE PRODUCTION OF THIS CONCEPT.

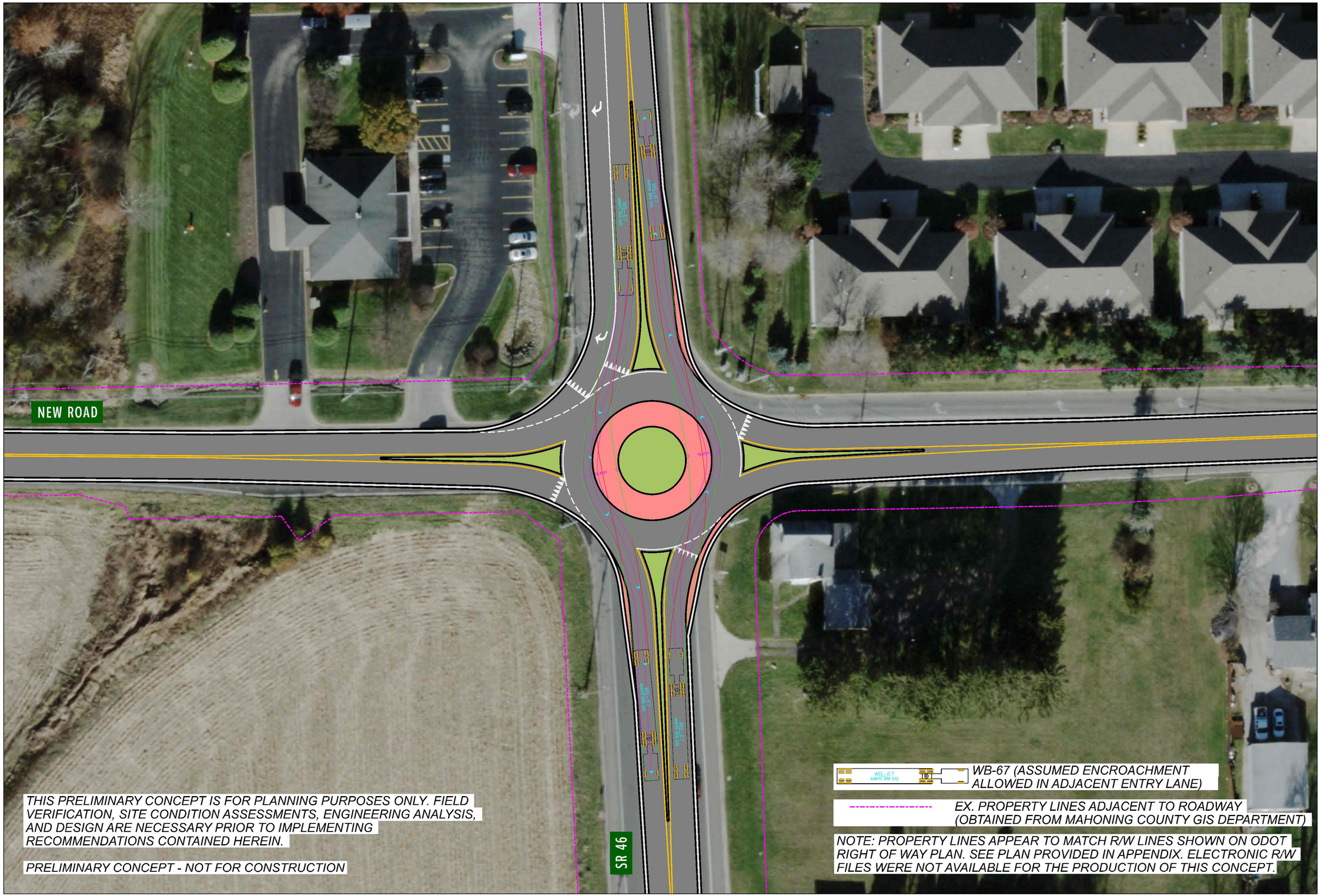
HORIZONTAL SCALE IN FEET
0 25 50

SR 46 AT NEW ROAD
ROUNDABOUT CONCEPT DESIGN - WB-62 TURNING MOVEMENTS

DESIGN AGENCY
TOOLE DESIGN

DESIGNER	MM
REVIEWER	KS 3/16/23
PROJECT ID	114751
SHEET	4
TOTAL	5

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/23/2023 TIME: 5:40:48 PM USER: mmassoud
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HORIZONTAL SCALE IN FEET
0 25 50

SR 46 AT NEW ROAD
ROUNDABOUT CONCEPT DESIGN - WB-67 TURNING MOVEMENTS

DESIGN AGENCY
TOOLE DESIGN

DESIGNER	MM
REVIEWER	KS 3/16/23
PROJECT ID	114751
SHEET	5
TOTAL	5

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 3/23/2023 TIME: 5:46:47 PM USER: mmassoud
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E71

MAH-46-13.48

T-2-N, R-3-W
TRACTS 8, 9 & 10
AUSTINTOWN TOWNSHIP
MAHONING COUNTY

THE EXISTING RIGHT OF WAY WIDTH AND LOCATION WERE DETERMINED USING:
ODOT DISTRICT 4 PLANS:
- ℄ SCHEMATIC MAH-46-13.45 DATED SUMMER 2002,
- R/W PLANS MAH-46-22.434 (13.96) DATED 8-98, P.B. 95, PG. 201
- R/W PLANS MAH-46-23.368 (14.52) DATED 11-99, P.B. 98, PG. 52

TAX MAPS, DEEDS, 45 PLATS.

CURVE 3 CURVE DATA
(NOTRE DAME AVE.)
P.I. Sta = 5+52.23
Δ = 23° 05' 57" (LT.)
Dc = 8° 43' 55"
R = 656.17'
T = 134.09'
L = 264.54'
E = 13.56'
emax. = NC
CHL = 262.75'
CHBRG = N 81°32'46" W

CURVE 2 CURVE DATA
(NOTRE DAME AVE.)
P.I. Sta = 8+16.46
Δ = 23° 02' 49" (RT.)
Dc = 8° 43' 55"
R = 656.17'
T = 133.78'
L = 263.94'
E = 13.50'
emax. = NC
CHL = 262.17
CHBRG = N 81°31'12" W

CURVE 1 CURVE DATA
(S.R. 46)
P.I. Sta = 178+65.48
Δ = 2° 35' 21" (LT.)
Dc = 1° 00' 00"
R = 5,729.58'
T = 129.48'
L = 258.92'
E = 1.46'
emax. = NC
CHL = 258.90'
CHBRG = N 04°20'29" W

MATCH LINE STA. 137+00
℄ EXIST. R/W & CONST. S.R.46
SR 46 N 2°55'44" W 1649.25'
125+00
130+00
135+00
M.N.F.

℄ EX. R/W NEW ROAD
℄ CONST. NEW ROAD
N 88°56'53" E
88°00'31"
91°52'37"
91°59'29"
STA. 146+46.00 SR 46- STA. 10+00.00, NEW RD.
P.I. STA. 146+46.00 SR 46
Δ = 0° 06' 52" (LT.)
SR 46 N 2°55'44" W
145+00
140+00
88°07'23"
NEW RD. N 88°56'53" E

TRACT 9 - TRACT 10
STATION EQUATION: Sta. 40+00.00 BK. = Sta. 0+00.00 AHD.
BEGIN PROJECT S.R. 46 STA. 139+60.00 S.L.M. 13.49 E040896
TRACT LINE
Sta. 50+00.00 - NEW RD. - ℄ CHANNEL
PT Sta. 49+31.47
PC Sta. 49+16.38
N 88°56'53" E 5+00
CURVE 4
48+00
43+00
CHANNEL BASELINE CURVE 5
PT Sta. 46+73.93
PC Sta. 45+96.40
145+00
N 2°55'44" W
140+00
1649.25'
℄ EXIST. R/W & CONST. S.R.46
MATCH LINE STA. 137+00
℄ EX. R/W NEW ROAD & CONST.
TRACT 9 - TRACT 8
150+00
N 88°56'53" E 150.00'
PIMLICO DR. N 01°17'57" W
NASHUA DR.
200.90'

℄ EXIST. R/W & CONSTRUCTION S.R.46
155+00
160+00
1051.23'
1815.34'
N 3° 02' 36" W
W. SARATOGA AVE.
S. SARATOGA AVE.
℄ EX. R/W & CONST. NORTH BEACON DR.
N 84°03'12" E

NOTRE DAME AVE. N 86°54'16" E
℄ EX. R/W & CONST.
5+00 HARVARD PL.
PC Sta. 4+18.14
CURVE 3
PRC Sta. 6+82.68
CURVE 2
PT Sta. 9+46.62
TRACT 8 - TRACT 9
TRACT LINE
N 3°02'48" W
170+00
175+00
1274.66'
CURVE 1
WILLOWCREST DR. N 86°57'24" E

PC Sta. 177+36.00
PT Sta. 179+94.92
180+00
℄ CONST. COLGATE DR. N 88°54'51" E
℄ EX. R/W N 88°54'51" E
185+00
190+00
℄ EXIST. R/W & CONSTRUCTION S.R.46
℄ EX. R/W & CONST. LONDON DR. N 88°51'36" E
195+00
200+00
1334.53'
2337.46'
N 5°38'09" W
END PROJECT S.R. 46 STA. 200+76.00 S.L.M. 14.64 E040896
TRACT LINE
℄ EX. R/W TRACT 7 - TRACT 8 N 88°59'51" E
MAHONING AVE. (C.R. 180)
STA. 203+32.38 SR 46- STA. 10+00.00, MAHONING AVE.

℄ CONST. COLGATE DR. N 88°54'51" E
℄ EX. R/W N 88°54'51" E
94°33'00"
85°27'00"
185+00
SR 46 N 5°38'09" W
STA. 182+64.47 SR 46- STA. 10+00.00, COLGATE DR. ℄ CONST.
STA. 182+63.97 SR 46- STA. 10+00.00, COLGATE DR. ℄ EX. R/W

PT Sta. 9+46.62
N 86°57'24" E NOTRE DAME AVE.
89°59'48"
90°00'00"
53.38'
165+00
SR 46 N 3° 02' 48" W
N 3° 02' 36" W
90°00'12"
11+00
N 86°57'24" E WILLOWCREST DR.
90°00'00"
℄ EX. R/W & CONST.
P.I. STA. 164+61.34 SR 46
Δ = 0° 00' 12" (LT.)
STA. 164+61.34 SR 46- STA. 10+00.00, NOTRE DAME AVE.- STA. 10+00.00 WILLOWCREST DR.-

CURVE 4 CURVE DATA
(℄ CHANNEL)
P.I. Sta = 46+37.23
Δ = 44° 25' 19" (RT.)
Dc = 57° 17' 45"
R = 100.00'
T = 40.83'
L = 77.53'
E = 8.01'
CHL = 14.86'
CHBRG = S 16°34'39" W

CURVE 5 CURVE DATA
(℄ CHANNEL)
P.I. Sta = 49+24.17
Δ = 34° 35' 09" (LT.)
Dc = 229° 10' 59"
R = 25.00'
T = 7.78'
L = 15.09'
E = 1.18'
CHL = 75.60'
CHBRG = S 11°39'34" W

℄ CHANNEL LINE TABLE

	BEARING	DISTANCE
A	N 10°33'06" W	296.40'
B	N 33°52'13" E	242.45'
C	N 0°42'56" W	68.53'

NOTE: SEE PLAT SHEET 2 OF 46 FOR EXISTING AND PROPOSED MONUMENT LOCATIONS AND DESCRIPTIONS.

MONUMENT LEGEND

- EXISTING R/W MONUMENT BOX
- PROPOSED R/W MONUMENT BOX
- EXISTING CONCRETE MONUMENT
- O I.P.F. IRON PIN FOUND
- ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
- ● I.P.S. IRON PIN SET W/ ID CAP MARKED "ODOT R/W LELAND B. DILLWORTH, P.S. 7481"
- ◎ P.F. IRON PIPE FOUND
- O P.K.F. P.K. NAIL FOUND

BASIS OF BEARINGS AND PROJECT ADJUSTMENT FACTOR (PAF)

BASIS FOR BEARING:
N 05°38'09" W, THE CENTERLINE OF S.R. 46 FROM A SURVEY PERFORMED BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, DISTRICT 4 IN 2002.

ALL BEARINGS SHOWN ARE FOR PROJECT USE ONLY. THE STATIONS SHOWN IS BASED UPON THE SURFACE DISTANCES.

ALL STATIONS AND OFFSETS REFER TO ℄ OF EXIST. RIGHT OF WAY AND CONSTRUCTION OF S.R. 46 AND NEW ROAD UNLESS OTHERWISE INDICATED.

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION DISTRICT FOUR IN 2002 IN REFERENCE TO THE CENTERLINE OF EXISTING RIGHT OF WAY FOR S.R. 46., NEW ROAD AND NOTRE DAME AVE.
BY Pete A. Trivelli
PETE TRIVELLI NO. 8031
DATE 10-07-05

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF THE ESTABLISHMENT OF THE PROPERTY LINES AND EXISTING RIGHT OF WAY LINES SHOWN ON THIS PLAN AS OF THIS DATE AND WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION.
BY Leland B. Dillworth
LELAND B. DILLWORTH SURVEYOR NO. 7481
DATE 2-06-04

	SURVEYOR'S SEAL	SURVEYOR'S SEAL
RECEIVED ____ ,20____	STATE OF OHIO LELAND B. DILLWORTH S-7481 REGISTERED PROFESSIONAL SURVEYOR	STATE OF OHIO PETER A TRIVELLI 8031 REGISTERED PROFESSIONAL SURVEYOR
RECORDED ____ ,20____		
BOOK ____ PAGE ____		
COUNTY RECORDER		

HORIZONTAL SCALE IN FEET
0 100 200 400

CENTERLINE PLAT

MAH-46-13.48

1/46

279/326

24243RCA.DGN 1of 46

E72

T-2-N, R-3-W
TRACTS 9 & 10
AUSTINTOWN TOWNSHIP
MAHONING COUNTY

SHEET 41
MATCH LINE 8+50 NEW ROAD

SHEET 15
MATCH LINE 143+50 S.R. 46

SHEET 19
MATCH LINE 148+50 S.R. 46

MATCH LINE 11+50 NEW ROAD
SHEET 45

CULTIVATED FIELDS

1

DAVID SCHNURRENBERGER &
JOHN SCHNURRENBERGER, CO-
TRUSTEES OF THE VIRGINIA
N. SCHNURRENBERGER TRUST
AGREEMENT UDO 9/4/96
480190014

5

SHIRLEY J. METCALF
AND
JAMES A. METCALF
480190011

6

PETER J. CERVONE, SR.
480190010

10

ASSOCIATED SCHOOL
EMPLOYEES CREDIT UNION
481200003
ASPH. PARKING

11

PIMLICO PLACE CONDOMINIUM
OWNERS ASSOCIATION, INC.
481150032.010

℄ EX. R/W & CONST. S.R. 46
℄ EX. R/W & CONST. NEW RD.
TRACT 9
TRACT 10
TRACT LINE
STA. 146+46.00 S.R. 46 =
STA. 10+00.00 NEW RD.
N 2°55'44" W
N 3°02'36" W
144+00
145+00
146+00
147+00
148+00
1-WD
5-WD
6-WD
10-WD
11-WD
1-T
5-T
6-T
10-T
11-T
CONST. LIMITS
T ESMT
R/W
EX. CONC. R/W MON.
COMM. SIGN (TAKE)
I.P. FD.
1" IRON BAR IN MONUMENT BOX FD. & USED
10' UTILITY EASEMENT P.V. 94, PG. 34
40' UTILITY EASEMENT P.V.94, PG.34
60.42'
85.09'
43.60'
62.20'
28.39'
12.20'
9.61'
13.71'
+84.90 EX. 24.2' DR.
COMM. ASPH.
CONC. WALK
6" CONC. CURB
6" CONC. CURB (SAVE)
FLOWER BED (SAVE)
HEAD-WALL
DETENTION BASIN ESMT (DO NOT DISTURB)
1 STY. BRICK COMM. BLDG. #1690
2 STY. FRAME RES. #1750
1 STY. FRAME RES. #1554-1562
FRAME SHELTER
FLOWER BED
CONC. CURB & GUTTER
25.50 10.1' DR. EX. RES. ASPH.
9 - 16" SPRUCES
5" HONEY LOCUST
6" CRABAPPLE
6" PINE
4" DOGWOOD
10 TWIN" ELM
6" ELM
30" WILD CHERRY
12" MAPLE
8" MAPLE
12" WILD CHERRY
30" GUM
10" TRIPLE MAPLE
3-4" SPRUCES (SAVE)
8" MAPLE (SAVE)
10" TWIN MAPLE (SAVE)
3-12" MAPLES (SAVE)
6" TWIN MAPLE (SAVE)
12" GUM
36" MAPLE
24" MAPLE
24" SPRUCE
20" SPRUCE
12" CMP STM.
36" STUMP
CONST. SIGN
COMM. SIGN
COMM. SIGN (SAVE)
COMM. SIGN
Aerial Elec, Tel, & Cable
8" W (DATUR)
TH 54
TH 55
TC
TC (DATED)
℄

MONUMENT LEGEND

- ▣ EXISTING R/W MONUMENT BOX
- ▣ PROPOSED R/W MONUMENT BOX
- ◎ EXISTING CONCRETE MONUMENT
- ○I.P.F. IRON PIN FOUND
- ⊙I.P.F. IRON PIN FOUND W/ ID CAP
- ●I.P.S. ¾" X 30" LONG REINFORCING ROD SET WITH 1½" ALUMINUM CAP STAMPED "ODOT R/W LELAND B. DILLWORTH, P.S. 7481"
- ◎P.F. IRON PIPE FOUND
- ⊙P.K.F. P.K. NAIL FOUND

ODOT DISTRICT 4 PLANS:
- ℄ SCHEMATIC MAH-46-13.45 DATED SUMMER 2002,
- R/W PLANS MAH-46-22.434 (13.96) DATED 8-98, P.B. 95, PG. 201
- R/W PLANS MAH-46-23.368 (14.52) DATED 11-99, P.B. 98, PG. 52

TAX MAPS, DEEDS, MAPS OF SURVEY, PIMLICO PLACE PHASE 2, P.V. 94, PG. 34

BASIS FOR BEARING:
N 05°38'09" W, THE CENTERLINE OF S.R. 46 FROM A SURVEY PERFORMED BY THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION IN 2002.

PIMLICO PLACE
PHASE 2
P.V. 94, PG. 34

ALL STATIONS AND OFFSETS REFER TO ℄ OF EXIST. RIGHT OF WAY AND CONSTRUCTION OF S.R. 46 UNLESS OTHERWISE INDICATED.

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

NOTE: SEE NEXT SHEET FOR ALL RIGHT OF WAY DETAILS.

REV. BY	DATE	DESCRIPTION
DJH	3/25/05	REV. SEWER LOC.; PCLS 1& 10
TWW	3/14/05	REV. TREE STATUS PCL 11
DJH	9/24/04	NAME CHANGE, PARCEL 11

DATE COMPLETED: 2/06/04

SCALE IN FEET
0 10 20 40

PID NO. 24243
R/W DESIGNER PKM
R/W REVIEWER LBD

RIGHT OF WAY PLAN
STA. 143+50.00 TO STA. 148+50.00

MAH-46-13.48

17 / 46
295 / 326

02300\ROW\...RP2.DGN

E73

APPENDIX H

Opinion of Probable Cost

Opinion of Probable Cost
District 4, MAH SR-46 at CR-162 (New Road) Safety Study

	SHORT-TERM					
#	ITEM DESCRIPTION	ODOT ITEM #	UNIT	UNIT COST*	QTY	ITEM TOTAL
1.a	**ADJUST CLEARANCE INTERVALS**					**$1,700.00**
	CONTROLLER ITEM, MISC.:	633E99000	EA	$1,700.00	1	$1,700.00
1.b	**COORDINATE WITH SIGNAL TO THE NORTH**					**$4,700.00**
	CONTROLLER ITEM, MISC.:	633E99000	EA	$1,700.00	1	$1,700.00
	CONTROLLER ITEM, MISC.: MODEM	633E99000	EA	$1,500.00	2	$3,000.00
1.c	**INSTALL ADVANCE TRAFFIC CONTROL SIGN**					**$415.63**
	GROUND MOUNTED SUPPORT, NO. 3 POST	630E03100	FT	$12.00	25	$300.00
	SIGN, FLAT SHEET	630E80100	SF	$18.50	6	$115.63
1.d	**SHIFT SPEED LIMIT CHANGE**					**$902.50**
	GROUND MOUNTED SUPPORT, NO. 3 POST	630E03100	FT	$12.00	50	$600.00
	SIGN, FLAT SHEET	630E80100	SF	$18.50	15	$277.50
	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630E84900	EA	$25.00	1	$25.00
1.e	**RESTRIPE PAVEMENT MARKINGS**					**$10,848.77**
	EDGE LINE, 4"	644E00100	MI	$7,000.00	0.25	$1,723.48
	LANE LINE, 4"	644E00200	MI	$2,100.00	0.33	$698.01
	CENTER LINE	644E00300	MI	$5,000.00	0.55	$2,727.27
	STOP LINE	644E00500	FT	$8.00	132	$1,056.00
	TRANSVERSE/DIAGONAL LINE	644E00700	FT	$6.00	314	$1,884.00
	LANE ARROW	644E01300	EA	$120.00	23	$2,760.00
	SHORT-TERM SUMMARY					
	GENERAL ITEM SUBTOTAL					**TOTAL COST**
				SHORT-TERM GENERAL ITEMS SUBTOTAL		**$18,566.89**
	ADDITIONAL ITEMS					**TOTAL COST**
	Contingency (30% of General Items)					$5,570.07
	Engineering Design (20% of General Items and Contingency)					$4,827.39
				Additional Items Subtotal		**$10,397.46**
				TOTAL		**$29,000.00**

*Unit costs = average of awarded bids in District 4 2019-2022

Note: Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2020 dollars and were assigned based on historical cost data from ODOT Historical Bid Data Item Search (2019-2022). Cost opinions do not include permitting, inspection, or construction management; surveying, geotechnical investigation, environmental documentation, utility relocations, special site remediation, escalation, or the cost for ongoing maintenance. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Opinion of Probable Cost
District 4, MAH SR-46 at CR-162 (New Road) Safety Study

MEDIUM-TERM

#	ITEM DESCRIPTION	ODOT ITEM #	UNIT	UNIT COST*	QTY	ITEM TOTAL
2.a	**UPGRADE LEFT-TURN SIGNALS (SPAN WIRE)**					**$100,675.00**
	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05006	EA	$900.00	7	$6,300.00
	VEHICULAR SIGNAL HEAD, (LED), 4-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05065	EA	$950.00	3	$2,850.00
	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05086	EA	$1,350.00	2	$2,700.00
	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES	632E30200	FT	$10.00	420	$4,200.00
	TETHER WIRE, WITH ACCESSORIES	632E30600	FT	$15.00	350	$5,250.00
	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	632E40500	FT	$2.65	650	$1,722.50
	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	632E40700	FT	$2.65	850	$2,252.50
	STRAIN POLE FOUNDATION	632E64000	EA	$4,350.00	4	$17,400.00
	STRAIN POLE, TYPE TC-81.10, DESIGN 11	632E83100	EA	$7,000.00	4	$28,000.00
	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	632E90100	EA	$4,500.00	1	$4,500.00
	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	633E01581	EA	$15,000.00	1	$15,000.00
	CABINET FOUNDATION	633E67100	EA	$2,000.00	1	$2,000.00
	POWER SERVICE, AS PER PLAN	632E70001	EA	$2,500.00	1	$2,500.00
	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	633E75001	EA	$6,000.00	1	$6,000.00
2.a	**UPGRADE LEFT-TURN SIGNALS (MAST ARMS)**					**$137,220.00**
	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05006	EA	$900.00	7	$6,300.00
	VEHICULAR SIGNAL HEAD, (LED), 4-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05065	EA	$950.00	3	$2,850.00
	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	632E05086	EA	$1,350.00	2	$2,700.00
	CONDUIT, 3", 725.04	625E25500	FT	$27.50	400	$11,000.00
	PULL BOX, 725.08, 18"	625E30700	EA	$900.00	6	$5,400.00
	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	632E40500	FT	$2.65	750	$1,987.50
	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	632E40700	FT	$2.65	1050	$2,782.50
	SIGNAL SUPPORT FOUNDATION	632E64010	EA	$4,550.00	4	$18,200.00
	SIGNAL SUPPORT, WITH MAST ARMS	-	EA	$14,000.00	4	$56,000.00
	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	632E90100	EA	$4,500.00	1	$4,500.00
	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	633E01581	EA	$15,000.00	1	$15,000.00
	CABINET FOUNDATION	633E67100	EA	$2,000.00	1	$2,000.00
	POWER SERVICE, AS PER PLAN	632E70001	EA	$2,500.00	1	$2,500.00
	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	633E75001	EA	$6,000.00	1	$6,000.00
2.b	**INSTALL WAVETRONIX**					**$52,500.00**
	ADVANCE RADAR DETECTION	809E69000	EA	$7,500.00	7.00	$52,500.00
2.d	**CONSOLIDATE DRIVEWAYS**					**$27,414.44**
	PAVEMENT REMOVED, ASPHALT	202E23010	SY	$11.50	100	$1,150.00
	COMBINATION CURB AND GUTTER, TYPE 2	609E12001	FT	$31.00	260	$8,060.00
	REMOVAL MISC.: CONCRETE APRON	202E98400	SF	$9.00	1900	$17,100.00
	SEEDING AND MULCHING	659E10000	SY	$3.55	311	$1,104.44

MEDIUM-TERM SUMMARY (SPAN-WIRE)

GENERAL ITEM SUBTOTAL					TOTAL COST
			MEDIUM-TERM (SPAN-WIRE) GENERAL ITEMS SUBTOTAL		$180,589.44
INCINDENTAL ITEMS		**UNIT**	**UNIT COST**	**QTY**	**TOTAL COST**
Maintenance of Traffic (10% of General Items Subtotal)	-	LS	$18,100.00	1	$18,100.00
Field Office	-	LS	$3,000.00	1	$3,000.00
Temporary Easement for Driveway Consolidation Construction (see attached calculation)	-	LS	$8,400.00	1	$8,400.00
Mobilization (5% of General Items Subtotal)	-	LS	$9,000.00	1	$9,000.00
			Incidental Items Subtotal		$38,500.00
ADDITIONAL ITEMS					**TOTAL COST**
Contingency (30% of General Items and Incidental Items)					$65,726.83
Engineering Design (20% of General Items, Incidental Items, and Contingency)					$56,963.26
			Additional Items Subtotal		$122,690.09
			TOTAL		$342,000.00
			TOTAL with 6% Inflation per year assuming 2024 construction		$362,520.00

MEDIUM-TERM SUMMARY (MAST ARM)

GENERAL ITEM SUBTOTAL					TOTAL COST
			MEDIUM-TERM (MAST ARM) GENERAL ITEMS SUBTOTAL		$217,134.44
INCINDENTAL ITEMS		**UNIT**	**UNIT COST**	**QTY**	**TOTAL COST**
Maintenance of Traffic (10% of General Items Subtotal)	-	LS	$21,700.00	1	$21,700.00
Field Office	-	LS	$3,000.00	1	$3,000.00
Temporary Easement for Driveway Consolidation Construction (see attached calculation)	-	LS	$8,400.00	1	$8,400.00
Mobilization (5% of General Items Subtotal)	-	LS	$10,900.00	1	$10,900.00
			Incidental Items Subtotal		$44,000.00
ADDITIONAL ITEMS					**TOTAL COST**
Contingency (30% of General Items and Incidental Items)					$78,340.33
Engineering Design (20% of General Items, Incidental Items, and Contingency)					$67,894.96
			Additional Items Subtotal		$146,235.29
			TOTAL		$408,000.00
			TOTAL with 6% Inflation per year assuming 2024 construction		$432,480.00

*Unit costs = average of awarded bids in District 4 2019-2022

Note: Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2020 dollars and were assigned based on historical cost data from ODOT Historical Bid Data Item Search (2019-2022). Cost opinions do not include permitting, inspection, or construction management; surveying, geotechnical investigation, environmental documentation, utility relocations, special site remediation, escalation, or the cost for ongoing maintenance. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

Opinion of Probable Cost
District 4, MAH SR-46 at CR-162 (New Road) Safety Study

LONG-TERM						
#	ITEM DESCRIPTION	ODOT ITEM #	UNIT	UNIT COST*	QTY	ITEM TOTAL
3.a	**INSTALL ROUNDABOUT**					**$665,803.50**
	PAVEMENT REMOVED, ASPHALT	202E23010	SY	$11.50	6000	$69,000.00
	REMOVAL MISC.: CONCRETE APRON	202E98400	SF	$9.00	5000	$45,000.00
	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	441E50000	CY	$275.00	1000	$275,000.00
	4" CONCRETE WALK [Traffic Island and Truck Apron]	608E10000	SF	$10.20	5700	$58,140.00
	COMBINATION CURB AND GUTTER, TYPE 2	609E12001	FT	$31.00	6000	$186,000.00
	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	632E90100	EA	$4,500.00	1	$4,500.00
	EDGE LINE, 4"	644E00100	MI	$7,000.00	0.04	$251.89
	CENTER LINE: SOLID SINGLE YELLOW	644E00300	MI	$7,000.00	0.78	$5,436
	LANE ARROW	644E01300	EA	$120.00	5	$600.00
	YIELD LINE	644E20800	FT	$12.00	48	$576.00
	SEEDING AND MULCHING	659E10000	SY	$3.55	6000	$21,300.00
	LONG-TERM SUMMARY					
	GENERAL ITEM SUBTOTAL					**TOTAL COST**
				LONG -TERM GENERAL ITEMS SUBTOTAL		**$665,803.50**
	INCINDENTAL ITEMS		**UNIT**	**UNIT COST**	**QTY**	**TOTAL COST**
	Lighting	-	LS	$150,000.00	1	$150,000.00
	Erosion Control	-	LS	$15,000.00	1	$15,000.00
	Earthwork	-	LS	$50,000.00	1	$50,000.00
	Drainage	-	LS	$50,000.00	1	$50,000.00
	Signage	-	LS	$15,000.00	1	$15,000.00
	Survey	-	LS	$20,000.00	1	$20,000.00
	Maintenance of Traffic	-	LS	$150,000.00	1	$150,000.00
	Mobilization	-	LS	$100,000.00	1	$100,000.00
	Construction Layout Stakes	-	LS	$30,000.00	1	$30,000.00
	Field Office	-	LS	$20,000.00	1	$20,000.00
				Incidental Items Subtotal		**$600,000.00**
	ADDITIONAL ITEMS					**TOTAL COST**
	Contingency (30% of General Items and Incidental Items)					$379,741.05
	Engineering Design (20% of General Items, Incidental Items, and Contingency)					$329,108.91
				Additional Items Subtotal		**$708,849.96**
				TOTAL		**$1,975,000.00**
				TOTAL with 6% Inflation per year assuming 2027 construction		**$2,493,392.00**

*Unit costs = average of awarded bids in District 4 2019-2022

Note: Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2020 dollars and were assigned based on historical cost data from ODOT Historical Bid Data Item Search (2019-2022). Cost opinions do not include permitting, inspection, or construction management; surveying, geotechnical investigation, environmental documentation, utility relocations, special site remediation, escalation, or the cost for ongoing maintenance. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

SR 46 at New Rd - Preliminary R/W Cost Estimate

										OTHER DAMAGES					
										WALL	TREE	FENCE	LANDSCAPING		TOTAL COST PER PARCEL
ID #	PARCEL #	TOTAL AREA	PER ACRE LAND VALUE	PERM R/W (AC)	COST PER ACRE + 30%	COST	TEMP R/W (AC)	COST PER ACRE	COST	COST	COST	COST	COST	APPRAISALS & NEGOTIATIONS	
1	48-120-0-003.00-0	5.00 AC	$69,028	0.0000	$89,736.40	$0.00	0.1000	$13,460.46	$1,346.05					$7,000.00	$8,346.05
TOTALS				0.0000		$0.00	0.1000		$1,346.05	$0.00	$0.00	$0.00	$0.00	$7,000.00	$8,346.05
												Grand Total			**$8,346.05**

E78

APPENDIX I

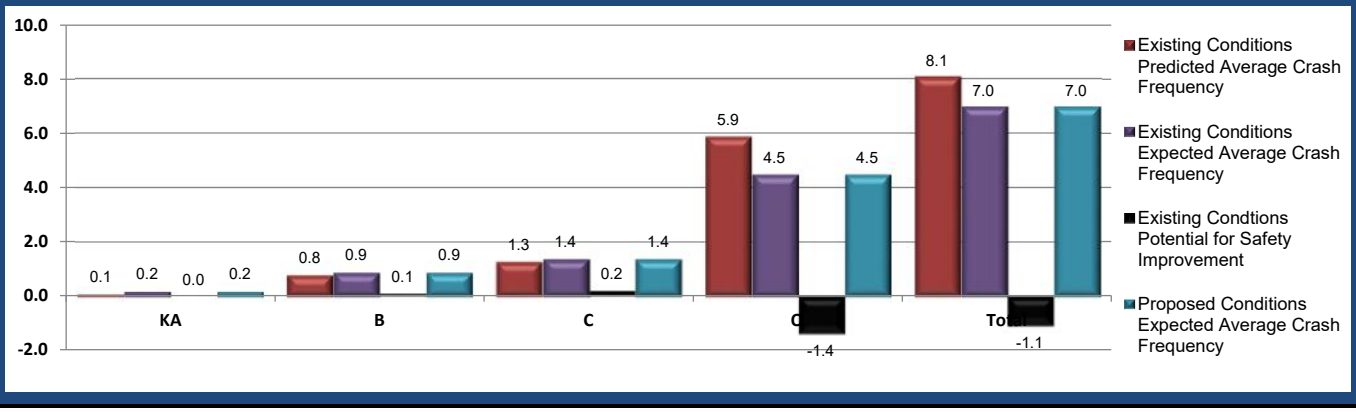
ECAT Results

Project Safety Performance Report

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study - Signal	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1483	0.8129	1.2833	5.8723	8.1168
$N_{expected}$ - Existing Conditions	0.1635	0.9012	1.4444	4.4986	7.0077
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0152**	**0.0883**	**0.1611**	-1.3737	-1.1091
$N_{expected}$ - Proposed Conditions	0.1635	0.9012	1.4444	4.4986	7.0077

Project Cost Estimate

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study - Signal	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Engineering Design %	20%
Contingency %	30%

Countermeasures	Construction Costs	Right of Way Costs	Engineering Design Costs	Contingency Amount	Total Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value
Medium-term countermeasures	$261,134.44		$67,894.95	$78,340.33	**$407,369.73**		
			$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	**$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	$0.00	**$0.00**		
			$0.00	$0.00	**$0.00**		
Totals	**$261,134.44**	**$0.00**	**$67,894.95**	**$78,340.33**	**$407,369.73**	**$0.00**	**$0.00**

Inflation %	

Final Costruction Cost:	**$407,369.73**

*Final construction cost should match the Project Cost Estimate

Safety Benefit - Cost Analysis

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study - Signal	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Select Site Types to be used in Benefit-Cost Analysis:

All Sites

Comments:

Countermeasure Service Lives, Costs, and Safety Benefits

Countermeasures	Service Life (Years)	Initial Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value	Net Present Cost of Countermeasure	Total Cost of Countermeasures	Summary of Annual Crash Modifications	Net Present Value of Safety Benefits
Site Characteristic Improvements (Please add description about improvements i.e. Lane widening)	10	$408,000.00			$408,000.00	$408,000.00	0.000	$0
Site Characteristic Improvements (Please add description about improvements i.e. Lighting)					$0.00	$0.00		
Site Characteristic Improvements (Please add description about improvements i.e. Signal Phasing)					$0.00	$0.00		
Site Characteristic Improvements (Please add description about improvements i.e. Added Right Turn Lane)					$0.00	$0.00		
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
					$0.00	$0.00	0.000	$0
Totals		**$408,000.00**	**$0.00**	**$0.00**	**$408,000.00**	**$408,000.00**	**0.000**	**$0**

Safety Benefit - Cost Analysis

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study - Signal	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Benefit - Cost Calculator

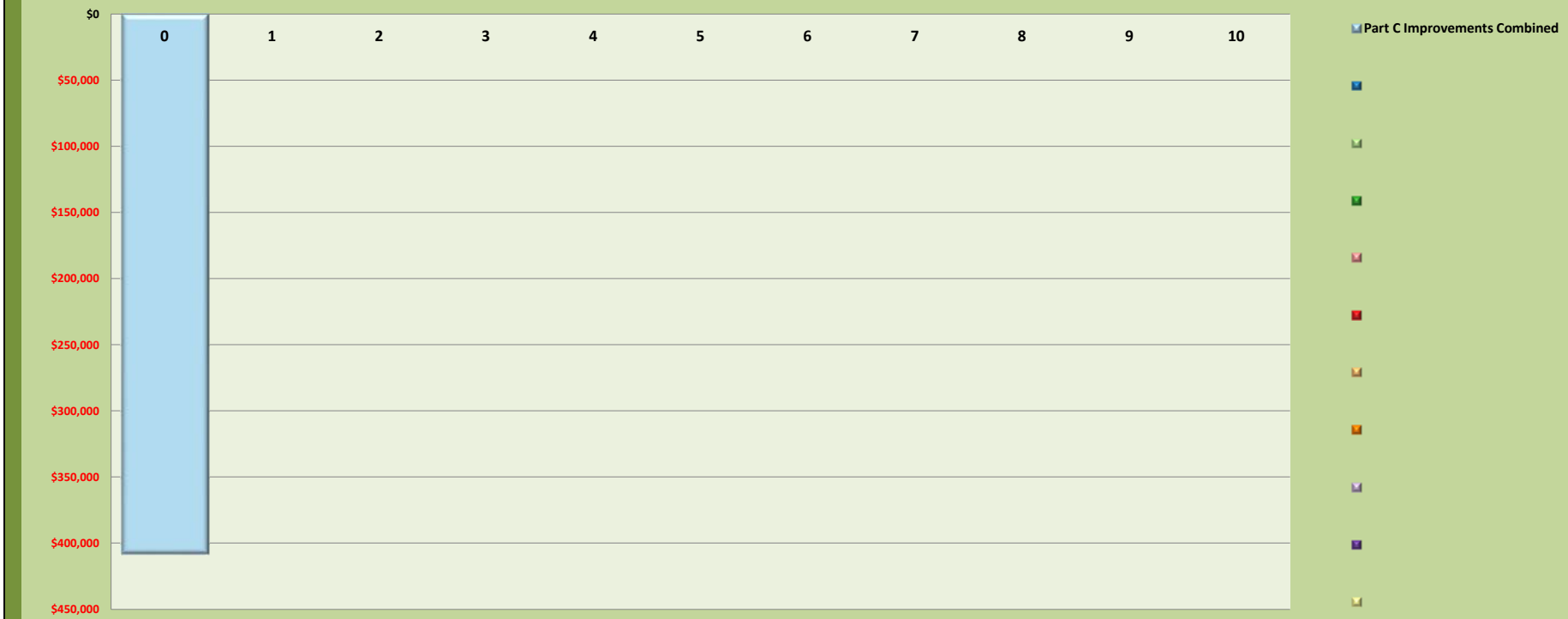
Net Present Value of Project	$408,000.00
Net Present Value of Safety Benefits	$0.00
Net Benefit	($408,000.00)
Benefit / Cost Ratio	0.00

Expected Annual Crash Adjustment

Number of Fatal & Incapacitating Injury Crashes	0.000
Number of Injury Crashes	0.000
Number of Total Crashes	0.000

Comments:

Safety Benefits and Project Costs Combined Cash Flows By Countermeasure Per Year

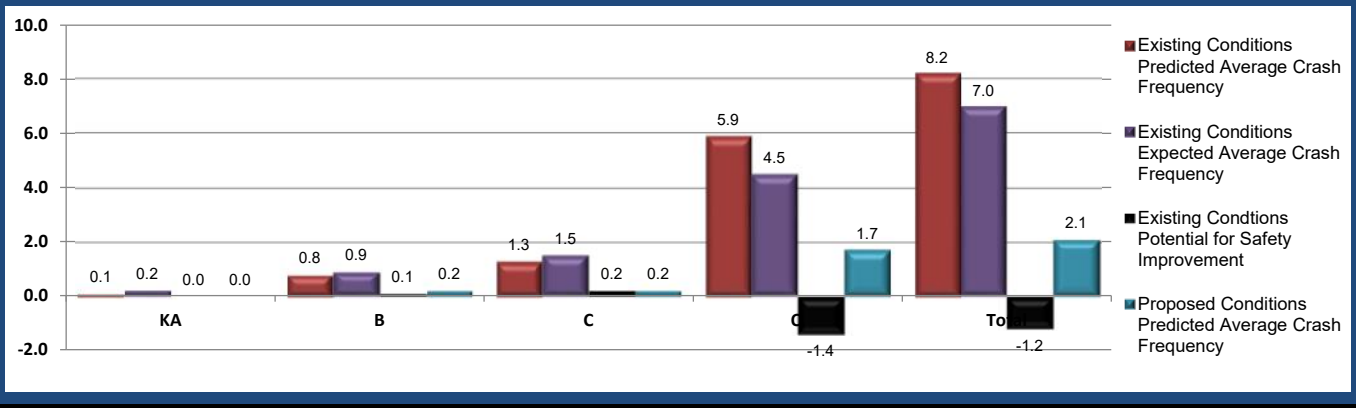


Project Safety Performance Report

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1497	0.8211	1.2962	5.9316	8.1986
$N_{expected}$ - Existing Conditions	0.1646	0.9075	1.4539	4.5130	7.0390
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0149**	**0.0864**	**0.1577**	-1.4186	-1.1596
$N_{predicted}$ - Proposed Conditions	0.0214	0.1789	0.2212	1.6818	2.1033

Project Cost Estimate

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Engineering Design %	20%
Contingency %	30%

Countermeasures	Construction Costs	Right of Way Costs	Engineering Design Costs	Contingency Amount	Total Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value
Site Characteristic Improvements (i.e. Lane widening)	$1,265,803.50		$329,108.91	$379,741.05	**$1,974,653.46**		
Site Characteristic Improvements (i.e. Lighting)			$0.00	$0.00	**$0.00**		
Site Characteristic Improvements (i.e. Signal Phasing)			$0.00	$0.00	**$0.00**		
Site Characteristic Improvements (i.e. Added Right Turn Lane)			$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	**$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**		
Totals	**$1,265,803.50**	**$0.00**	**$329,108.91**	**$379,741.05**	**$1,974,653.46**	**$0.00**	**$0.00**

Inflation %	

Final Costruction Cost:	**$1,974,653.46**

*Final construction cost should match the Project Cost Estimate

Safety Benefit - Cost Analysis

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Select Site Types to be used in Benefit-Cost Analysis:

All Sites

Comments:

Countermeasure Service Lives, Costs, and Safety Benefits

Countermeasures	Service Life (Years)	Initial Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value	Net Present Cost of Countermeasure	Total Cost of Countermeasures	Summary of Annual Crash Modifications	Net Present Value of Safety Benefits
Site Characteristic Improvements (i.e. Lane widening)	20	$1,974,653.46			$1,974,653.46	$1,974,653.46	-6.095	$2,631,131
Site Characteristic Improvements (i.e. Lighting)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Signal Phasing)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Added Right Turn Lane)		$0.00			$0.00	$0.00		
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
Totals		**$1,974,653.46**	**$0.00**	**$0.00**	**$1,974,653.46**	**$1,974,653.46**	**-6.095**	**$2,631,131**

Safety Benefit - Cost Analysis

General Information

Project Name	District 4 SR 46 at New Road	Contact Email	ekoehle@tooledesign.com
Project Description	Formal Safety Study	Contact Phone	301-927-1900
Reference Number		Date Performed	3/16/2023
Analyst	Emily Koehle	Analysis Year	2021
Agency/Company	Toole Design		

Benefit - Cost Calculator

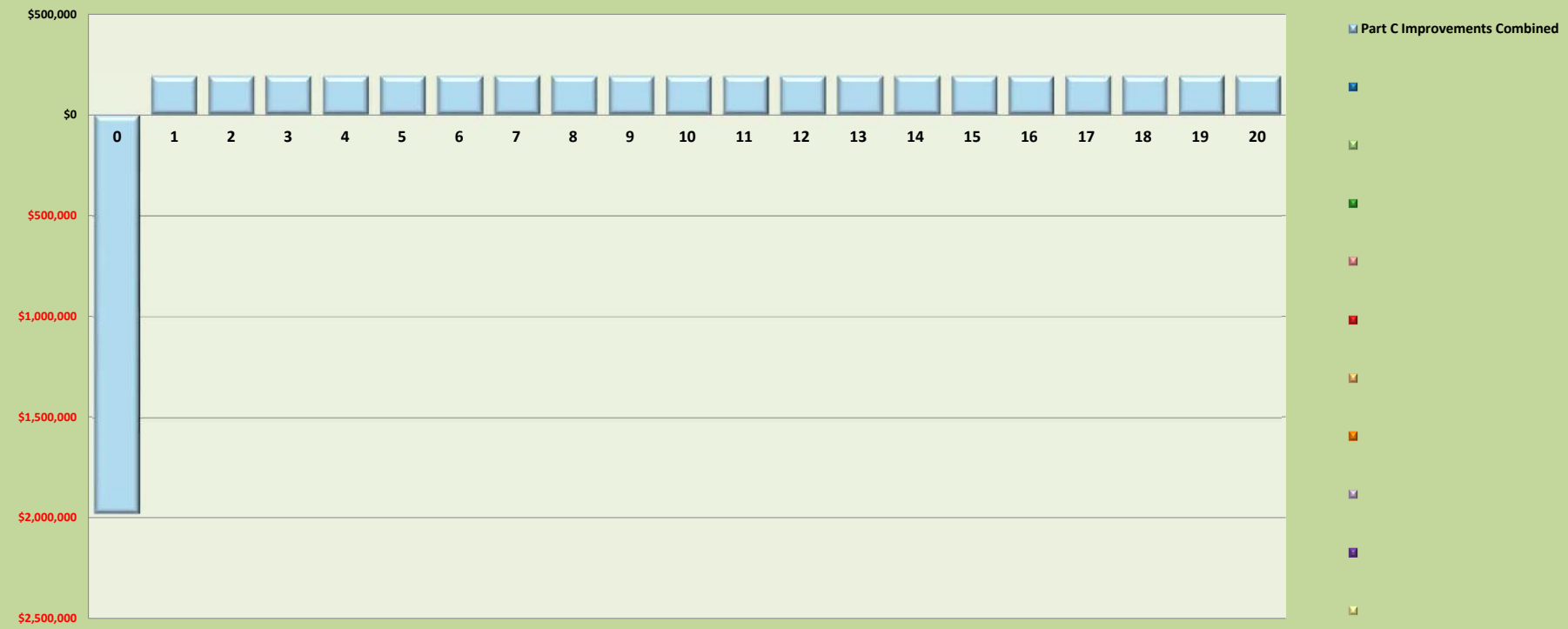
Net Present Value of Project	$1,974,653.46
Net Present Value of Safety Benefits	$2,631,131.27
Net Benefit	$656,477.81
Benefit / Cost Ratio	1.33

Expected Annual Crash Adjustment

Number of Fatal & Incapacitating Injury Crashes	-0.128
Number of Injury Crashes	-1.846
Number of Total Crashes	-6.095

Comments:

Safety Benefits and Project Costs Combined Cash Flows By Countermeasure Per Year



Engineers, Surveyors, Planners, Scientists

APPENDIX F

Analysis Reports

EMH&T

Engineers, Surveyors, Planners, Scientists

Analysis Summary Tables

SR 46/New Road - 2048 AM HCS Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS/Delay (s)	v/c	95th %ile Queue (ft)/QSR	LOS/Delay (s)	v/c	95th %ile Queue (ft)	LOS/Delay (s)	v/c	95th %ile Queue (ft)	LOS/Delay (s)	v/c	95th %ile Queue (ft)
EBL	C/20.9	0.344	78/0.05	B/10.6	0.470	65.5	A/7.0	0.300	30.2	A/8.9	0.420	52.9
EBT	C/20.0	0.508	124/0.86									
EBR	C/20.0	0.508	124/0.86				A/5.1	0.120	10.1			
EB Approach	C/20.4	-	-	B/10.6	-	-	A/6.5	-	-	A/8.9	-	-
WBL	C/23.6	0.212	36/0.22	C/17.1	0.610	105.8	A/8.6	0.240	22.7	B/12.7	0.530	78.1
WBT	B/17.3	0.183	43/0.07									
WBR	B/12.9	0.364	92/0.30				B/10.1	0.360	40.3			
WB Approach	B/15.7	-	-	C/17.1	-	-	A/9.5	-	-	B/12.7	-	-
NBL	B/14.6	0.089	17/0.06	C/15.2	0.680	138.6	B/13.6	0.630	118.4	A/8.8	0.440	58.0
NBT	B/17.4	0.478	136/0.27							-	-	-
NBR	B/17.4	0.480	132/0.27				A/3.7	0.040	2.5	A/5.5	0.190	17.6
NB Approach	B/17.2	-	-	C/15.2	-	-	B/13.0	-	-	A/7.8	-	-
SBL	A/9.3	0.213	30/0.09	A/7.3	0.390	47.9	A/3.9	0.100	7.6	A/5.8	0.290	30.2
SBT	A/8.4	0.322	85/0.07				A/6.0	0.310	32.8	-	-	-
SBR	A/6.9	0.049	9/0.01	A/3.3	0.030	2.5				A/4.1	0.120	10.1
SB Approach	A/8.5	-	-	A/6.9	-	-	A/5.5	-	-	A/5.3	-	-
Intersection	B/15.3	-	-	B/12.6	-	-	A/9.0	-	-	A/8.4	-	-

SR 46/New Road - 2048 PM HCS Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	LOS/Delay (s)	v/c	95th %ile Queue (ft)/QSR	LOS/Delay (s)	v/c	95th %ile Queue (ft)	LOS/Delay (s)	v/c	95th %ile Queue (ft)	LOS/Delay (s)	v/c	95th %ile Queue (ft)
EBL	C/27.3	0.274	70/0.05	F/83.9	1.030	330.1	C/16.4	0.500	70.6	E/36.7	0.820	204.1
EBT	C/27.2	0.625	229/1.58									
EBR	C/27.2	0.625	229/1.58				A/9.9	0.270	27.7			
EB Approach	C/27.2	-	-	F/83.9	-	-	B/13.9	-	-	E/36.7	-	-
WBL	C/33.8	0.362	72/0.43	E/47.8	0.930	302.4	B/13.6	0.470	63.0	D/26.4	0.800	204.1
WBT	C/22.6	0.344	125/0.21									
WBR	B/15.9	0.396	147/0.47				B/10.8	0.400	50.4			
WB Approach	C/21.0	-	-	E/47.8	-	-	B/12.2	-	-	D/26.4	-	-
NBL	C/28.9	0.493	110/0.41	F/78.9	1.080	529.2	F/51.0	0.970	383.0	C/17.7	0.690	143.6
NBT	C/20.5	0.483	204/0.41							-	-	-
NBR	C/20.6	0.485	197/0.40				A/5.4	0.090	7.6	A/7.9	0.300	30.2
NB Approach	C/22.0	-	-	F/78.9	-	-	E/46.7	-	-	B/14.7	-	-
SBL	B/16.4	0.670	168/0.48	F/130.9	1.230	927.4	A/7.7	0.370	42.8	D/33.5	0.920	352.8
SBT	B/15.7	0.712	354/0.31				E/35.3	0.930	367.9	-	-	-
SBR	A/8.9	0.168	52/0.05	A/5.1	0.150	12.6				A/8.1	0.390	47.9
SB Approach	B/15.1	-	-	F/115.9	-	-	D/27.5	-	-	D/25.9	-	-
Intersection	B/19.7	-	-	F/89.2	-	-	D/27.8	-	-	C/24.6	-	-

F3

SR 46/New Road - 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
EBL	F	95.1	217.0	A	5.7	51.5	A	6.0	27.7	A	4.6	30.3
EBT	B	15.5	81.4									
EBR	B	15.5	81.4				A	3.3	3.3			
EB Approach	D	45.3	-	-	-	-	-	-	-	-	-	-
WBL	C	32.7	28.3	A	8.4	58.1	A	7.0	20.4	A	6.4	47.0
WBT	B	17.1	38.6									
WBR	A	9.6	59.6				C	16.8	91.3			
WB Approach	B	15.0	-	-	-	-	-	-	-	-	-	-
NBL	C	24.8	17.5	A	6.3	42.7	A	8.1	69.4	A	6.8	43.3
NBT	B	18.4	95.4							-	-	-
NBR	B	17.5	99.1				B	10.8	15.8	A	5.2	12.9
NB Approach	B	18.4	-	-	-	-	-	-	-	-	-	-
SBL	B	16.1	40.9	A	5.4	19.7	A	6.0	25.6	A	4.3	22.1
SBT	A	9.9	89.6							-	-	-
SBR	A	2.3	0.0	A	0.0	0.0	A	4.7	10.8	A	3.3	1.3
SB Approach	B	10.7	-	-	-	-	-	-	-	-	-	-
Intersection	C	21.2	-	A	6.3	-	A	7.9	-	A	5.4	-

SR 46/New Road - 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
EBL	F	142.1	186.1	C	17.7	117.0	C	15.9	79.2	A	9.8	81.2
EBT	C	29.7	150.4									
EBR	C	29.7	150.4				A	8.2	22.8			
EB Approach	E	55.1	-	-	-	-	-	-	-	-	-	-
WBL	F	264.2	672.3	C	18.5	173.4	C	17.0	73.1	A	6.9	57.6
WBT	E	69.4	106.2									
WBR	D	37.0	68.6				F	86.1	376.8			
WB Approach	F	80.6	-	-	-	-	-	-	-	-	-	-
NBL	E	76.7	153.5	C	16.1	186.3	E	40.2	436.0	C	17.1	146.3
NBT	C	24.2	126.4							-	-	-
NBR	C	23.6	131.1				D	32.7	24.3	A	8.3	30.9
NB Approach	C	33.1	-	-	-	-	-	-	-	-	-	-
SBL	C	24.9	143.9	F	191.9	1147.0	F	248.1	1138.9	D	25.5	269.6
SBT	B	12.9	212.3							-	-	-
SBR	A	3.8	16.8	F	89.9	0.1	F	106.0	356.6	A	8.1	42.4
SB Approach	B	15.2	-	-	-	-	-	-	-	-	-	-
Intersection	D	36.8	-	F	76.5	-	F	92.5	-	B	14.5	-

F4

SR 46/N Beacon Dr - 2048 AM HCS Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**
WBL/R	C/18.6	0.110	10.1/0.07	C/18.6	0.110	10.1/0.07	C/18.6	0.110	10.1/0.07	C/18.6	0.110	10.1/0.07
WB Approach	C/18.6	-	-	C/18.6	-	-	C/18.6	-	-	C/18.6	-	-
SBL	B/10.2	0.020	0.0/0.00	B/10.2	0.020	0.0/0.00	B/10.2	0.020	0.0/0.00	B/10.2	0.020	0.0/0.00
SB Approach	A/0.2	-	-	A/0.2	-	-	A/0.2	-	-	A/0.2	-	-

SR 46/N Beacon Dr - 2048 PM HCS Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**
WBL/R	D/26.4	0.160	13.3/0.09	D/26.4	0.160	13.3/0.09	D/26.4	0.160	13.3/0.09	D/26.4	0.160	13.3/0.09
WB Approach	D/26.4	-	-	D/26.4	-	-	D/26.4	-	-	D/26.4	-	-
SBL	B/10.1	0.040	2.5/0.01	B/10.1	0.040	2.5/0.01	B/10.1	0.040	2.5/0.01	B/10.1	0.040	2.5/0.01
SB Approach	A/0.3	-	-	A/0.3	-	-	A/0.3	-	-	A/0.3	-	-

SR 46/N Beacon Dr - 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
WBL/R	B	12.3	15.9	C	17.6	17.8	C	19.3	17.6	C	19.6	17.3
WB Approach	B	12.3	-	C	17.6	-	C	19.3	-	C	19.6	-
SBL	A	8.3	0.0	B	13.7	1.1	B	14.1	2.4	B	12.3	0.7
SB Approach	A	0.2	-	A	0.4	-	A	0.3	-	A	0.3	-
Intersection	A	0.5	-	A	0.6	-	A	0.7	-	A	0.6	-

SR 46/N Beacon Dr - 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
WBL/R	C	15.7	16.7	C	23.8	627.7	F	428.0	416.5	C	18.7	17.6
WB Approach	C	15.7	-	C	23.8	-	F	428.0	-	C	18.7	-
SBL	A	6.6	1.3	F	73.7	5.3	F	66.5	2.5	B	12.0	6.0
SB Approach	A	0.2	-	F	68.9	-	F	65.8	-	A	0.3	-
Intersection	A	0.4	-	E	37.2	-	E	38.9	-	A	0.6	-

F5

SR 46/Willow Crest Dr - 2048 AM HCS Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**
EBL/T/R	B/14.1	0.262	41/0.13	B/14.1	0.262	41/0.13	B/14.1	0.262	41/0.13	B/14.1	0.262	41/0.13
EB Approach	B/14.1	-	-	B/14.1	-	-	B/14.1	-	-	B/14.1	-	-
WBL/T/R	B/13.7	0.193	29/0.07	B/13.7	0.193	29/0.07	B/13.7	0.193	29/0.07	B/13.7	0.193	29/0.07
WB Approach	B/13.7	-	-	B/13.7	-	-	B/13.7	-	-	B/13.7	-	-
NBL	A/7.0	0.020	2/0.01	A/7.0	0.020	2/0.01	A/7.0	0.020	2/0.01	A/7.0	0.020	2/0.01
NBT	A/8.0	0.534	86/0.17	A/8.0	0.534	86/0.17	A/8.0	0.534	86/0.17	A/8.0	0.534	86/0.17
NBR	A/8.0	0.534	84/0.16	A/8.0	0.534	84/0.16	A/8.0	0.534	84/0.16	A/8.0	0.534	84/0.16
NB Approach	A/8.0	-	-	A/8.0	-	-	A/8.0	-	-	A/8.0	-	-
SBL	B/10.4	0.064	5/0.02	B/10.4	0.064	5/0.02	B/10.4	0.064	5/0.02	B/10.4	0.064	5/0.02
SBT	A/6.3	0.242	32/.02	A/6.3	0.242	32/.02	A/6.3	0.242	32/.02	A/6.3	0.242	32/.02
SBR	A/6.3	0.243	31/0.02	A/6.3	0.243	31/0.02	A/6.3	0.243	31/0.02	A/6.3	0.243	31/0.02
SB Approach	A/6.5	-	-	A/6.5	-	-	A/6.5	-	-	A/6.5	-	-
Intersection	A/8.3	-	-	A/8.3	-	-	A/8.3	-	-	A/8.3	-	-

SR 46/Willow Crest Dr - 2048 PM HCS Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**	**LOS/Delay (s)**	**v/c**	**95th %ile Queue (ft)/QSR**
EBL/T/R	B/17.5	0.179	32/0.10	B/17.5	0.179	32/0.10	B/17.5	0.179	32/0.10	B/17.5	0.179	32/0.10
EB Approach	B/17.5	-	-	B/17.5	-	-	B/17.5	-	-	B/17.5	-	-
WBL/T/R	B/19.8	0.461	90/0.23	B/19.8	0.461	90/0.23	B/19.8	0.461	90/0.23	B/19.8	0.461	90/0.23
WB Approach	B/19.8	-	-	B/19.8	-	-	B/19.8	-	-	B/19.8	-	-
NBL	B/11.0	0.156	15/0.07	B/11.0	0.156	15/0.07	B/11.0	0.156	15/0.07	B/11.0	0.156	15/0.07
NBT	A/6.5	0.426	80/0.15	A/6.5	0.426	80/0.15	A/6.5	0.426	80/0.15	A/6.5	0.426	80/0.15
NBR	A/6.6	0.426	77/0.15	A/6.6	0.426	77/0.15	A/6.6	0.426	77/0.15	A/6.6	0.426	77/0.15
NB Approach	A/6.8	-	-	A/6.8	-	-	A/6.8	-	-	A/6.8	-	-
SBL	A/9.5	0.178	19/0.08	A/9.5	0.178	19/0.08	A/9.5	0.178	19/0.08	A/9.5	0.178	19/0.08
SBT	A/7.3	0.530	108/0.06	A/7.3	0.530	108/0.06	A/7.3	0.530	108/0.06	A/7.3	0.530	108/0.06
SBR	A/7.3	0.530	107/0.06	A/7.3	0.530	107/0.06	A/7.3	0.530	107/0.06	A/7.3	0.530	107/0.06
SB Approach	A/7.4	-	-	A/7.4	-	-	A/7.4	-	-	A/7.4	-	-
Intersection	A/8.4	-	-	A/8.4	-	-	A/8.4	-	-	A/8.4	-	-

F6

SR 46/Willow Crest Dr - 2048 AM TransModeler Summary

2048 AM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
EBL/T/R	B	11.6	34.3	B	12.4	35.4	B	11.8	38.2	B	12.7	43.0
EB Approach	B	11.6	-	B	12.4	-	B	11.8	-	B	12.7	-
WBL/T/R	B	11.3	27.6	B	11.6	31.9	B	11.8	32.7	B	11.7	31.4
WB Approach	B	11.3	-	B	11.6	-	B	11.8	-	B	11.7	-
NBL	B	10.2	0.0	B	11.6	0.7	B	12.4	0.7	B	12.0	1.6
NBT	A	6.3	67.4	A	6.6	71.2	A	7.2	73.6	A	6.1	63.3
NBR	A	6.1	74.0	A	6.2	72.6	A	7.3	76.5	A	6.0	69.0
NB Approach	A	6.2	-	A	6.5	-	A	7.3	-	A	6.2	-
SBL	B	18.6	6.6	C	21.0	8.5	C	21.0	8.6	C	20.8	9.1
SBT	A	5.5	23.7	A	5.4	23.9	A	6.1	35.3	A	5.6	29.5
SBR	A	5.1	18.3	A	5.0	23.0	A	5.5	20.9	A	5.1	22.8
SB Approach	A	6.0	-	A	5.9	-	A	6.6	-	A	6.1	-
Intersection	A	6.8	-	A	7.0	-	A	7.6	-	A	6.9	-

SR 46/Willow Crest Dr - 2048 PM TransModeler Summary

2048 PM	Existing			Alternative 1			Alternative 2			Alternative 3		
Movement	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**	**LOS**	**Delay (sec/veh)**	**95th %ile Queue (ft)**
EBL/T/R	B	15.4	24.6	E	71.4	124.9	E	64.3	112.4	B	15.7	26.4
EB Approach	B	15.4	-	E	71.4	-	E	64.3	-	B	15.7	-
WBL/T/R	B	17.2	71.6	F	216.4	582.1	F	183.3	528.3	B	17.0	69.2
WB Approach	B	17.2	-	F	216.4	-	F	183.3	-	B	17.0	-
NBL	C	31.2	27.8	F	205.1	221.7	F	192.8	228.9	C	29.3	29.0
NBT	A	7.3	90.2	B	11.0	101.9	B	10.6	96.9	A	6.8	69.0
NBR	A	7.4	93.8	B	10.6	107.0	B	11.0	105.2	A	6.8	81.6
NB Approach	A	8.7	-	B	19.7	-	B	19.1	-	A	8.0	-
SBL	C	21.3	22.7	E	61.6	31.5	D	47.9	30.2	C	21.5	20.6
SBT	A	7.1	85.9	F	85.0	543.7	E	75.1	538.0	A	7.0	90.9
SBR	A	6.9	81.6	D	42.0	536.7	D	53.7	540.0	A	7.0	88.1
SB Approach	A	7.8	-	E	58.6	-	E	60.5	-	A	7.9	-
Intersection	A	9.1	-	D	52.4	-	D	50.7	-	A	8.8	-

F7

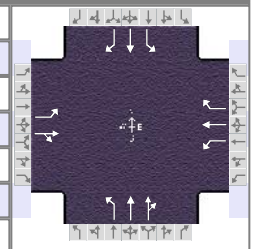
EMH&T

Engineers, Surveyors, Planners, Scientists

No Build HCS Analysis

HCS Signalized Intersection Input Data

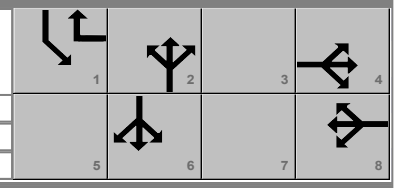
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	1c - AM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	120	110	60	90	230	40	520	40	110	310	40

Signal Information			
Cycle, s	61.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.6	20.0	16.6	0.0	0.0	0.0						
Yellow	3.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	120	110	60	90	230	40	520	40	110	310	40
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		1	1	1	1	1		1	1	1
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	1425	145		165	600	310	270	499		350	1145	1145
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

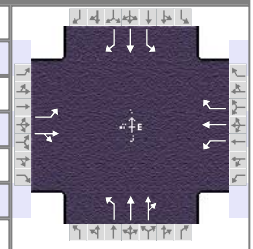
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		30.0		40.0	12.0	40.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0	3.0	4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0	1.0	2.0
Minimum Green (G_{min}), s		10		10		20	10	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0		4.3	4.0	4.3
Recall Mode		Off		Off		Min	Off	Min
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	1c - AM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 AM Peak Hour				

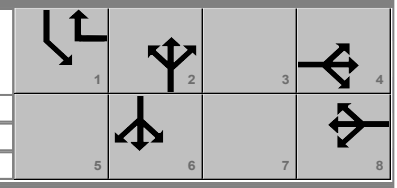


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	120	110	60	90	230	40	520	40	110	310	40

Signal Information			
Cycle, s	61.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	20.0	16.6	0.0	0.0	0.0						
Yellow	3.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	2.0	2.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		6.3	1.0	3.0
Phase Duration, s		22.6		22.6		26.0	12.6	38.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	4.0	6.0
Max Allow Headway (*MAH*), s		5.3		5.3		5.3	5.1	5.3
Queue Clearance Time (g_s), s		10.2		12.1		9.7	4.1	7.9
Green Extension Time (g_e), s		3.7		4.5		7.2	0.3	7.3
Phase Call Probability		1.00		1.00		1.00	0.86	1.00
Max Out Probability		0.35		0.13		0.06	0.14	0.05

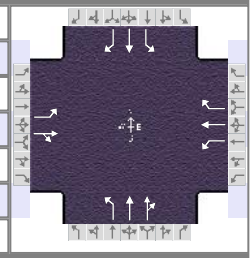
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	146	240		63	94	240	42	295	289	115	323	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1313	1736		1150	1885	1598	1065	1885	1837	1795	1885	1598
Queue Service Time (g_s), s	5.9	7.1		3.0	2.3	6.4	1.7	7.6	7.7	2.1	5.9	0.8
Cycle Queue Clearance Time (g_c), s	8.2	7.1		10.1	2.3	6.4	1.7	7.6	7.7	2.1	5.9	0.8
Green Ratio (*g/C*)	0.27	0.27		0.27	0.27	0.41	0.33	0.33	0.33	0.50	0.53	0.53
Capacity (*c*), veh/h	424	471		295	512	658	466	616	601	538	1003	850
Volume-to-Capacity Ratio (*X*)	0.344	0.508		0.212	0.183	0.364	0.089	0.478	0.480	0.213	0.322	0.049
Back of Queue (*Q*), ft/ln (95 th percentile)	78	124		36	43	92	17	136	132	30	85	9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	4.9		1.4	1.7	3.6	0.7	5.4	5.3	1.2	3.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.86		0.22	0.07	0.30	0.06	0.27	0.27	0.09	0.07	0.01
Uniform Delay (d_1), s/veh	20.2	18.8		23.1	17.1	12.5	14.4	16.4	16.4	9.1	8.1	6.9
Incremental Delay (d_2), s/veh	0.7	1.2		0.5	0.2	0.5	0.1	0.9	0.9	0.3	0.3	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.9	20.0		23.6	17.3	12.9	14.6	17.4	17.4	9.3	8.4	6.9
Level of Service (LOS)	C	C		C	B	B	B	B	B	A	A	A
Approach Delay, s/veh / LOS	20.4	C		15.7	B		17.2	B		8.5	A	
Intersection Delay, s/veh / LOS	15.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.27	B	2.09	B	1.87	B
Bicycle LOS Score / LOS	1.12	A	1.14	A	1.00	A	1.28	A

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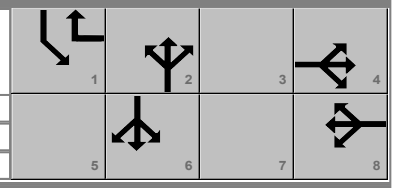
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	1c - AM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	120	110	60	90	230	40	520	40	110	310	40

Signal Information					EB			WB			NB			SB		
Cycle, s	61.2	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	8.6	20.0		16.6	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	2.0		2.0	0.0	0.0	0.0					



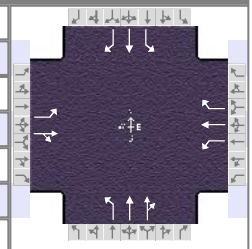
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	0.992	0.992	0.992	0.992	0.992	1.000	0.992	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.691	0.000		0.605	0.000		0.561	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.921	0.921		0.000	0.847		0.975	0.975		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00					
Movement Saturation Flow Rate (s), veh/h	1313	906	830	1150	1885	1598	1065	3457	265	1795	1885	1598
Proportion of Vehicles Arriving on Green (P)	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.14	0.53	0.53
Incremental Delay Factor (k)	0.15	0.15		0.15	0.15	0.15	0.17	0.17	0.17	0.15	0.17	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0	4.0	6.0
Green Ratio (g/C)		0.27		0.27		0.33	0.50	0.53
Permitted Saturation Flow Rate (s_p), veh/h/ln		1313		1150		1065	838	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		16.6		16.6		20.0	22.0	0.0
Permitted Service Time (g_u), s		14.3		9.5		20.0	12.3	0.0
Permitted Queue Service Time (g_{ps}), s		5.9		3.0		1.7	1.5	
Time to First Blockage (g_f), s		0.0		0.0		0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1598				0
Protected Right Effective Green Time (g_R), s				8.6				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.389	0.000	1.198	0.000
Pedestrian F_s / F_{delay}	0.000	0.112	0.000	0.112	0.000	0.105	0.000	0.076
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	543.02	16.24	543.03	16.24	653.74	13.86	1064.72	6.69
Bicycle F_w / F_v	-3.64	0.64	-3.64	0.65	-3.64	0.52	-3.64	0.79

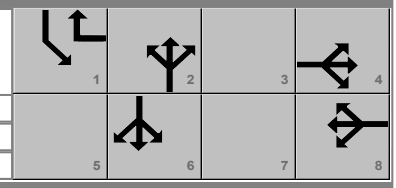
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	1c - AM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 AM Peak Hour				

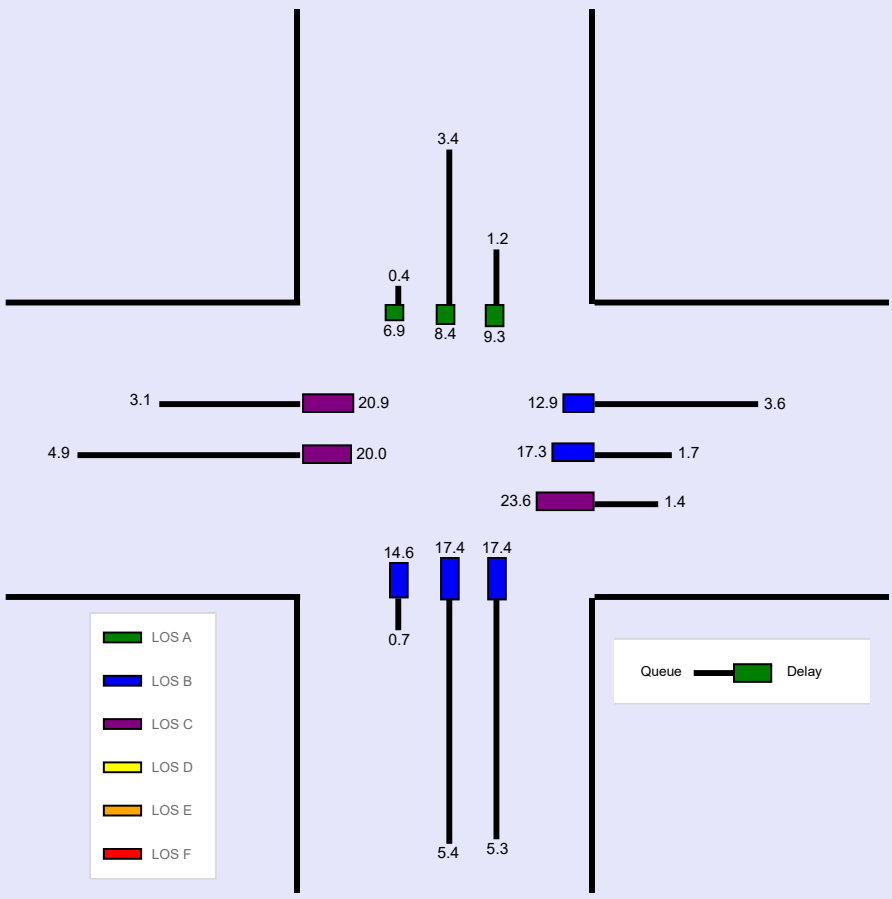


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	140	120	110	60	90	230	40	520	40	110	310	40

Signal Information													
Cycle, s	61.2	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	8.6	20.0	16.6	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0			
				Red	1.0	2.0	2.0	0.0	0.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	78	124		36	43	92	17	136	132	30	85	9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	4.9		1.4	1.7	3.6	0.7	5.4	5.3	1.2	3.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.86		0.22	0.07	0.30	0.06	0.27	0.27	0.09	0.07	0.01
Control Delay (*d*), s/veh	20.9	20.0		23.6	17.3	12.9	14.6	17.4	17.4	9.3	8.4	6.9
Level of Service (LOS)	C	C		C	B	B	B	B	B	A	A	A
Approach Delay, s/veh / LOS	20.4	C		15.7	B		17.2	B		8.5	A	
Intersection Delay, s/veh / LOS	15.3						B					



HCS Two-Way Stop-Control Report

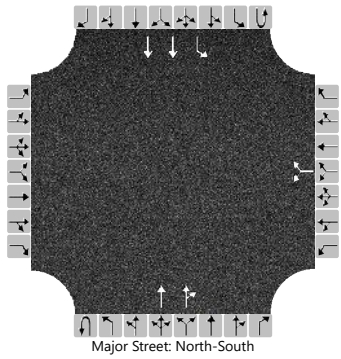
General Information

Analyst	GJG
Agency/Co.	EMH&T
Date Performed	11/21/2023
Analysis Year	2048
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	N Beacon Dr & State Route 46
Jurisdiction	ODOT
East/West Street	N Beacon Drive
North/South Street	State Route 46
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						10		20			870	10	0	10	460	
Percent Heavy Vehicles (%)						1		1					1	1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.82		6.92						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.31						2.21		

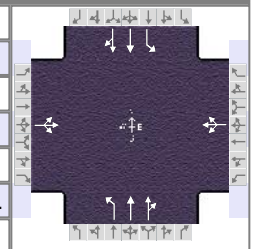
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							34							11		
Capacity, c (veh/h)							298							701		
v/c Ratio							0.11							0.02		
95% Queue Length, Q_{95} (veh)							0.4							0.0		
95% Queue Length, Q_{95} (ft)							10.1							0.0		
Control Delay (s/veh)							18.6							10.2		
Level of Service (LOS)							C							B		
Approach Delay (s/veh)						18.6								0.2		
Approach LOS						C								A		

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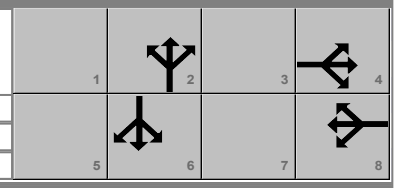
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.89
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	1a - AM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	20	40	30	10	40	10	850	30	20	390	10

Signal Information					EB		WB				NB				SB			
Cycle, s	41.8	Reference Phase	2															
Offset, s	0	Reference Point	End	Green	20.6	9.2	0.0	0.0	0.0	0.0								
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0								



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	20	40	30	10	40	10	850	30	20	390	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		1	1		1	1	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		315			395		230	515		230	1725	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25	40	40	40	40	40	40

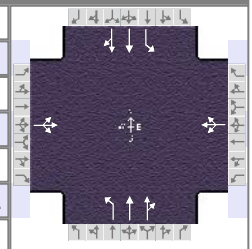
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0		35.0		35.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0		4.0		4.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

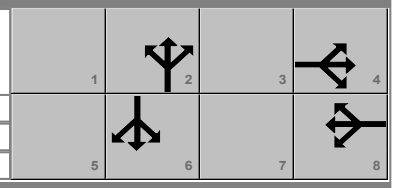
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.89
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	1a - AM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	20	40	30	10	40	10	850	30	20	390	10

Signal Information			
Cycle, s	41.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	20.6	9.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		15.2		15.2		26.6		26.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		5.4		5.4		5.0		5.0
Queue Clearance Time (g_s), s		4.5		3.8		9.6		10.8
Green Extension Time (g_e), s		1.1		1.2		10.1		9.9
Phase Call Probability		0.92		0.92		1.00		1.00
Max Out Probability		0.00		0.00		0.26		0.28

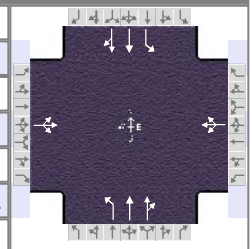
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		124			90		11	497	491	22	225	224
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1580			1587		948	1885	1862	574	1885	1868
Queue Service Time (g_s), s		0.2			0.0		0.3	7.6	7.6	1.2	2.9	2.9
Cycle Queue Clearance Time (g_c), s		2.5			1.8		3.2	7.6	7.6	8.8	2.9	2.9
Green Ratio (*g/C*)		0.22			0.22		0.49	0.49	0.49	0.49	0.49	0.49
Capacity (*c*), veh/h		472			466		575	931	919	351	931	922
Volume-to-Capacity Ratio (*X*)		0.262			0.193		0.020	0.534	0.534	0.064	0.242	0.243
Back of Queue (*Q*), ft/ln (95 th percentile)		41			29		2	86	84	5	32	31
Back of Queue (*Q*), veh/ln (95 th percentile)		1.6			1.2		0.1	3.4	3.4	0.2	1.3	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.13			0.07		0.01	0.17	0.16	0.02	0.02	0.02
Uniform Delay (d_1), s/veh		13.7			13.4		7.0	7.3	7.3	10.3	6.1	6.1
Incremental Delay (d_2), s/veh		0.4			0.3		0.0	0.7	0.7	0.1	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		14.1			13.7		7.0	8.0	8.0	10.4	6.3	6.3
Level of Service (LOS)		B			B		A	A	A	B	A	A
Approach Delay, s/veh / LOS	14.1	B		13.7	B		8.0	A		6.5	A	
Intersection Delay, s/veh / LOS	8.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.26	B	1.64	B	1.64	B
Bicycle LOS Score / LOS	0.69	A	0.64	A	1.31	A	0.88	A

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HCS Signalized Intersection Intermediate Values

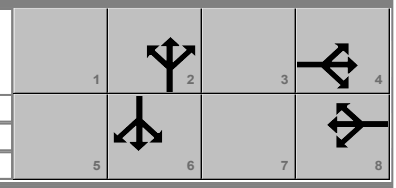
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.89
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	1a - AM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	20	40	30	10	40	10	850	30	20	390	10

Signal Information			
Cycle, s	41.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

												
Green	20.6		9.2	0.0	0.0	0.0	0.0					
Yellow	4.0		4.0	0.0	0.0	0.0	0.0					
Red	2.0		2.0	0.0	0.0	0.0	0.0					



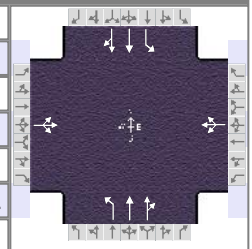
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	0.992	0.992	1.000	0.992	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.887	0.838		0.911	0.842		0.499	0.000		0.302	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.838		0.000	0.842		0.988	0.988		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	718	287	574	595	198	793	948	3620	128	574	3660	94
Proportion of Vehicles Arriving on Green (P)	0.22	0.22	0.22	0.22	0.22	0.22	0.49	0.49	0.49	0.49	0.49	0.49
Incremental Delay Factor (k)		0.15			0.15		0.15	0.15	0.15	0.15	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.22		0.22		0.49		0.49
Permitted Saturation Flow Rate (s_p), veh/h/ln		1369		1355		948		574
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1602		1638				
Permitted Effective Green Time (g_p), s		9.2		9.2		20.6		20.6
Permitted Service Time (g_u), s		7.4		6.7		17.7		13.0
Permitted Queue Service Time (g_{ps}), s		0.2		0.0		0.3		1.2
Time to First Blockage (g_f), s		2.3		2.9		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s		1.3		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.000	1.557	0.000	0.972	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.102	0.000	0.102	0.000	0.067	0.000	0.067
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	438.41	12.74	438.41	12.74	987.33	5.36	987.33	5.36
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.15	-3.64	0.83	-3.64	0.39

HCS Signalized Intersection Results Graphical Summary

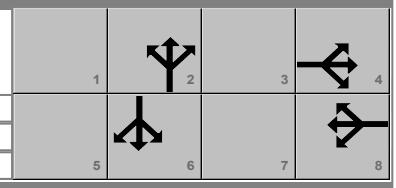
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.89
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	1a - AM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 AM Peak Hour				



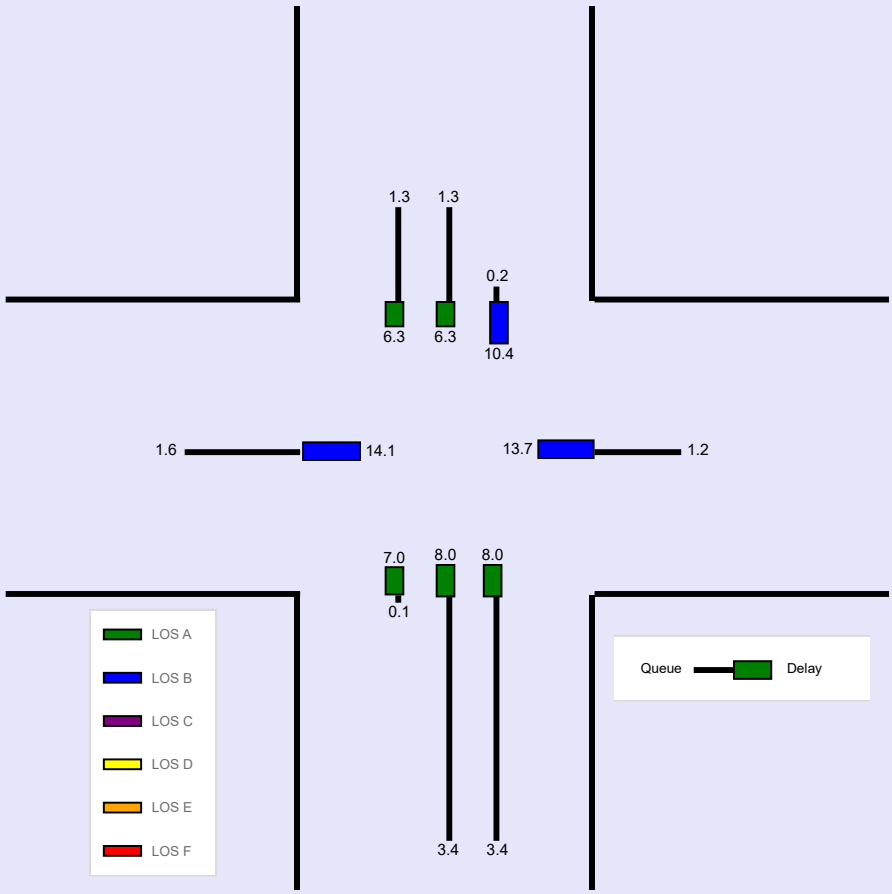
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	20	40	30	10	40	10	850	30	20	390	10

Signal Information			
Cycle, s	41.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	20.6	9.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

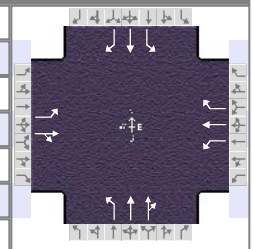


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		41			29		2	86	84	5	32	31
Back of Queue (*Q*), veh/ln (95 th percentile)		1.6			1.2		0.1	3.4	3.4	0.2	1.3	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.13			0.07		0.01	0.17	0.16	0.02	0.02	0.02
Control Delay (*d*), s/veh		14.1			13.7		7.0	8.0	8.0	10.4	6.3	6.3
Level of Service (LOS)		B			B		A	A	A	B	A	A
Approach Delay, s/veh / LOS	14.1		B	13.7		B	8.0		A	6.5		A
Intersection Delay, s/veh / LOS	8.3						A					



HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	2c - PM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	150	150	80	180	260	130	540	70	330	700	140

Signal Information					EB			WB			NB			SB		
Cycle, s	79.9	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	11.3	29.0		23.6	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	2.0		2.0	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	150	150	80	180	260	130	540	70	330	700	140
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		1	1	1	1	1		1	1	1
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	1425	145		165	600	310	270	499		350	1145	1145
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

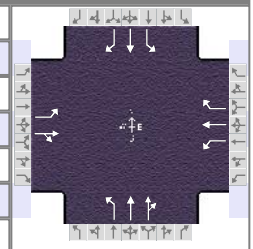
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		30.0		40.0	12.0	40.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0	3.0	4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0	1.0	2.0
Minimum Green (G_{min}), s		10		10		20	10	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0		4.3	4.0	4.3
Recall Mode		Off		Off		Min	Off	Min
Dual Entry		Yes		Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	2c - PM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	150	150	80	180	260	130	540	70	330	700	140

Signal Information			
Cycle, s	79.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	11.3	29.0	23.6	0.0	0.0	0.0	5	6	7	8
Yellow	3.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	2.0	2.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2	1	6
Case Number		6.0		5.0		6.3	1.0	3.0
Phase Duration, s		29.6		29.6		35.0	15.3	50.4
Change Period, ($Y+R_c$), s		6.0		6.0		6.0	4.0	6.0
Max Allow Headway (*MAH*), s		5.3		5.3		5.6	5.1	5.6
Queue Clearance Time (g_s), s		14.8		20.7		23.9	11.1	25.2
Green Extension Time (g_e), s		3.4		2.8		4.7	0.2	10.0
Phase Call Probability		1.00		1.00		1.00	1.00	1.00
Max Out Probability		0.79		0.62		0.69	1.00	0.73

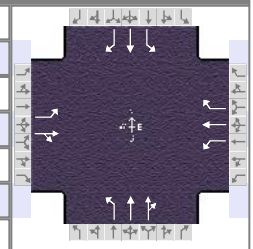
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	96	319		85	191	277	138	330	319	351	745	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1201	1730		1069	1885	1598	721	1885	1809	1795	1885	1598
Queue Service Time (g_s), s	5.4	12.8		6.0	6.4	9.4	14.0	10.8	10.9	9.1	23.2	3.7
Cycle Queue Clearance Time (g_c), s	11.7	12.8		18.7	6.4	9.4	21.9	10.8	10.9	9.1	23.2	3.7
Green Ratio (*g/C*)	0.29	0.29		0.29	0.29	0.44	0.36	0.36	0.36	0.53	0.56	0.56
Capacity (*c*), veh/h	350	510		235	556	698	280	684	657	524	1046	887
Volume-to-Capacity Ratio (*X*)	0.274	0.625		0.362	0.344	0.396	0.493	0.483	0.485	0.670	0.712	0.168
Back of Queue (*Q*), ft/ln (95 th percentile)	70	229		72	125	147	110	204	197	168	354	52
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	9.1		2.8	5.0	5.8	4.4	8.1	7.9	6.6	14.1	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	1.58		0.43	0.21	0.47	0.41	0.41	0.40	0.48	0.31	0.05
Uniform Delay (d_1), s/veh	26.7	24.4		32.4	22.1	15.3	26.8	19.7	19.7	12.9	13.1	8.7
Incremental Delay (d_2), s/veh	0.6	2.8		1.3	0.5	0.5	2.1	0.8	0.9	3.5	2.6	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.3	27.2		33.8	22.6	15.9	28.9	20.5	20.6	16.4	15.7	8.9
Level of Service (LOS)	C	C		C	C	B	C	C	C	B	B	A
Approach Delay, s/veh / LOS	27.2	C		21.0	C		22.0	C		15.1	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	2.28	B	2.10	B	1.88	B
Bicycle LOS Score / LOS	1.17	A	1.40	A	1.14	A	2.54	C

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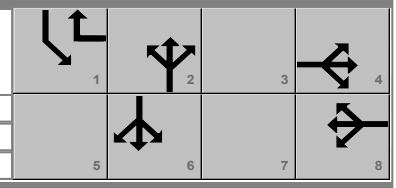
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	2c - PM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	150	150	80	180	260	130	540	70	330	700	140

Signal Information													
Cycle, s	79.9	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	11.3	29.0	23.6	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0			
				Red	1.0	2.0	2.0	0.0	0.0	0.0			



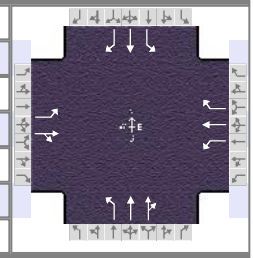
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	0.992	0.992	0.992	0.992	0.992	1.000	0.992	0.992	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.632	0.000		0.563	0.000		0.380	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.917	0.917		0.000	0.847		0.960	0.960		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00					
Movement Saturation Flow Rate (s), veh/h	1201	865	865	1069	1885	1598	721	3271	423	1795	1885	1598
Proportion of Vehicles Arriving on Green (P)	0.30	0.30	0.30	0.30	0.30	0.30	0.36	0.36	0.36	0.14	0.55	0.55
Incremental Delay Factor (k)	0.15	0.24		0.15	0.15	0.15	0.17	0.17	0.17	0.26	0.31	0.17

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0	4.0	6.0
Green Ratio (g/C)		0.29		0.29		0.36	0.53	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln		1201		1069		721	789	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		23.6		23.6		29.0	31.0	0.0
Permitted Service Time (g_u), s		17.3		10.9		21.1	18.2	0.0
Permitted Queue Service Time (g_{ps}), s		5.4		6.0		14.0	10.3	
Time to First Blockage (g_f), s		0.0		0.0		0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1598				0
Protected Right Effective Green Time (g_R), s				11.4				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.389	0.000	1.198	0.000
Pedestrian F_s / F_{delay}	0.000	0.120	0.000	0.120	0.000	0.112	0.000	0.083
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	589.71	19.88	589.72	19.88	726.45	16.21	1110.06	7.91
Bicycle F_w / F_v	-3.64	0.68	-3.64	0.91	-3.64	0.65	-3.64	2.05

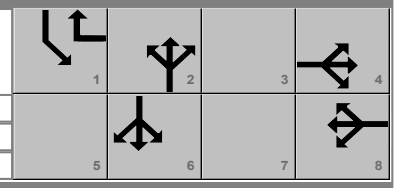
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	New Rd & SR 46	File Name	2c - PM Open-Design Year - New Rd & SR46.xus		
Project Description	2048 PM Peak Hour				

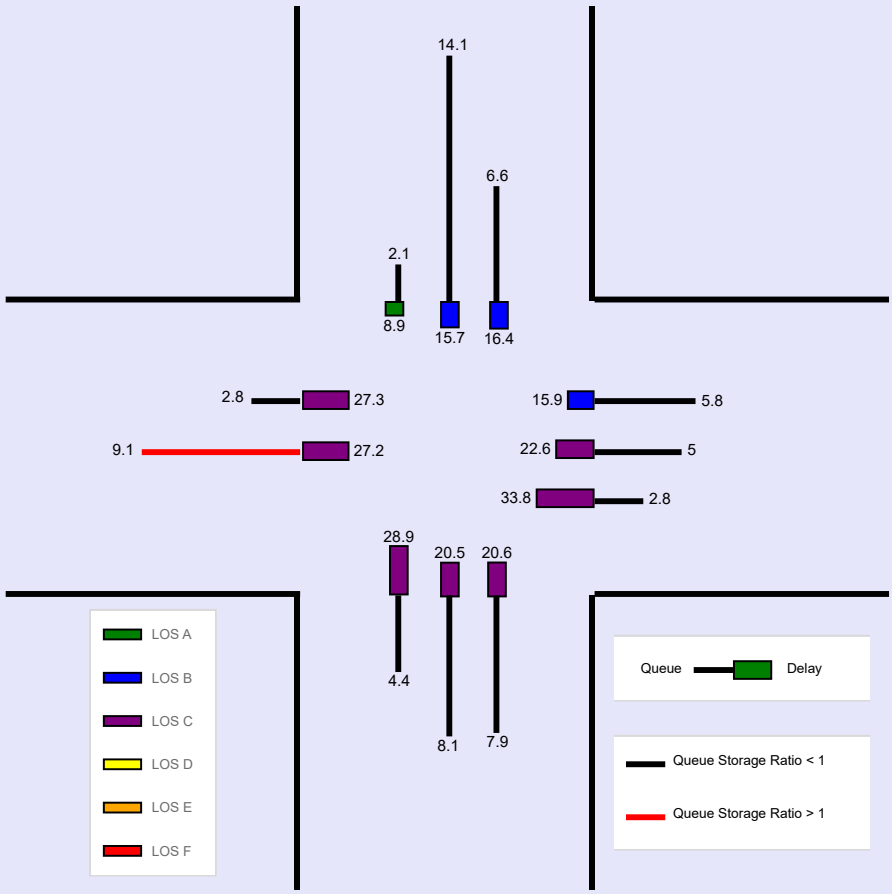


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	150	150	80	180	260	130	540	70	330	700	140

Signal Information												
Cycle, s	79.9	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	11.3	29.0	23.6	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	2.0	2.0	0.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	70	229		72	125	147	110	204	197	168	354	52
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	9.1		2.8	5.0	5.8	4.4	8.1	7.9	6.6	14.1	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	1.58		0.43	0.21	0.47	0.41	0.41	0.40	0.48	0.31	0.05
Control Delay (*d*), s/veh	27.3	27.2		33.8	22.6	15.9	28.9	20.5	20.6	16.4	15.7	8.9
Level of Service (LOS)	C	C		C	C	B	C	C	C	B	B	A
Approach Delay, s/veh / LOS	27.2	C		21.0	C		22.0	C		15.1	B	
Intersection Delay, s/veh / LOS	19.7						B					



HCS Two-Way Stop-Control Report

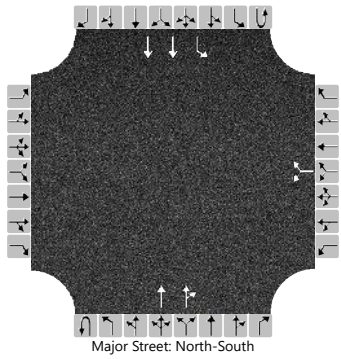
General Information

Analyst	GJG
Agency/Co.	EMH&T
Date Performed	11/21/2023
Analysis Year	2048
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	N Beacon Dr & State Route 46
Jurisdiction	ODOT
East/West Street	N Beacon Drive
North/South Street	State Route 46
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				T	TR		L	T	
Volume (veh/h)						10		20			890	10	0	30	1180	
Percent Heavy Vehicles (%)						8		8					1	1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.96		7.06						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.58		3.38						2.21		

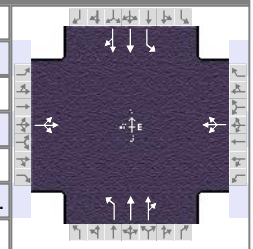
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							31							31		
Capacity, c (veh/h)							199							739		
v/c Ratio							0.16							0.04		
95% Queue Length, Q_{95} (veh)							0.5							0.1		
95% Queue Length, Q_{95} (ft)							13.3							2.5		
Control Delay (s/veh)							26.4							10.1		
Level of Service (LOS)							D							B		
Approach Delay (s/veh)						26.4								0.3		
Approach LOS						D								A		

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	2a - PM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 PM Peak Hour				

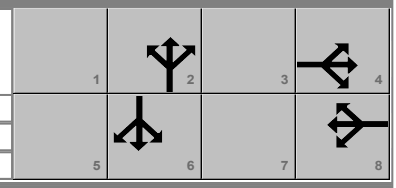


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	10	30	100	30	50	50	810	60	70	1060	30

Signal Information			
Cycle, s	50.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	28.9	9.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	10	30	100	30	50	50	810	60	70	1060	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		1	1		1	1	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		315			395		230	515		230	1725	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	25	25	25	25	25	25	40	40	40	40	40	40

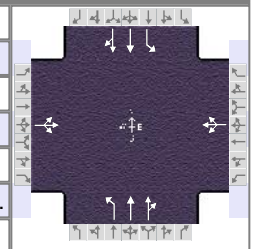
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0		35.0		35.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0		4.0		4.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	2a - PM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 PM Peak Hour				

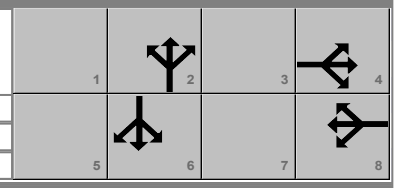


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	10	30	100	30	50	50	810	60	70	1060	30

Signal Information			
Cycle, s	50.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	28.9	9.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		15.7		15.7		34.9		34.9
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		5.3		5.3		5.2		5.2
Queue Clearance Time (g_s), s		3.8		7.5		15.1		12.8
Green Extension Time (g_e), s		1.4		1.3		13.9		15.0
Phase Call Probability		0.97		0.97		1.00		1.00
Max Out Probability		0.00		0.01		0.71		0.67

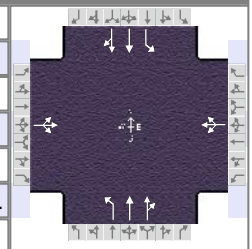
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		73			188		52	459	448	73	570	565
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1593			1543		500	1885	1839	620	1885	1867
Queue Service Time (g_s), s		0.0			3.8		3.6	7.0	7.0	3.8	9.4	9.4
Cycle Queue Clearance Time (g_c), s		1.8			5.5		13.1	7.0	7.0	10.8	9.4	9.4
Green Ratio (*g/C*)		0.19			0.19		0.57	0.57	0.57	0.57	0.57	0.57
Capacity (*c*), veh/h		408			407		334	1076	1050	411	1076	1066
Volume-to-Capacity Ratio (*X*)		0.179			0.461		0.156	0.426	0.426	0.178	0.530	0.530
Back of Queue (*Q*), ft/ln (95 th percentile)		32			90		15	80	77	19	108	107
Back of Queue (*Q*), veh/ln (95 th percentile)		1.3			3.6		0.6	3.2	3.1	0.8	4.3	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.10			0.23		0.07	0.15	0.15	0.08	0.06	0.06
Uniform Delay (d_1), s/veh		17.3			18.7		10.7	6.2	6.2	9.2	6.7	6.7
Incremental Delay (d_2), s/veh		0.3			1.2		0.3	0.4	0.4	0.3	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		17.5			19.8		11.0	6.5	6.6	9.5	7.3	7.3
Level of Service (LOS)		B			B		B	A	A	A	A	A
Approach Delay, s/veh / LOS	17.5	B		19.8	B		6.8	A		7.4	A	
Intersection Delay, s/veh / LOS	8.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.27	B	2.27	B	1.63	B	1.63	B
Bicycle LOS Score / LOS	0.61	A	0.80	A	1.28	A	1.48	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	2a - PM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	10	30	100	30	50	50	810	60	70	1060	30

Signal Information			
Cycle, s	50.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	28.9	9.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	0.0	0.0	0.0	0.0						

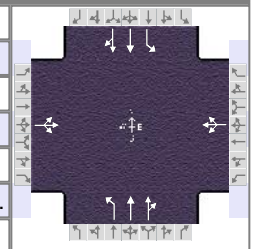
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	0.992	0.992	1.000	0.992	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.886	0.845		0.852	0.818		0.263	0.000		0.326	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.845		0.000	0.818		0.975	0.975		0.990	0.990
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	683	228	683	857	257	429	500	3467	257	620	3649	103
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.57	0.57	0.57	0.57	0.57	0.57
Incremental Delay Factor (k)		0.15			0.15		0.15	0.15	0.15	0.15	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.19		0.19		0.57		0.57
Permitted Saturation Flow Rate (s_p), veh/h/ln		1335		1387		500		620
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1596		1564				
Permitted Effective Green Time (g_p), s		9.7		9.7		28.9		28.9
Permitted Service Time (g_u), s		4.2		8.0		19.5		21.9
Permitted Queue Service Time (g_{ps}), s		0.0		3.8		3.6		3.8
Time to First Blockage (g_f), s		2.5		1.3		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		1.3				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.000	1.557	0.000	0.972	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.113	0.000	0.113	0.000	0.062	0.000	0.062
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	384.46	16.54	384.46	16.54	1142.11	4.66	1142.11	4.66
Bicycle F_w / F_v	-3.64	0.12	-3.64	0.31	-3.64	0.79	-3.64	1.00

HCS Signalized Intersection Results Graphical Summary

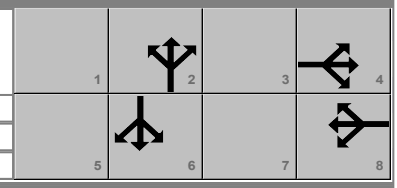
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	11/21/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street		Analysis Year	2048	Analysis Period	1> 7:00
Intersection	Notre Dame Ave/Willow…	File Name	2a - PM Open-Design Year - Notre Dame Ave+Wil…		
Project Description	2048 PM Peak Hour				



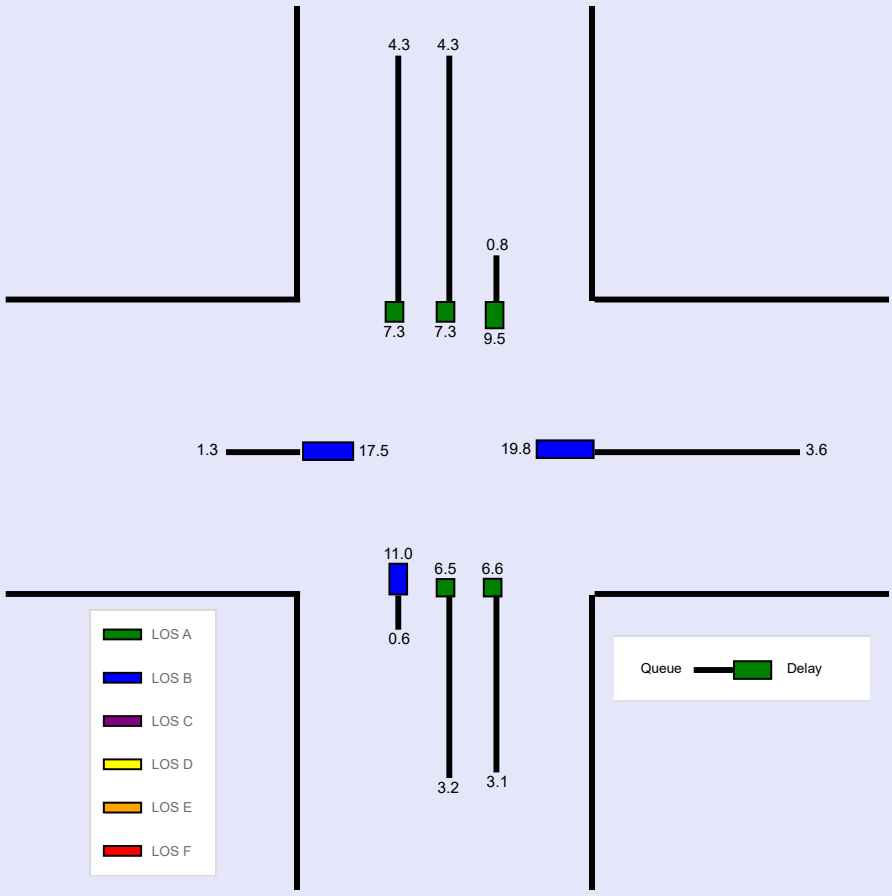
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	10	30	100	30	50	50	810	60	70	1060	30

Signal Information			
Cycle, s	50.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	28.9	9.7	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		32			90		15	80	77	19	108	107
Back of Queue (*Q*), veh/ln (95 th percentile)		1.3			3.6		0.6	3.2	3.1	0.8	4.3	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.10			0.23		0.07	0.15	0.15	0.08	0.06	0.06
Control Delay (*d*), s/veh		17.5			19.8		11.0	6.5	6.6	9.5	7.3	7.3
Level of Service (LOS)		B			B		B	A	A	A	A	A
Approach Delay, s/veh / LOS	17.5		B	19.8		B	6.8		A	7.4		A
Intersection Delay, s/veh / LOS	8.4						A					



EMH&T

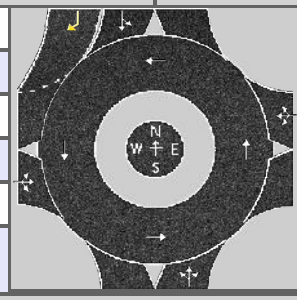
Engineers, Surveyors, Planners, Scientists

Alternate 1 HCS Analysis

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	12/5/2023
Analysis Year	2048
Time Analyzed	AM Peak Hour
Project Description	Single Lane Roundabout w/ SBR



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.96
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LT	
Volume (V), veh/h	0	140	120	110	0	60	90	230	0	40	520	40	0	110	310	40
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	147	126	116	0	63	95	242	0	42	547	42	0	116	326	42
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	4.9763
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		389			400			631			442	42
Entry Volume, veh/h		385			396			625			438	42
Circulating Flow (v_c), pc/h	505			736			389			200		
Exiting Flow (v_{ex}), pc/h	284			137			936			505		
Capacity (c_{pce}), pc/h		824			651			928			1125	1200
Capacity (c), veh/h		816			645			919			1114	1188
v/c Ratio (x)		0.47			0.61			0.68			0.39	0.03

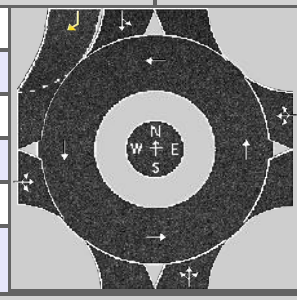
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		10.6			17.1			15.2			7.3	3.3
Lane LOS		B			C			C			A	A
95% Queue Length, Q_{95} (veh)		2.6			4.2			5.5			1.9	0.1
95% Queue Length, Q_{95} (ft)		65.5			105.8			138.6			47.9	2.5
Approach Delay, s/veh | LOS	10.6	B		17.1	C		15.2	C		6.9	A	
Intersection Delay, s/veh | LOS	12.6						B					

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	12/5/2023
Analysis Year	2048
Time Analyzed	PM Peak Hour
Project Description	Single Lane Roundabout w/ SBR



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LT	
Volume (V), veh/h	0	90	150	150	0	80	180	260	0	130	540	70	0	330	700	140
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	97	161	161	0	86	193	279	0	140	580	75	0	355	752	150
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	4.9763
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		419			558			795			1107	150
Entry Volume, veh/h		415			552			787			1096	149
Circulating Flow (v_c), pc/h	1193			817			613			419		
Exiting Flow (v_{ex}), pc/h	591			333			956			999		
Capacity (c_{pce}), pc/h		409			600			738			900	983
Capacity (c), veh/h		405			594			731			891	973
v/c Ratio (x)		1.03			0.93			1.08			1.23	0.15

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		83.9			47.8			78.9			130.9	5.1
Lane LOS		F			E			F			F	A
95% Queue Length, Q_{95} (veh)		13.1			12.0			21.0			36.8	0.5
95% Queue Length, Q_{95} (ft)		330.1			302.4			529.2			927.4	12.6
Approach Delay, s/veh | LOS	83.9	F		47.8	E		78.9	F		115.9	F	
Intersection Delay, s/veh | LOS	89.2						F					

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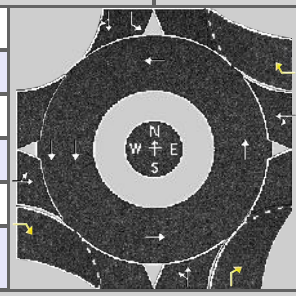
Engineers, Surveyors, Planners, Scientists

Alternate 2 HCS Analysis

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	12/5/2023
Analysis Year	2048
Time Analyzed	AM Peak
Project Description	



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.96
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0
Lane Assignment			LT				LT				LT		L		TR	
Volume (V), veh/h	0	140	120	110	0	60	90	230	0	40	520	40	0	110	310	40
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	147	126	116	0	63	95	242	0	42	547	42	0	116	326	42
Right-Turn Bypass	Yielding				Yielding				Yielding				None			
Conflicting Lanes	2				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276	4.9763		4.9763	4.9763		4.9763	4.9763	4.5436	4.5436	
Follow-Up Headway, s		2.5352	2.6087		2.6087	2.6087		2.6087	2.6087	2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		273	116		158	242		589	42	116	368	
Entry Volume, veh/h		270	115		156	240		583	42	115	364	
Circulating Flow (v_c), pc/h	505			736			389			200		
Exiting Flow (v_{ex}), pc/h	242			179			694			389		
Capacity (c_{pce}), pc/h		924	928		651	680		928	1078	1184	1184	
Capacity (c), veh/h		915	919		645	673		919	1067	1172	1172	
v/c Ratio (x)		0.30	0.12		0.24	0.36		0.63	0.04	0.10	0.31	

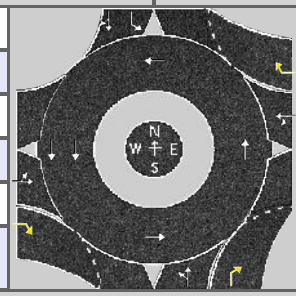
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.0	5.1		8.6	10.1		13.6	3.7	3.9	6.0	
Lane LOS		A	A		A	B		B	A	A	A	
95% Queue Length, Q_{95} (veh)		1.2	0.4		0.9	1.6		4.7	0.1	0.3	1.3	
95% Queue Length, Q_{95} (ft)		30.2	10.1		22.7	40.3		118.4	2.5	7.6	32.8	
Approach Delay, s/veh | LOS	6.5	A		9.5	A		13.0	B		5.5	A	
Intersection Delay, s/veh | LOS	9.0						A					

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	12/5/2023
Analysis Year	2048
Time Analyzed	PM Peak
Project Description	



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	1	1	0
Lane Assignment			LT				LT				LT		L		TR	
Volume (V), veh/h	0	90	150	150	0	80	180	260	0	130	540	70	0	330	700	140
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	97	161	161	0	86	193	279	0	140	580	75	0	355	752	150
Right-Turn Bypass	Yielding				Yielding				Yielding				None			
Conflicting Lanes	2				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276	4.9763		4.9763	4.9763		4.9763	4.9763	4.5436	4.5436	
Follow-Up Headway, s		2.5352	2.6087		2.6087	2.6087		2.6087	2.6087	2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		258	161		279	279		720	75	355	902	
Entry Volume, veh/h		255	159		276	276		713	74	351	893	
Circulating Flow (v_c), pc/h	1193			817			613			419		
Exiting Flow (v_{ex}), pc/h	516			483			677			838		
Capacity (c_{pce}), pc/h		515	587		600	692		738	815	970	970	
Capacity (c), veh/h		510	581		594	685		731	807	960	960	
v/c Ratio (x)		0.50	0.27		0.47	0.40		0.97	0.09	0.37	0.93	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		16.4	9.9		13.6	10.8		51.0	5.4	7.7	35.3	
Lane LOS		C	A		B	B		F	A	A	E	
95% Queue Length, Q_{95} (veh)		2.8	1.1		2.5	2.0		15.2	0.3	1.7	14.6	
95% Queue Length, Q_{95} (ft)		70.6	27.7		63.0	50.4		383.0	7.6	42.8	367.9	
Approach Delay, s/veh | LOS	13.9	B		12.2	B		46.7	E		27.5	D	
Intersection Delay, s/veh | LOS	27.8						D					

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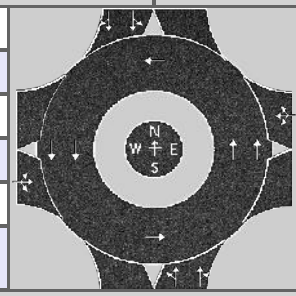
Engineers, Surveyors, Planners, Scientists

Alternate 3 HCS Analysis

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	12/5/2023
Analysis Year	2048
Time Analyzed	AM Peak
Project Description	



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.96
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment			LTR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	140	120	110	0	60	90	230	0	40	520	40	4	110	310	40
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	147	126	116	0	63	95	242	0	42	547	42	4	116	326	42
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		389			400		442	189		342	146	
Entry Volume, veh/h		385			396		437	187		338	145	
Circulating Flow (v_c), pc/h	509			740			393			200		
Exiting Flow (v_{ex}), pc/h	284			179			940			505		
Capacity (c_{pce}), pc/h		921			757		993	993		1184	1184	
Capacity (c), veh/h		912			750		983	983		1172	1172	
v/c Ratio (x)		0.42			0.53		0.44	0.19		0.29	0.12	

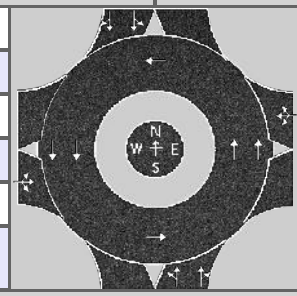
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.9			12.7		8.8	5.5		5.8	4.1	
Lane LOS		A			B		A	A		A	A	
95% Queue Length, Q_{95} (veh)		2.1			3.1		2.3	0.7		1.2	0.4	
95% Queue Length, Q_{95} (ft)		52.9			78.1		58.0	17.6		30.2	10.1	
Approach Delay, s/veh | LOS	8.9	A		12.7	B		7.8	A		5.3	A	
Intersection Delay, s/veh | LOS	8.4						A					

HCS Roundabouts Report

General Information

Analyst	RJI
Agency or Co.	EMH&T
Date Performed	1/24/2024
Analysis Year	2048
Time Analyzed	PM Peak
Project Description	



Site Information

Intersection	State Route 46 & New Road
E/W Street Name	New Road
N/S Street Name	State Route 46
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment			LTR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	90	150	150	0	80	180	260	0	130	540	70	15	330	700	140
Percent Heavy Vehicles, %	0	1	1	1	0	1	1	1	0	1	1	1	0	1	1	1
Flow Rate (v_{PCE}), pc/h	0	97	161	161	0	86	193	279	0	140	580	75	16	355	752	150
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.3276			4.3276		4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.5352			2.5352		2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		419			558		557	239		891	382	
Entry Volume, veh/h		415			552		551	236		882	378	
Circulating Flow (v_c), pc/h	1209			833			629			419		
Exiting Flow (v_{ex}), pc/h	591			483			972			999		
Capacity (c_{pce}), pc/h		508			700		801	801		970	970	
Capacity (c), veh/h		503			693		793	793		960	960	
v/c Ratio (x)		0.82			0.80		0.69	0.30		0.92	0.39	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		36.7			26.4		17.7	7.9		33.5	8.1	
Lane LOS		E			D		C	A		D	A	
95% Queue Length, Q_{95} (veh)		8.1			8.1		5.7	1.2		14.0	1.9	
95% Queue Length, Q_{95} (ft)		204.1			204.1		143.6	30.2		352.8	47.9	
Approach Delay, s/veh | LOS	36.7	E		26.4	D		14.7	B		25.9	D	
Intersection Delay, s/veh | LOS	24.6						C					

EMH&T

Engineers, Surveyors, Planners, Scientists

No Build TransModeler Analysis

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	950.0	0.04	0.2	A
2	950.0	0.04	0.2	A
3	953.0	0.06	0.2	A
4	957.0	0.08	0.3	A
5	961.0	0.05	0.2	A
6	958.0	0.19	0.7	A
7	950.0	0.07	0.3	A
8	962.0	0.04	0.2	A
9	948.0	0.04	0.2	A
10	959.0	0.06	0.2	A
Average:	**954.8**	**0.07**	**0.3**	**A**
SB on State Route 46: Superlink ID 4				
1	509.0	0.05	0.3	A
2	509.0	0.02	0.1	A
3	509.0	0.04	0.3	A
4	509.0	0.02	0.2	A
5	510.0	0.04	0.3	A
6	513.0	0.03	0.2	A
7	510.0	0.02	0.1	A
8	510.0	0.04	0.3	A
9	513.0	0.01	0.1	A
10	511.0	0.02	0.1	A
Average:	**510.3**	**0.03**	**0.2**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	33.0	0.10	11.4	B
2	34.0	0.10	10.8	B
3	33.0	0.11	11.8	B
4	32.0	0.09	10.0	B
5	33.0	0.11	11.7	B
6	33.0	0.11	11.7	B
7	33.0	0.13	14.0	B
8	33.0	0.12	13.0	B
9	32.0	0.13	14.4	B

Intersection LOS by Approach

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	33.0	0.13	14.5	B
Average:	**32.9**	**0.11**	**12.3**	**B**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on New Road: Superlink ID 1				
1	398.0	6.46	58.4	E
2	398.0	6.17	55.8	E
3	401.0	5.13	46.1	D
4	397.0	4.91	44.6	D
5	403.0	3.57	31.9	C
6	402.0	3.92	35.1	D
7	401.0	4.40	39.5	D
8	401.0	4.45	39.9	D
9	392.0	3.72	34.1	C
10	398.0	7.50	67.9	E
Average:	**399.1**	**5.02**	**45.3**	**D**
NB on State Route 46: Superlink ID 7				
1	653.0	3.27	18.0	B
2	650.0	3.16	17.5	B
3	652.0	3.49	19.2	B
4	653.0	3.45	19.0	B
5	647.0	3.12	17.3	B
6	648.0	3.23	18.0	B
7	646.0	3.34	18.6	B
8	661.0	3.29	17.9	B
9	648.0	3.43	19.1	B
10	658.0	3.55	19.4	B
Average:	**651.6**	**3.33**	**18.4**	**B**
SB on State Route 46: Superlink ID 6				
1	499.0	1.46	10.5	B
2	502.0	1.61	11.5	B
3	496.0	1.33	9.6	A
4	502.0	1.48	10.6	B
5	499.0	1.53	11.0	B
6	502.0	1.55	11.1	B
7	494.0	1.66	12.1	B
8	502.0	1.40	10.1	B
9	504.0	1.48	10.6	B

Intersection LOS by Approach

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	504.0	1.40	10.0	A
Average:	**500.4**	**1.49**	**10.7**	**B**
WB on New Road: Superlink ID 8				
1	412.0	1.75	15.3	B
2	414.0	1.70	14.7	B
3	413.0	1.78	15.5	B
4	410.0	1.79	15.8	B
5	416.0	1.66	14.4	B
6	413.0	1.66	14.4	B
7	414.0	1.75	15.3	B
8	411.0	1.81	15.9	B
9	414.0	1.65	14.4	B
10	407.0	1.63	14.4	B
Average:	**412.4**	**1.72**	**15.0**	**B**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	121.0	0.39	11.6	B
2	118.0	0.37	11.4	B
3	119.0	0.41	12.4	B
4	120.0	0.36	10.8	B
5	121.0	0.38	11.3	B
6	121.0	0.38	11.4	B
7	120.0	0.39	11.8	B
8	119.0	0.39	11.7	B
9	118.0	0.38	11.6	B
10	121.0	0.39	11.7	B
Average:	**119.8**	**0.38**	**11.6**	**B**
NB on State Route 46: Superlink ID 4				
1	962.0	1.61	6.0	A
2	963.0	1.63	6.1	A
3	967.0	1.95	7.3	A
4	961.0	1.63	6.1	A
5	963.0	1.45	5.4	A
6	963.0	1.80	6.7	A
7	961.0	1.64	6.2	A
8	967.0	1.55	5.8	A
9	961.0	1.74	6.5	A

Intersection LOS by Approach

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	965.0	1.69	6.3	A
Average:	**963.3**	**1.67**	**6.2**	**A**
SB on State Route 46: Superlink ID 3				
1	457.0	0.78	6.2	A
2	457.0	0.73	5.7	A
3	456.0	0.75	5.9	A
4	454.0	0.70	5.5	A
5	456.0	0.77	6.1	A
6	453.0	0.79	6.3	A
7	455.0	0.71	5.6	A
8	455.0	0.77	6.1	A
9	458.0	0.84	6.6	A
10	459.0	0.71	5.6	A
Average:	**456.0**	**0.76**	**6.0**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	85.0	0.27	11.4	B
2	88.0	0.25	10.2	B
3	89.0	0.33	13.5	B
4	87.0	0.25	10.5	B
5	87.0	0.21	8.8	A
6	86.0	0.29	12.1	B
7	87.0	0.27	11.0	B
8	88.0	0.30	12.2	B
9	89.0	0.28	11.5	B
10	89.0	0.29	11.6	B
Average:	**87.5**	**0.27**	**11.3**	**B**

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.0	0.0	0.2	10
S	State Route 46	4	0.0	0.0	0.0	0.1	10
W	N Beacon Drive	9	0.1	0.0	0.1	0.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	New Road	1	5.0	1.3	3.6	7.5	10
N	State Route 46	7	3.3	0.1	3.1	3.6	10
S	State Route 46	6	1.5	0.1	1.3	1.7	10
W	New Road	8	1.7	0.1	1.6	1.8	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	0.4	0.0	0.4	0.4	10
N	State Route 46	4	1.7	0.1	1.5	2.0	10
S	State Route 46	3	0.8	0.0	0.7	0.8	10
W	Willow Crest Drive	2	0.3	0.0	0.2	0.3	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.3	0.2	0.2	0.7	10
S	State Route 46	4	0.2	0.1	0.1	0.3	10
W	N Beacon Drive	9	12.3	1.6	10.0	14.5	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	New Road	1	45.3	11.9	31.9	67.9	10
N	State Route 46	7	18.4	0.8	17.3	19.4	10
S	State Route 46	6	10.7	0.7	9.6	12.1	10
W	New Road	8	15.0	0.6	14.4	15.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	11.6	0.4	10.8	12.4	10
N	State Route 46	4	6.2	0.5	5.4	7.3	10
S	State Route 46	3	6.0	0.4	5.5	6.6	10
W	Willow Crest Drive	2	11.3	1.3	8.8	13.5	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,492.0	0.19	0.5	A
2	1,493.0	0.16	0.4	A
3	1,495.0	0.20	0.5	A
4	1,498.0	0.19	0.4	A
5	1,504.0	0.20	0.5	A
6	1,504.0	0.33	0.8	A
7	1,493.0	0.22	0.5	A
8	1,505.0	0.20	0.5	A
9	1,493.0	0.18	0.4	A
10	1,503.0	0.21	0.5	A
Average:	**1,498.0**	**0.21**	**0.5**	**A**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,962.0	12.94	23.7	C
2	1,964.0	12.63	23.1	C
3	1,962.0	11.73	21.5	C
4	1,962.0	11.64	21.4	C
5	1,965.0	9.88	18.1	B
6	1,965.0	10.36	19.0	B
7	1,955.0	11.15	20.5	C
8	1,975.0	10.95	20.0	B
9	1,958.0	10.28	18.9	B
10	1,967.0	14.08	25.8	C
Average:	**1,963.5**	**11.56**	**21.2**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,625.0	3.05	6.8	A
2	1,626.0	2.98	6.6	A
3	1,631.0	3.44	7.6	A
4	1,622.0	2.95	6.5	A
5	1,627.0	2.82	6.2	A
6	1,623.0	3.26	7.2	A
7	1,623.0	3.01	6.7	A
8	1,629.0	3.00	6.6	A
9	1,626.0	3.24	7.2	A

				Intersection LOS
10	1,634.0	3.08	6.8	A
Average:	**1,626.6**	**3.08**	**6.8**	**A**

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.2	0.0	0.2	0.3	10
14	State Route 46 & New Road	Actuated	11.6	1.3	9.9	14.1	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	3.1	0.2	2.8	3.4	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.5	0.1	0.4	0.8	10
14	State Route 46 & New Road	Actuated	21.2	2.4	18.1	25.8	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	6.8	0.4	6.2	7.6	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	459.0	0.02	0.2	A
2	485.0	0.02	0.1	A
3	487.0	0.04	0.3	A
4	470.0	0.07	0.5	A
5	496.0	0.04	0.3	A
6	479.0	0.18	1.3	A
7	472.0	0.02	0.2	A
8	477.0	0.03	0.2	A
9	448.0	0.03	0.2	A
10	478.0	0.04	0.3	A
Average:	**475.1**	**0.05**	**0.4**	**A**
NB TR on State Route 46: Superlink ID 6				
1	491.0	0.02	0.2	A
2	465.0	0.02	0.2	A
3	466.0	0.02	0.2	A
4	487.0	0.01	0.1	A
5	465.0	0.01	0.1	A
6	479.0	0.02	0.1	A
7	478.0	0.05	0.4	A
8	485.0	0.01	0.1	A
9	500.0	0.02	0.1	A
10	481.0	0.02	0.1	A
Average:	**479.7**	**0.02**	**0.2**	**A**
SB L on State Route 46: Superlink ID 4				
1	11.0	0.05	14.9	B
2	11.0	0.02	5.4	A
3	13.0	0.04	10.6	B
4	11.0	0.02	7.3	A
5	12.0	0.04	10.8	B
6	13.0	0.03	7.7	A
7	10.0	0.02	6.5	A
8	11.0	0.04	12.1	B
9	11.0	0.01	2.6	A
10	12.0	0.02	5.3	A
Average:	**11.5**	**0.03**	**8.3**	**A**

Intersection LOS by Lane Group

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	498.0	0.00	0.0	A
2	498.0	0.00	0.0	A
3	496.0	0.00	0.0	A
4	498.0	0.00	0.0	A
5	498.0	0.00	0.0	A
6	500.0	0.00	0.0	A
7	500.0	0.00	0.0	A
8	499.0	0.00	0.0	A
9	502.0	0.00	0.0	A
10	499.0	0.00	0.0	A
Average:	**498.8**	**0.00**	**0.0**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	33.0	0.10	11.4	B
2	34.0	0.10	10.8	B
3	33.0	0.11	11.8	B
4	32.0	0.09	10.0	B
5	33.0	0.11	11.7	B
6	33.0	0.11	11.7	B
7	33.0	0.13	14.0	B
8	33.0	0.12	13.0	B
9	32.0	0.13	14.4	B
10	33.0	0.13	14.5	B
Average:	**32.9**	**0.11**	**12.3**	**B**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on New Road: Superlink ID 1				
1	147.0	5.38	131.7	F
2	147.0	5.15	126.2	F
3	150.0	3.95	94.8	F
4	151.0	3.78	90.1	F
5	149.0	2.44	59.1	E
6	154.0	3.00	70.1	E
7	152.0	3.45	81.6	F
8	151.0	3.44	82.0	F
9	143.0	2.61	65.7	E
10	152.0	6.31	149.5	F
Average:	**149.6**	**3.95**	**95.1**	**F**
EB TR on New Road: Superlink ID 1				

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED **NODE: 14**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	251.0	1.08	15.5	B
2	251.0	1.01	14.5	B
3	251.0	1.18	16.9	B
4	246.0	1.14	16.6	B
5	254.0	1.12	15.9	B
6	248.0	0.92	13.4	B
7	249.0	0.96	13.9	B
8	250.0	1.01	14.5	B
9	249.0	1.11	16.0	B
10	246.0	1.19	17.5	B
Average:	**249.5**	**1.07**	**15.5**	**B**

NB L on State Route 46: Superlink ID 7

1	42.0	0.30	25.4	C
2	43.0	0.31	25.6	C
3	43.0	0.31	26.1	C
4	43.0	0.29	24.0	C
5	42.0	0.27	23.2	C
6	42.0	0.27	23.4	C
7	42.0	0.29	24.5	C
8	42.0	0.34	29.4	C
9	43.0	0.28	23.1	C
10	43.0	0.28	23.6	C
Average:	**42.5**	**0.29**	**24.8**	**C**

NB T on State Route 46: Superlink ID 7

1	291.0	1.41	17.4	B
2	297.0	1.35	16.4	B
3	302.0	1.59	18.9	B
4	295.0	1.59	19.3	B
5	288.0	1.45	18.1	B
6	298.0	1.45	17.5	B
7	292.0	1.50	18.6	B
8	295.0	1.48	18.0	B
9	282.0	1.60	20.4	C
10	298.0	1.63	19.7	B
Average:	**293.8**	**1.51**	**18.4**	**B**

NB TR on State Route 46: Superlink ID 7

1	320.0	1.57	17.7	B
2	310.0	1.50	17.5	B
3	307.0	1.59	18.6	B
4	315.0	1.58	18.0	B

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED **NODE: 14**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	317.0	1.40	15.9	B
6	308.0	1.51	17.6	B
7	312.0	1.54	17.8	B
8	324.0	1.47	16.3	B
9	323.0	1.56	17.3	B
10	317.0	1.64	18.6	B
Average:	**315.3**	**1.54**	**17.5**	**B**
SB L on State Route 46: Superlink ID 6				
1	119.0	0.54	16.3	B
2	122.0	0.60	17.7	B
3	117.0	0.49	15.0	B
4	120.0	0.47	14.0	B
5	121.0	0.56	16.6	B
6	121.0	0.52	15.4	B
7	119.0	0.64	19.3	B
8	122.0	0.55	16.2	B
9	123.0	0.51	15.0	B
10	121.0	0.50	15.0	B
Average:	**120.5**	**0.54**	**16.1**	**B**
SB R on State Route 46: Superlink ID 6				
1	45.0	0.03	2.2	A
2	43.0	0.03	2.2	A
3	42.0	0.02	1.9	A
4	45.0	0.03	2.2	A
5	44.0	0.04	3.2	A
6	42.0	0.02	2.1	A
7	40.0	0.02	2.1	A
8	41.0	0.02	1.8	A
9	43.0	0.02	2.0	A
10	43.0	0.03	2.9	A
Average:	**42.8**	**0.03**	**2.3**	**A**
SB T on State Route 46: Superlink ID 6				
1	335.0	0.89	9.6	A
2	337.0	0.98	10.5	B
3	337.0	0.82	8.8	A
4	337.0	0.99	10.5	B
5	334.0	0.93	10.0	B
6	339.0	1.01	10.7	B
7	335.0	1.00	10.7	B
8	339.0	0.84	8.9	A

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	338.0	0.94	10.0	B
10	340.0	0.86	9.1	A
Average:	**337.1**	**0.93**	**9.9**	**A**
WB L on New Road: Superlink ID 8				
1	64.0	0.60	33.6	C
2	64.0	0.57	31.9	C
3	66.0	0.64	34.9	C
4	64.0	0.64	36.0	D
5	65.0	0.57	31.7	C
6	66.0	0.58	31.8	C
7	67.0	0.66	35.3	D
8	64.0	0.57	32.1	C
9	65.0	0.47	26.3	C
10	64.0	0.59	32.9	C
Average:	**64.9**	**0.59**	**32.7**	**C**
WB R on New Road: Superlink ID 8				
1	250.0	0.70	10.1	B
2	251.0	0.66	9.5	A
3	249.0	0.64	9.2	A
4	250.0	0.70	10.1	B
5	252.0	0.70	10.1	B
6	249.0	0.60	8.6	A
7	249.0	0.64	9.3	A
8	249.0	0.75	10.9	B
9	251.0	0.68	9.8	A
10	247.0	0.57	8.4	A
Average:	**249.7**	**0.66**	**9.6**	**A**
WB T on New Road: Superlink ID 8				
1	98.0	0.45	16.6	B
2	99.0	0.46	16.9	B
3	98.0	0.50	18.5	B
4	96.0	0.45	17.1	B
5	99.0	0.39	14.1	B
6	98.0	0.48	17.5	B
7	98.0	0.45	16.7	B
8	98.0	0.49	18.0	B
9	98.0	0.50	18.3	B
10	96.0	0.47	17.7	B
Average:	**97.8**	**0.46**	**17.1**	**B**

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	121.0	0.39	11.6	B
2	118.0	0.37	11.4	B
3	119.0	0.41	12.4	B
4	120.0	0.36	10.8	B
5	121.0	0.38	11.3	B
6	121.0	0.38	11.4	B
7	120.0	0.39	11.8	B
8	119.0	0.39	11.7	B
9	118.0	0.38	11.6	B
10	121.0	0.39	11.7	B
Average:	**119.8**	**0.38**	**11.6**	**B**
NB L on State Route 46: Superlink ID 4				
1	10.0	0.02	7.4	A
2	12.0	0.05	15.3	B
3	13.0	0.04	9.8	A
4	11.0	0.03	8.3	A
5	11.0	0.03	8.8	A
6	11.0	0.03	9.9	A
7	9.0	0.02	10.0	A
8	11.0	0.03	10.9	B
9	9.0	0.03	11.9	B
10	12.0	0.03	10.1	B
Average:	**10.9**	**0.03**	**10.2**	**B**
NB T on State Route 46: Superlink ID 4				
1	466.0	0.80	6.2	A
2	481.0	0.80	6.0	A
3	490.0	0.98	7.2	A
4	466.0	0.80	6.2	A
5	485.0	0.71	5.3	A
6	472.0	0.91	7.0	A
7	477.0	0.85	6.4	A
8	484.0	0.76	5.6	A
9	450.0	0.82	6.6	A
10	485.0	0.82	6.1	A
Average:	**475.6**	**0.83**	**6.3**	**A**
NB TR on State Route 46: Superlink ID 4				
1	486.0	0.78	5.8	A
2	470.0	0.77	5.9	A
3	464.0	0.93	7.2	A

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	484.0	0.81	6.0	A
5	467.0	0.71	5.5	A
6	480.0	0.85	6.4	A
7	475.0	0.77	5.8	A
8	472.0	0.76	5.8	A
9	502.0	0.89	6.4	A
10	468.0	0.84	6.4	A
Average:	**476.8**	**0.81**	**6.1**	**A**
SB L on State Route 46: Superlink ID 3				
1	23.0	0.12	19.5	B
2	22.0	0.10	16.9	B
3	21.0	0.13	21.6	C
4	22.0	0.10	15.9	B
5	22.0	0.12	18.9	B
6	21.0	0.13	22.0	C
7	21.0	0.10	17.3	B
8	21.0	0.11	18.8	B
9	21.0	0.12	21.3	C
10	21.0	0.08	14.0	B
Average:	**21.5**	**0.11**	**18.6**	**B**
SB T on State Route 46: Superlink ID 3				
1	232.0	0.38	6.0	A
2	221.0	0.33	5.4	A
3	218.0	0.33	5.4	A
4	222.0	0.34	5.5	A
5	227.0	0.35	5.6	A
6	231.0	0.37	5.8	A
7	218.0	0.32	5.3	A
8	229.0	0.34	5.3	A
9	234.0	0.38	5.8	A
10	225.0	0.31	4.9	A
Average:	**225.7**	**0.35**	**5.5**	**A**
SB TR on State Route 46: Superlink ID 3				
1	202.0	0.27	4.9	A
2	214.0	0.29	4.9	A
3	217.0	0.30	4.9	A
4	210.0	0.26	4.5	A
5	207.0	0.30	5.2	A
6	201.0	0.29	5.2	A
7	216.0	0.28	4.7	A

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	205.0	0.32	5.6	A
9	203.0	0.34	5.9	A
10	213.0	0.32	5.4	A
Average:	**208.8**	**0.30**	**5.1**	**A**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	85.0	0.27	11.4	B
2	88.0	0.25	10.2	B
3	89.0	0.33	13.5	B
4	87.0	0.25	10.5	B
5	87.0	0.21	8.8	A
6	86.0	0.29	12.1	B
7	87.0	0.27	11.0	B
8	88.0	0.30	12.2	B
9	89.0	0.28	11.5	B
10	89.0	0.29	11.6	B
Average:	**87.5**	**0.27**	**11.3**	**B**

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.2	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB L	State Route 46	4	0.0	0.0	0.0	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.1	0.0	0.1	0.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	New Road	1	4.0	1.3	2.4	6.3	10
EB TR	New Road	1	1.1	0.1	0.9	1.2	10
NB L	State Route 46	7	0.3	0.0	0.3	0.3	10
NB T	State Route 46	7	1.5	0.1	1.4	1.6	10
NB TR	State Route 46	7	1.5	0.1	1.4	1.6	10
SB L	State Route 46	6	0.5	0.1	0.5	0.6	10
SB R	State Route 46	6	0.0	0.0	0.0	0.0	10
SB T	State Route 46	6	0.9	0.1	0.8	1.0	10
WB L	New Road	8	0.6	0.1	0.5	0.7	10
WB R	New Road	8	0.7	0.1	0.6	0.8	10
WB T	New Road	8	0.5	0.0	0.4	0.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	0.4	0.0	0.4	0.4	10
NB L	State Route 46	4	0.0	0.0	0.0	0.1	10
NB T	State Route 46	4	0.8	0.1	0.7	1.0	10
NB TR	State Route 46	4	0.8	0.1	0.7	0.9	10
SB L	State Route 46	3	0.1	0.0	0.1	0.1	10
SB T	State Route 46	3	0.3	0.0	0.3	0.4	10
SB TR	State Route 46	3	0.3	0.0	0.3	0.3	10
WB LTR	Willow Crest Drive	2	0.3	0.0	0.2	0.3	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.4	0.3	0.1	1.3	10
NB TR	State Route 46	6	0.2	0.1	0.1	0.4	10
SB L	State Route 46	4	8.3	3.7	2.6	14.9	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	12.3	1.6	10.0	14.5	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	New Road	1	95.1	30.6	59.1	149.5	10
EB TR	New Road	1	15.5	1.4	13.4	17.5	10
NB L	State Route 46	7	24.8	1.9	23.1	29.4	10
NB T	State Route 46	7	18.4	1.2	16.4	20.4	10
NB TR	State Route 46	7	17.5	0.9	15.9	18.6	10
SB L	State Route 46	6	16.1	1.5	14.0	19.3	10
SB R	State Route 46	6	2.3	0.4	1.8	3.2	10
SB T	State Route 46	6	9.9	0.7	8.8	10.7	10
WB L	New Road	8	32.7	2.7	26.3	36.0	10
WB R	New Road	8	9.6	0.8	8.4	10.9	10
WB T	New Road	8	17.1	1.3	14.1	18.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	11.6	0.4	10.8	12.4	10
NB L	State Route 46	4	10.2	2.2	7.4	15.3	10
NB T	State Route 46	4	6.3	0.6	5.3	7.2	10
NB TR	State Route 46	4	6.1	0.5	5.5	7.2	10
SB L	State Route 46	3	18.6	2.6	14.0	22.0	10
SB T	State Route 46	3	5.5	0.3	4.9	6.0	10
SB TR	State Route 46	3	5.1	0.4	4.5	5.9	10
WB LTR	Willow Crest Drive	2	11.3	1.3	8.8	13.5	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 72						
1	120.0	1.1	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on State Route 46 - Lane ID 72						
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 60						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 61						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	1.7	0.1	16.6	1.0	0.0%
2	120.0	1.4	0.1	15.7	1.0	0.0%
3	120.0	2.2	0.1	15.9	1.0	0.0%
4	120.0	1.4	0.1	15.4	1.0	0.0%
5	120.0	1.7	0.1	16.2	1.0	0.0%
6	120.0	1.9	0.1	16.6	1.0	0.0%
7	120.0	1.9	0.1	15.5	1.0	0.0%
8	120.0	1.4	0.1	15.4	1.0	0.0%
9	120.0	1.4	0.1	14.5	1.0	0.0%
10	120.0	2.2	0.1	16.8	1.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**15.9**	**1.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on New Road - Lane ID 76						
1	120.0	127.4	5.2	257.2	10.0	0.0%
2	120.0	118.3	4.7	273.6	10.0	0.0%
3	120.0	82.9	3.3	230.6	9.0	0.0%
4	120.0	76.7	3.2	184.9	7.0	0.0%
5	120.0	51.7	2.3	121.8	5.0	0.0%
6	120.0	58.5	2.5	146.2	6.0	0.0%
7	120.0	72.9	3.0	227.5	9.0	0.0%
8	120.0	79.6	3.2	182.1	7.0	0.0%
9	120.0	57.1	2.4	195.7	6.0	0.0%
10	120.0	158.7	5.8	350.3	12.0	0.0%
Average:	**120.0**	**88.4**	**3.6**	**217.0**	**8.1**	**0.0%**
EB TR on New Road - Lane ID 77						
1	120.0	23.6	1.0	78.3	3.0	0.0%
2	120.0	20.2	0.9	82.5	3.0	0.0%
3	120.0	23.1	1.1	77.5	3.0	0.0%
4	120.0	22.0	1.0	84.0	3.0	0.0%
5	120.0	19.9	0.8	95.4	3.0	0.0%
6	120.0	16.4	0.8	73.8	3.0	0.0%
7	120.0	17.5	0.8	71.9	3.0	0.0%
8	120.0	19.1	0.8	95.9	3.0	0.0%
9	120.0	19.1	0.8	74.9	3.0	0.0%
10	120.0	23.2	1.0	79.4	3.0	0.0%
Average:	**120.0**	**20.4**	**0.9**	**81.4**	**3.0**	**0.0%**
NB L on State Route 46 - Lane ID 49						
1	120.0	4.2	0.3	17.8	1.0	0.0%
2	120.0	4.0	0.3	16.9	1.0	0.0%
3	120.0	4.3	0.3	17.9	1.0	0.0%
4	120.0	4.1	0.3	17.2	1.0	0.0%
5	120.0	4.6	0.2	17.4	1.0	0.0%
6	120.0	3.1	0.2	17.8	1.0	0.0%
7	120.0	4.7	0.3	17.2	1.0	0.0%
8	120.0	3.8	0.3	17.9	1.0	0.0%
9	120.0	3.1	0.2	16.9	1.0	0.0%
10	120.0	4.0	0.3	18.1	1.0	0.0%
Average:	**120.0**	**4.0**	**0.3**	**17.5**	**1.0**	**0.0%**
NB T on State Route 46 - Lane ID 20						
1	120.0	23.1	1.0	94.4	4.0	0.0%
2	120.0	25.7	1.1	99.3	4.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 20						
3	120.0	22.5	1.0	91.1	4.0	0.0%
4	120.0	29.1	1.2	103.6	4.0	0.0%
5	120.0	25.1	1.1	76.7	3.0	0.0%
6	120.0	26.7	1.2	87.3	4.0	0.0%
7	120.0	28.7	1.2	98.9	4.0	0.0%
8	120.0	25.3	1.1	97.8	4.0	0.0%
9	120.0	28.3	1.2	93.9	4.0	0.0%
10	120.0	33.2	1.4	110.6	4.0	0.0%
Average:	**120.0**	**26.8**	**1.2**	**95.4**	**3.9**	**0.0%**
NB TR on State Route 46 - Lane ID 50						
1	120.0	32.2	1.3	112.4	4.0	0.0%
2	120.0	24.8	1.1	93.5	4.0	0.0%
3	120.0	24.1	1.1	95.9	4.0	0.0%
4	120.0	22.6	1.0	98.9	4.0	0.0%
5	120.0	24.1	1.1	79.5	3.0	0.0%
6	120.0	26.9	1.1	115.7	4.0	0.0%
7	120.0	28.9	1.2	100.9	4.0	0.0%
8	120.0	24.8	1.1	94.8	4.0	0.0%
9	120.0	27.4	1.2	97.3	4.0	0.0%
10	120.0	30.5	1.3	101.9	4.0	0.0%
Average:	**120.0**	**26.6**	**1.2**	**99.1**	**3.9**	**0.0%**
SB L on State Route 46 - Lane ID 51						
1	120.0	8.8	0.5	43.8	2.0	0.0%
2	120.0	8.9	0.5	45.1	2.0	0.0%
3	120.0	7.3	0.4	43.0	2.0	0.0%
4	120.0	7.6	0.4	32.3	1.0	0.0%
5	120.0	10.5	0.6	44.4	2.0	0.0%
6	120.0	7.2	0.5	29.3	2.0	0.0%
7	120.0	9.8	0.5	45.5	2.0	0.0%
8	120.0	8.0	0.4	39.9	2.0	0.0%
9	120.0	8.2	0.5	43.7	2.0	0.0%
10	120.0	6.7	0.4	41.8	2.0	0.0%
Average:	**120.0**	**8.3**	**0.5**	**40.9**	**1.9**	**0.0%**
SB R on State Route 46 - Lane ID 53						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on State Route 46 - Lane ID 53						
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 52						
1	120.0	13.6	0.6	76.5	3.0	0.0%
2	120.0	19.1	0.8	100.1	3.0	0.0%
3	120.0	13.0	0.6	75.2	3.0	0.0%
4	120.0	15.3	0.7	95.7	4.0	0.0%
5	120.0	16.9	0.7	78.3	3.0	0.0%
6	120.0	17.4	0.7	103.8	4.0	0.0%
7	120.0	19.1	0.8	97.2	4.0	0.0%
8	120.0	15.1	0.7	95.7	4.0	0.0%
9	120.0	17.3	0.8	90.2	4.0	0.0%
10	120.0	14.3	0.6	83.5	3.0	0.0%
Average:	**120.0**	**16.1**	**0.7**	**89.6**	**3.5**	**0.0%**
WB L on New Road - Lane ID 43						
1	120.0	9.0	0.6	33.9	2.0	0.0%
2	120.0	8.1	0.5	18.2	1.0	0.0%
3	120.0	9.9	0.6	36.4	2.0	0.0%
4	120.0	10.7	0.6	38.5	2.0	0.0%
5	120.0	7.7	0.6	21.5	1.0	0.0%
6	120.0	8.1	0.6	33.4	2.0	0.0%
7	120.0	10.4	0.6	39.4	2.0	0.0%
8	120.0	7.6	0.5	22.4	1.0	0.0%
9	120.0	6.1	0.4	19.0	1.0	0.0%
10	120.0	7.4	0.5	19.8	1.0	0.0%
Average:	**120.0**	**8.5**	**0.6**	**28.3**	**1.5**	**0.0%**
WB R on New Road - Lane ID 44						
1	120.0	14.4	0.7	63.4	2.0	0.0%
2	120.0	15.4	0.7	66.5	3.0	0.0%
3	120.0	13.4	0.6	71.2	3.0	0.0%
4	120.0	12.3	0.6	50.2	2.0	0.0%
5	120.0	11.8	0.5	47.0	2.0	0.0%
6	120.0	13.8	0.6	70.1	3.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on New Road - Lane ID 44						
7	120.0	10.1	0.5	46.2	2.0	0.0%
8	120.0	12.4	0.6	67.0	3.0	0.0%
9	120.0	12.1	0.6	65.4	3.0	0.0%
10	120.0	9.0	0.4	48.9	2.0	0.0%
Average:	**120.0**	**12.5**	**0.6**	**59.6**	**2.5**	**0.0%**
WB T on New Road - Lane ID 22						
1	120.0	9.3	0.5	45.0	2.0	0.0%
2	120.0	8.2	0.5	38.5	2.0	0.0%
3	120.0	8.6	0.5	44.1	2.0	0.0%
4	120.0	7.7	0.4	42.8	2.0	0.0%
5	120.0	5.5	0.3	21.3	1.0	0.0%
6	120.0	10.0	0.5	43.7	2.0	0.0%
7	120.0	8.7	0.4	44.0	1.0	0.0%
8	120.0	8.5	0.5	42.9	2.0	0.0%
9	120.0	7.5	0.4	20.1	1.0	0.0%
10	120.0	9.3	0.5	44.0	2.0	0.0%
Average:	**120.0**	**8.3**	**0.5**	**38.6**	**1.7**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	120.0	5.8	0.3	30.1	2.0	0.0%
2	120.0	6.2	0.3	23.5	1.0	0.0%
3	120.0	8.4	0.4	48.9	2.0	0.0%
4	120.0	4.2	0.3	17.2	1.0	0.0%
5	120.0	7.3	0.4	38.5	2.0	0.0%
6	120.0	5.6	0.3	20.6	1.0	0.0%
7	120.0	6.7	0.3	41.5	2.0	0.0%
8	120.0	8.3	0.4	42.2	2.0	0.0%
9	120.0	7.8	0.4	43.9	2.0	0.0%
10	120.0	5.7	0.3	36.2	2.0	0.0%
Average:	**120.0**	**6.6**	**0.3**	**34.3**	**1.7**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.6	0.1	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on State Route 46 - Lane ID 14						
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.3	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	12.1	0.5	67.4	3.0	0.0%
2	120.0	14.5	0.6	104.9	4.0	0.0%
3	120.0	10.7	0.5	74.6	3.0	0.0%
4	120.0	9.9	0.4	63.1	3.0	0.0%
5	120.0	11.3	0.5	74.0	3.0	0.0%
6	120.0	10.6	0.5	53.8	2.0	0.0%
7	120.0	12.4	0.5	70.9	3.0	0.0%
8	120.0	7.0	0.3	47.4	2.0	0.0%
9	120.0	10.0	0.4	52.9	2.0	0.0%
10	120.0	8.5	0.4	65.1	3.0	0.0%
Average:	**120.0**	**10.7**	**0.5**	**67.4**	**2.8**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	10.6	0.5	69.4	3.0	0.0%
2	120.0	14.3	0.6	85.7	3.0	0.0%
3	120.0	8.5	0.4	66.2	2.0	0.0%
4	120.0	11.2	0.5	66.7	3.0	0.0%
5	120.0	9.2	0.4	60.3	3.0	0.0%
6	120.0	10.9	0.4	91.6	4.0	0.0%
7	120.0	10.8	0.5	71.7	3.0	0.0%
8	120.0	7.3	0.3	62.1	3.0	0.0%
9	120.0	12.0	0.5	99.6	4.0	0.0%
10	120.0	10.8	0.5	67.1	3.0	0.0%
Average:	**120.0**	**10.6**	**0.5**	**74.0**	**3.1**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	1.0	0.1	7.4	1.0	0.0%
2	120.0	0.9	0.1	7.1	1.0	0.0%
3	120.0	1.2	0.2	6.8	1.0	0.0%
4	120.0	1.1	0.1	9.2	1.0	0.0%
5	120.0	1.6	0.1	6.7	1.0	0.0%
6	120.0	0.9	0.1	6.2	1.0	0.0%
7	120.0	0.6	0.1	5.7	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on State Route 46 - Lane ID 62						
8	120.0	0.8	0.1	5.9	1.0	0.0%
9	120.0	0.5	0.1	5.6	1.0	0.0%
10	120.0	0.7	0.1	5.5	1.0	0.0%
Average:	**120.0**	**0.9**	**0.1**	**6.6**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	4.4	0.2	18.5	1.0	0.0%
2	120.0	5.7	0.3	39.4	2.0	0.0%
3	120.0	4.2	0.2	23.4	1.0	0.0%
4	120.0	4.4	0.3	17.6	1.0	0.0%
5	120.0	3.4	0.2	18.3	1.0	0.0%
6	120.0	4.4	0.2	22.8	1.0	0.0%
7	120.0	3.7	0.2	18.3	1.0	0.0%
8	120.0	4.3	0.2	20.9	1.0	0.0%
9	120.0	4.8	0.2	41.3	2.0	0.0%
10	120.0	2.9	0.2	16.5	1.0	0.0%
Average:	**120.0**	**4.2**	**0.2**	**23.7**	**1.2**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	3.0	0.2	18.3	1.0	0.0%
2	120.0	4.8	0.3	22.6	1.0	0.0%
3	120.0	3.0	0.2	17.8	1.0	0.0%
4	120.0	2.8	0.2	16.4	1.0	0.0%
5	120.0	2.8	0.2	17.9	1.0	0.0%
6	120.0	3.6	0.2	17.6	1.0	0.0%
7	120.0	3.4	0.2	17.6	1.0	0.0%
8	120.0	4.2	0.2	18.8	1.0	0.0%
9	120.0	4.6	0.3	18.7	1.0	0.0%
10	120.0	3.6	0.2	17.5	1.0	0.0%
Average:	**120.0**	**3.6**	**0.2**	**18.3**	**1.0**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	4.9	0.3	23.5	1.0	0.0%
2	120.0	2.8	0.2	16.9	1.0	0.0%
3	120.0	6.6	0.3	42.2	2.0	0.0%
4	120.0	2.7	0.2	18.9	1.0	0.0%
5	120.0	3.6	0.2	17.3	1.0	0.0%
6	120.0	6.5	0.3	36.9	2.0	0.0%
7	120.0	5.2	0.3	35.8	2.0	0.0%
8	120.0	6.6	0.3	41.3	2.0	0.0%
9	120.0	6.3	0.3	24.7	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Willow Crest Drive - Lane ID 4						
10	120.0	4.3	0.2	18.7	1.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**27.6**	**1.4**	**0.0%**

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.7	0.3	1.4	2.2	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.3	0.3	0.0	1.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	8.3	1.2	5.5	10.0	10
WB L	43	New Road	8.5	1.5	6.1	10.7	10
WB R	44	New Road	12.5	1.9	9.0	15.4	10
EB L	76	New Road	88.4	35.1	51.7	158.7	10
EB TR	77	New Road	20.4	2.5	16.4	23.6	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	26.8	3.2	22.5	33.2	10
NB L	49	State Route 46	4.0	0.5	3.1	4.7	10
NB TR	50	State Route 46	26.6	3.1	22.6	32.2	10
SB L	51	State Route 46	8.3	1.2	6.7	10.5	10
SB T	52	State Route 46	16.1	2.2	13.0	19.1	10
SB R	53	State Route 46	0.3	0.2	0.0	0.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	6.6	1.4	4.2	8.4	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.3	0.2	0.1	0.6	10
NB T	15	State Route 46	10.7	2.1	7.0	14.5	10
NB TR	16	State Route 46	10.6	1.9	7.3	14.3	10
SB L	62	State Route 46	0.9	0.3	0.5	1.6	10
SB T	63	State Route 46	4.2	0.8	2.9	5.7	10
SB TR	64	State Route 46	3.6	0.7	2.8	4.8	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	5.0	1.6	2.7	6.6	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.1	0.0	0.1	0.1	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	0.5	0.1	0.3	0.5	10
WB L	43	New Road	0.6	0.1	0.4	0.6	10
WB R	44	New Road	0.6	0.1	0.4	0.7	10
EB L	76	New Road	3.6	1.2	2.3	5.8	10
EB TR	77	New Road	0.9	0.1	0.8	1.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	1.2	0.1	1.0	1.4	10
NB L	49	State Route 46	0.3	0.0	0.2	0.3	10
NB TR	50	State Route 46	1.2	0.1	1.0	1.3	10
SB L	51	State Route 46	0.5	0.1	0.4	0.6	10
SB T	52	State Route 46	0.7	0.1	0.6	0.8	10
SB R	53	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.3	0.1	0.3	0.4	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.1	10
NB T	15	State Route 46	0.5	0.1	0.3	0.6	10
NB TR	16	State Route 46	0.5	0.1	0.3	0.6	10
SB L	62	State Route 46	0.1	0.0	0.1	0.2	10
SB T	63	State Route 46	0.2	0.0	0.2	0.3	10
SB TR	64	State Route 46	0.2	0.0	0.2	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.3	0.1	0.2	0.3	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	15.9	0.7	14.5	16.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	38.6	9.6	20.1	45.0	10
WB L	43	New Road	28.3	8.8	18.2	39.4	10
WB R	44	New Road	59.6	10.2	46.2	71.2	10
EB L	76	New Road	217.0	66.4	121.8	350.3	10
EB TR	77	New Road	81.4	8.4	71.9	95.9	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	95.4	9.2	76.7	110.6	10
NB L	49	State Route 46	17.5	0.4	16.9	18.1	10
NB TR	50	State Route 46	99.1	10.1	79.5	115.7	10
SB L	51	State Route 46	40.9	5.6	29.3	45.5	10
SB T	52	State Route 46	89.6	10.5	75.2	103.8	10
SB R	53	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	34.3	10.8	17.2	48.9	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	67.4	16.1	47.4	104.9	10
NB TR	16	State Route 46	74.0	13.4	60.3	99.6	10
SB L	62	State Route 46	6.6	1.1	5.5	9.2	10
SB T	63	State Route 46	23.7	9.1	16.5	41.3	10
SB TR	64	State Route 46	18.3	1.7	16.4	22.6	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	27.6	10.3	16.9	42.2	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	1.7	0.5	1.0	2.0	10
WB L	43	New Road	1.5	0.5	1.0	2.0	10
WB R	44	New Road	2.5	0.5	2.0	3.0	10
EB L	76	New Road	8.1	2.2	5.0	12.0	10
EB TR	77	New Road	3.0	0.0	3.0	3.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	3.9	0.3	3.0	4.0	10
NB L	49	State Route 46	1.0	0.0	1.0	1.0	10
NB TR	50	State Route 46	3.9	0.3	3.0	4.0	10
SB L	51	State Route 46	1.9	0.3	1.0	2.0	10
SB T	52	State Route 46	3.5	0.5	3.0	4.0	10
SB R	53	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	1.7	0.5	1.0	2.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	2.8	0.6	2.0	4.0	10
NB TR	16	State Route 46	3.1	0.6	2.0	4.0	10
SB L	62	State Route 46	1.0	0.0	1.0	1.0	10
SB T	63	State Route 46	1.2	0.4	1.0	2.0	10
SB TR	64	State Route 46	1.0	0.0	1.0	1.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	1.4	0.5	1.0	2.0	10

Project: Existing Condition
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	0.0	0.0	0.0	0.0	10
WB L	43	New Road	0.0	0.0	0.0	0.0	10
WB R	44	New Road	0.0	0.0	0.0	0.0	10
EB L	76	New Road	0.0	0.0	0.0	0.0	10
EB TR	77	New Road	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	0.0	0.0	0.0	0.0	10
NB L	49	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	50	State Route 46	0.0	0.0	0.0	0.0	10
SB L	51	State Route 46	0.0	0.0	0.0	0.0	10
SB T	52	State Route 46	0.0	0.0	0.0	0.0	10
SB R	53	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.0	0.0	0.0	0.0	10
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	919.0	0.09	0.4	A
2	937.0	0.10	0.4	A
3	927.0	0.05	0.2	A
4	913.0	0.03	0.1	A
5	930.0	0.10	0.4	A
6	926.0	0.10	0.4	A
7	908.0	0.10	0.4	A
8	925.0	0.08	0.3	A
9	923.0	0.03	0.1	A
10	920.0	0.05	0.2	A
Average:	**922.8**	**0.07**	**0.3**	**A**
SB on State Route 46: Superlink ID 4				
1	1,261.0	0.06	0.2	A
2	1,254.0	0.07	0.2	A
3	1,254.0	0.07	0.2	A
4	1,264.0	0.04	0.1	A
5	1,258.0	0.06	0.2	A
6	1,260.0	0.06	0.2	A
7	1,258.0	0.05	0.2	A
8	1,256.0	0.08	0.2	A
9	1,259.0	0.06	0.2	A
10	1,260.0	0.06	0.2	A
Average:	**1,258.4**	**0.06**	**0.2**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	32.0	0.13	15.2	C
2	32.0	0.15	16.8	C
3	31.0	0.12	13.5	B
4	31.0	0.13	14.9	B
5	30.0	0.11	12.9	B
6	31.0	0.15	17.4	C
7	31.0	0.15	17.3	C
8	31.0	0.19	22.1	C
9	31.0	0.10	11.3	B

Intersection LOS by Approach

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	31.0	0.13	15.4	C
Average:	**31.1**	**0.14**	**15.7**	**C**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on New Road: Superlink ID 1				
1	405.0	6.29	55.9	E
2	404.0	5.15	45.9	D
3	409.0	6.52	57.4	E
4	410.0	6.78	59.5	E
5	403.0	6.74	60.2	E
6	409.0	6.49	57.1	E
7	412.0	4.78	41.8	D
8	412.0	4.64	40.5	D
9	398.0	10.59	95.8	F
10	408.0	4.18	36.9	D
Average:	**407.0**	**6.22**	**55.1**	**E**
NB on State Route 46: Superlink ID 7				
1	771.0	8.03	37.5	D
2	775.0	7.50	34.8	C
3	773.0	6.82	31.8	C
4	767.0	7.26	34.1	C
5	766.0	7.01	33.0	C
6	770.0	7.55	35.3	D
7	765.0	6.57	30.9	C
8	771.0	6.67	31.2	C
9	768.0	6.17	28.9	C
10	773.0	7.15	33.3	C
Average:	**769.9**	**7.07**	**33.1**	**C**
SB on State Route 46: Superlink ID 6				
1	1,217.0	5.04	14.9	B
2	1,209.0	5.11	15.2	B
3	1,208.0	5.04	15.0	B
4	1,210.0	5.38	16.0	B
5	1,225.0	5.28	15.5	B
6	1,214.0	5.22	15.5	B
7	1,214.0	4.94	14.6	B
8	1,211.0	4.97	14.8	B
9	1,219.0	5.16	15.2	B

Intersection LOS by Approach

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,218.0	5.09	15.1	B
Average:	**1,214.5**	**5.12**	**15.2**	**B**
WB on New Road: Superlink ID 8				
1	499.0	7.92	57.1	E
2	537.0	7.44	49.9	D
3	528.0	6.15	41.9	D
4	476.0	12.02	90.9	F
5	534.0	8.30	56.0	E
6	487.0	9.18	67.9	E
7	482.0	16.10	120.3	F
8	499.0	16.65	120.1	F
9	525.0	5.86	40.2	D
10	492.0	22.16	162.1	F
Average:	**505.9**	**11.18**	**80.6**	**F**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	74.0	0.32	15.6	B
2	74.0	0.32	15.7	B
3	72.0	0.32	15.8	B
4	72.0	0.31	15.7	B
5	71.0	0.30	15.3	B
6	73.0	0.27	13.1	B
7	71.0	0.30	15.2	B
8	72.0	0.33	16.7	B
9	72.0	0.32	15.9	B
10	74.0	0.31	15.1	B
Average:	**72.5**	**0.31**	**15.4**	**B**
NB on State Route 46: Superlink ID 4				
1	943.0	2.06	7.9	A
2	954.0	2.48	9.4	A
3	955.0	2.09	7.9	A
4	937.0	1.82	7.0	A
5	954.0	2.43	9.2	A
6	939.0	2.53	9.7	A
7	931.0	2.56	9.9	A
8	946.0	2.20	8.4	A
9	946.0	2.28	8.7	A

Intersection LOS by Approach

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	941.0	2.29	8.8	A
Average:	**944.6**	**2.27**	**8.7**	**A**
SB on State Route 46: Superlink ID 3				
1	1,211.0	2.43	7.2	A
2	1,209.0	2.74	8.2	A
3	1,206.0	2.55	7.6	A
4	1,207.0	2.46	7.3	A
5	1,206.0	2.96	8.8	A
6	1,203.0	2.62	7.8	A
7	1,212.0	2.66	7.9	A
8	1,204.0	2.63	7.9	A
9	1,209.0	2.61	7.8	A
10	1,205.0	2.62	7.8	A
Average:	**1,207.2**	**2.63**	**7.8**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	187.0	0.85	16.4	B
2	188.0	0.81	15.6	B
3	187.0	0.89	17.1	B
4	184.0	1.00	19.6	B
5	186.0	0.89	17.2	B
6	184.0	0.81	15.8	B
7	186.0	0.92	17.9	B
8	185.0	0.83	16.2	B
9	187.0	0.91	17.5	B
10	186.0	0.98	18.9	B
Average:	**186.0**	**0.89**	**17.2**	**B**

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.0	0.0	0.1	10
S	State Route 46	4	0.1	0.0	0.0	0.1	10
W	N Beacon Drive	9	0.1	0.0	0.1	0.2	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	New Road	1	6.2	1.8	4.2	10.6	10
N	State Route 46	7	7.1	0.5	6.2	8.0	10
S	State Route 46	6	5.1	0.1	4.9	5.4	10
W	New Road	8	11.2	5.4	5.9	22.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	0.3	0.0	0.3	0.3	10
N	State Route 46	4	2.3	0.2	1.8	2.6	10
S	State Route 46	3	2.6	0.1	2.4	3.0	10
W	Willow Crest Drive	2	0.9	0.1	0.8	1.0	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.3	0.1	0.1	0.4	10
S	State Route 46	4	0.2	0.0	0.1	0.2	10
W	N Beacon Drive	9	15.7	3.0	11.3	22.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	New Road	1	55.1	16.7	36.9	95.8	10
N	State Route 46	7	33.1	2.5	28.9	37.5	10
S	State Route 46	6	15.2	0.4	14.6	16.0	10
W	New Road	8	80.6	41.2	40.2	162.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	15.4	0.9	13.1	16.7	10
N	State Route 46	4	8.7	0.9	7.0	9.9	10
S	State Route 46	3	7.8	0.4	7.2	8.8	10
W	Willow Crest Drive	2	17.2	1.3	15.6	19.6	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,212.0	0.29	0.5	A
2	2,223.0	0.32	0.5	A
3	2,212.0	0.24	0.4	A
4	2,208.0	0.21	0.3	A
5	2,218.0	0.27	0.4	A
6	2,217.0	0.30	0.5	A
7	2,197.0	0.30	0.5	A
8	2,212.0	0.35	0.6	A
9	2,213.0	0.18	0.3	A
10	2,211.0	0.25	0.4	A
Average:	**2,212.3**	**0.27**	**0.4**	**A**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,892.0	27.28	34.0	C
2	2,925.0	25.20	31.0	C
3	2,918.0	24.54	30.3	C
4	2,863.0	31.44	39.5	D
5	2,928.0	27.33	33.6	C
6	2,880.0	28.43	35.5	D
7	2,873.0	32.40	40.6	D
8	2,893.0	32.93	41.0	D
9	2,910.0	27.79	34.4	C
10	2,891.0	38.57	48.0	D
Average:	**2,897.3**	**29.59**	**36.8**	**D**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,415.0	5.66	8.4	A
2	2,425.0	6.36	9.4	A
3	2,420.0	5.84	8.7	A
4	2,400.0	5.60	8.4	A
5	2,417.0	6.58	9.8	A
6	2,399.0	6.22	9.3	A
7	2,400.0	6.44	9.7	A
8	2,407.0	6.00	9.0	A
9	2,414.0	6.12	9.1	A

				Intersection LOS
10	2,406.0	6.20	9.3	A
Average:	**2,410.3**	**6.10**	**9.1**	**A**

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.3	0.1	0.2	0.4	10
14	State Route 46 & New Road	Actuated	29.6	4.3	24.5	38.6	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	6.1	0.3	5.6	6.6	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.4	0.1	0.3	0.6	10
14	State Route 46 & New Road	Actuated	36.8	5.4	30.3	48.0	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	9.1	0.5	8.4	9.8	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	454.0	0.05	0.4	A
2	480.0	0.05	0.4	A
3	464.0	0.04	0.3	A
4	477.0	0.02	0.1	A
5	470.0	0.06	0.5	A
6	466.0	0.02	0.1	A
7	468.0	0.06	0.5	A
8	487.0	0.03	0.2	A
9	478.0	0.02	0.1	A
10	477.0	0.03	0.2	A
Average:	**472.1**	**0.04**	**0.3**	**A**
NB TR on State Route 46: Superlink ID 6				
1	465.0	0.04	0.3	A
2	457.0	0.05	0.4	A
3	463.0	0.01	0.1	A
4	436.0	0.02	0.1	A
5	460.0	0.04	0.3	A
6	460.0	0.08	0.6	A
7	440.0	0.04	0.3	A
8	438.0	0.04	0.4	A
9	445.0	0.01	0.1	A
10	443.0	0.02	0.2	A
Average:	**450.7**	**0.04**	**0.3**	**A**
SB L on State Route 46: Superlink ID 4				
1	29.0	0.06	7.0	A
2	31.0	0.06	7.3	A
3	30.0	0.07	8.4	A
4	29.0	0.04	5.0	A
5	31.0	0.05	5.2	A
6	30.0	0.05	6.6	A
7	32.0	0.05	5.4	A
8	31.0	0.07	8.6	A
9	32.0	0.05	6.2	A
10	32.0	0.06	6.6	A
Average:	**30.7**	**0.06**	**6.6**	**A**

Intersection LOS by Lane Group

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	1,232.0	0.00	0.0	A
2	1,223.0	0.01	0.0	A
3	1,224.0	0.00	0.0	A
4	1,235.0	0.00	0.0	A
5	1,227.0	0.02	0.0	A
6	1,230.0	0.00	0.0	A
7	1,226.0	0.01	0.0	A
8	1,225.0	0.01	0.0	A
9	1,227.0	0.00	0.0	A
10	1,228.0	0.01	0.0	A
Average:	**1,227.7**	**0.01**	**0.0**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	32.0	0.13	15.2	C
2	32.0	0.15	16.8	C
3	31.0	0.12	13.5	B
4	31.0	0.13	14.9	B
5	30.0	0.11	12.9	B
6	31.0	0.15	17.4	C
7	31.0	0.15	17.3	C
8	31.0	0.19	22.1	C
9	31.0	0.10	11.3	B
10	31.0	0.13	15.4	C
Average:	**31.1**	**0.14**	**15.7**	**C**

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED — NODE: 14

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on New Road: Superlink ID 1				
1	93.0	3.89	150.7	F
2	91.0	2.57	101.8	F
3	94.0	3.83	146.6	F
4	94.0	4.26	163.1	F
5	93.0	4.38	169.6	F
6	97.0	3.27	121.4	F
7	95.0	2.22	84.0	F
8	97.0	2.15	79.8	E
9	85.0	8.01	339.3	F
10	94.0	1.69	64.8	E
Average:	**93.3**	**3.63**	**142.1**	**F**

EB TR on New Road: Superlink ID 1

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED **NODE: 14**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	312.0	2.40	27.7	C
2	313.0	2.58	29.6	C
3	315.0	2.69	30.8	C
4	316.0	2.52	28.7	C
5	310.0	2.35	27.3	C
6	312.0	3.22	37.1	D
7	317.0	2.56	29.1	C
8	315.0	2.49	28.4	C
9	313.0	2.58	29.7	C
10	314.0	2.48	28.5	C
Average:	**313.7**	**2.59**	**29.7**	**C**

NB L on State Route 46: Superlink ID 7

1	135.0	3.53	94.2	F
2	136.0	3.42	90.5	F
3	135.0	2.62	69.9	E
4	133.0	3.02	81.8	F
5	134.0	2.84	76.2	E
6	135.0	3.27	87.1	F
7	132.0	2.45	66.8	E
8	133.0	2.51	68.0	E
9	134.0	2.08	55.9	E
10	136.0	2.88	76.2	E
Average:	**134.3**	**2.86**	**76.7**	**E**

NB T on State Route 46: Superlink ID 7

1	303.0	2.19	26.1	C
2	315.0	2.02	23.1	C
3	309.0	2.03	23.6	C
4	309.0	2.05	23.9	C
5	294.0	2.07	25.3	C
6	302.0	2.03	24.2	C
7	310.0	2.07	24.1	C
8	312.0	2.00	23.1	C
9	293.0	2.00	24.5	C
10	312.0	2.07	23.9	C
Average:	**305.9**	**2.05**	**24.2**	**C**

NB TR on State Route 46: Superlink ID 7

1	333.0	2.31	25.0	C
2	324.0	2.06	22.8	C
3	329.0	2.18	23.8	C
4	325.0	2.18	24.2	C

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED **NODE: 14**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	338.0	2.11	22.5	C
6	333.0	2.25	24.4	C
7	323.0	2.05	22.9	C
8	326.0	2.16	23.8	C
9	341.0	2.10	22.2	C
10	325.0	2.20	24.4	C
Average:	**329.7**	**2.16**	**23.6**	**C**
SB L on State Route 46: Superlink ID 6				
1	345.0	2.21	23.0	C
2	342.0	2.43	25.5	C
3	341.0	2.23	23.6	C
4	342.0	2.71	28.6	C
5	346.0	2.47	25.7	C
6	344.0	2.27	23.7	C
7	343.0	2.15	22.6	C
8	340.0	2.33	24.7	C
9	342.0	2.45	25.8	C
10	344.0	2.46	25.7	C
Average:	**342.9**	**2.37**	**24.9**	**C**
SB R on State Route 46: Superlink ID 6				
1	144.0	0.16	4.0	A
2	147.0	0.14	3.4	A
3	144.0	0.14	3.4	A
4	143.0	0.14	3.5	A
5	146.0	0.17	4.2	A
6	144.0	0.18	4.5	A
7	146.0	0.13	3.3	A
8	145.0	0.17	4.2	A
9	147.0	0.17	4.2	A
10	147.0	0.13	3.3	A
Average:	**145.3**	**0.15**	**3.8**	**A**
SB T on State Route 46: Superlink ID 6				
1	728.0	2.68	13.2	B
2	720.0	2.55	12.8	B
3	723.0	2.67	13.3	B
4	725.0	2.52	12.5	B
5	733.0	2.64	12.9	B
6	726.0	2.77	13.7	B
7	725.0	2.65	13.2	B
8	726.0	2.48	12.3	B

Intersection LOS by Lane Group

STATE ROUTE 46 & NEW ROAD -- SIGNALIZED **NODE: 14**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	730.0	2.53	12.5	B
10	727.0	2.50	12.4	B
Average:	**726.3**	**2.60**	**12.9**	**B**
WB L on New Road: Superlink ID 8				
1	71.0	4.07	206.2	F
2	79.0	5.11	232.9	F
3	75.0	3.74	179.6	F
4	66.0	5.17	282.0	F
5	79.0	5.26	239.6	F
6	67.0	4.38	235.2	F
7	67.0	6.83	367.2	F
8	71.0	6.22	315.3	F
9	74.0	3.38	164.3	F
10	70.0	8.17	420.0	F
Average:	**71.9**	**5.23**	**264.2**	**F**
WB R on New Road: Superlink ID 8				
1	254.0	1.54	21.8	C
2	269.0	0.74	9.9	A
3	268.0	0.80	10.8	B
4	241.0	3.14	46.9	D
5	270.0	0.92	12.3	B
6	249.0	1.91	27.7	C
7	242.0	4.02	59.8	E
8	252.0	4.95	70.7	E
9	268.0	0.84	11.3	B
10	250.0	6.85	98.6	F
Average:	**256.3**	**2.57**	**37.0**	**D**
WB T on New Road: Superlink ID 8				
1	174.0	2.31	47.8	D
2	189.0	1.58	30.2	C
3	185.0	1.61	31.3	C
4	169.0	3.71	79.0	E
5	185.0	2.12	41.3	D
6	171.0	2.89	60.8	E
7	173.0	5.25	109.2	F
8	176.0	5.48	112.1	F
9	183.0	1.64	32.3	C
10	172.0	7.14	149.5	F
Average:	**177.7**	**3.37**	**69.4**	**E**

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	74.0	0.32	15.6	B
2	74.0	0.32	15.7	B
3	72.0	0.32	15.8	B
4	72.0	0.31	15.7	B
5	71.0	0.30	15.3	B
6	73.0	0.27	13.1	B
7	71.0	0.30	15.2	B
8	72.0	0.33	16.7	B
9	72.0	0.32	15.9	B
10	74.0	0.31	15.1	B
Average:	**72.5**	**0.31**	**15.4**	**B**
NB L on State Route 46: Superlink ID 4				
1	50.0	0.40	28.9	C
2	53.0	0.51	34.8	C
3	50.0	0.28	19.9	B
4	51.0	0.39	27.8	C
5	53.0	0.46	31.5	C
6	53.0	0.50	33.7	C
7	49.0	0.59	43.6	D
8	53.0	0.45	30.6	C
9	51.0	0.40	28.3	C
10	52.0	0.48	33.3	C
Average:	**51.5**	**0.45**	**31.2**	**C**
NB T on State Route 46: Superlink ID 4				
1	433.0	0.79	6.5	A
2	453.0	0.98	7.8	A
3	439.0	0.87	7.1	A
4	448.0	0.68	5.5	A
5	442.0	0.94	7.7	A
6	433.0	1.00	8.3	A
7	443.0	1.04	8.5	A
8	450.0	0.84	6.8	A
9	451.0	0.95	7.6	A
10	441.0	0.92	7.5	A
Average:	**443.3**	**0.90**	**7.3**	**A**
NB TR on State Route 46: Superlink ID 4				
1	460.0	0.87	6.8	A
2	448.0	0.99	7.9	A
3	466.0	0.94	7.3	A

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	438.0	0.75	6.1	A
5	459.0	1.03	8.0	A
6	453.0	1.03	8.2	A
7	439.0	0.93	7.6	A
8	443.0	0.91	7.4	A
9	444.0	0.93	7.5	A
10	448.0	0.89	7.1	A
Average:	**449.8**	**0.93**	**7.4**	**A**
SB L on State Route 46: Superlink ID 3				
1	73.0	0.42	20.7	C
2	75.0	0.42	20.3	C
3	72.0	0.43	21.5	C
4	74.0	0.39	18.8	B
5	74.0	0.47	22.7	C
6	73.0	0.48	23.5	C
7	74.0	0.47	23.1	C
8	72.0	0.43	21.7	C
9	73.0	0.43	21.1	C
10	73.0	0.40	20.0	B
Average:	**73.3**	**0.43**	**21.3**	**C**
SB T on State Route 46: Superlink ID 3				
1	581.0	1.02	6.3	A
2	567.0	1.15	7.3	A
3	558.0	1.08	7.0	A
4	571.0	1.09	6.9	A
5	561.0	1.28	8.2	A
6	573.0	1.10	6.9	A
7	564.0	1.05	6.7	A
8	577.0	1.12	7.0	A
9	565.0	1.09	6.9	A
10	579.0	1.17	7.3	A
Average:	**569.6**	**1.12**	**7.1**	**A**
SB TR on State Route 46: Superlink ID 3				
1	557.0	0.99	6.4	A
2	567.0	1.16	7.4	A
3	576.0	1.04	6.5	A
4	562.0	0.98	6.3	A
5	571.0	1.21	7.7	A
6	557.0	1.04	6.7	A
7	574.0	1.13	7.1	A

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	555.0	1.08	7.0	A
9	571.0	1.10	6.9	A
10	553.0	1.05	6.8	A
Average:	**564.3**	**1.08**	**6.9**	**A**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	187.0	0.85	16.4	B
2	188.0	0.81	15.6	B
3	187.0	0.89	17.1	B
4	184.0	1.00	19.6	B
5	186.0	0.89	17.2	B
6	184.0	0.81	15.8	B
7	186.0	0.92	17.9	B
8	185.0	0.83	16.2	B
9	187.0	0.91	17.5	B
10	186.0	0.98	18.9	B
Average:	**186.0**	**0.89**	**17.2**	**B**

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.1	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB L	State Route 46	4	0.1	0.0	0.0	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.1	0.0	0.1	0.2	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	New Road	1	3.6	1.8	1.7	8.0	10
EB TR	New Road	1	2.6	0.2	2.4	3.2	10
NB L	State Route 46	7	2.9	0.5	2.1	3.5	10
NB T	State Route 46	7	2.1	0.1	2.0	2.2	10
NB TR	State Route 46	7	2.2	0.1	2.1	2.3	10
SB L	State Route 46	6	2.4	0.2	2.2	2.7	10
SB R	State Route 46	6	0.2	0.0	0.1	0.2	10
SB T	State Route 46	6	2.6	0.1	2.5	2.8	10
WB L	New Road	8	5.2	1.5	3.4	8.2	10
WB R	New Road	8	2.6	2.1	0.7	6.9	10
WB T	New Road	8	3.4	2.0	1.6	7.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	0.3	0.0	0.3	0.3	10
NB L	State Route 46	4	0.4	0.1	0.3	0.6	10
NB T	State Route 46	4	0.9	0.1	0.7	1.0	10
NB TR	State Route 46	4	0.9	0.1	0.8	1.0	10
SB L	State Route 46	3	0.4	0.0	0.4	0.5	10
SB T	State Route 46	3	1.1	0.1	1.0	1.3	10
SB TR	State Route 46	3	1.1	0.1	1.0	1.2	10
WB LTR	Willow Crest Drive	2	0.9	0.1	0.8	1.0	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.3	0.2	0.1	0.5	10
NB TR	State Route 46	6	0.3	0.2	0.1	0.6	10
SB L	State Route 46	4	6.6	1.2	5.0	8.6	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	15.7	3.0	11.3	22.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	New Road	1	142.1	78.5	64.8	339.3	10
EB TR	New Road	1	29.7	2.8	27.3	37.1	10
NB L	State Route 46	7	76.7	11.9	55.9	94.2	10
NB T	State Route 46	7	24.2	0.9	23.1	26.1	10
NB TR	State Route 46	7	23.6	0.9	22.2	25.0	10
SB L	State Route 46	6	24.9	1.8	22.6	28.6	10
SB R	State Route 46	6	3.8	0.5	3.3	4.5	10
SB T	State Route 46	6	12.9	0.5	12.3	13.7	10
WB L	New Road	8	264.2	82.2	164.3	420.0	10
WB R	New Road	8	37.0	30.8	9.9	98.6	10
WB T	New Road	8	69.4	41.6	30.2	149.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	15.4	0.9	13.1	16.7	10
NB L	State Route 46	4	31.2	6.1	19.9	43.6	10
NB T	State Route 46	4	7.3	0.9	5.5	8.5	10
NB TR	State Route 46	4	7.4	0.6	6.1	8.2	10
SB L	State Route 46	3	21.3	1.5	18.8	23.5	10
SB T	State Route 46	3	7.1	0.5	6.3	8.2	10
SB TR	State Route 46	3	6.9	0.4	6.3	7.7	10
WB LTR	Willow Crest Drive	2	17.2	1.3	15.6	19.6	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 72						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.6	0.1	0.0	0.0	0.0%
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	0.1	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.1	4.2	1.0	0.0%
6	120.0	0.5	0.1	0.0	0.0	0.0%
7	120.0	0.2	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.1	5.0	1.0	0.0%
9	120.0	0.3	0.1	4.1	1.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on State Route 46 - Lane ID 72						
Average:	**120.0**	**0.3**	**0.1**	**1.3**	**0.3**	**0.0%**
SB T on State Route 46 - Lane ID 60						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 61						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	2.3	0.1	15.5	1.0	0.0%
2	120.0	2.7	0.2	19.9	1.0	0.0%
3	120.0	1.8	0.1	14.7	1.0	0.0%
4	120.0	2.7	0.1	16.1	1.0	0.0%
5	120.0	2.6	0.2	16.9	1.0	0.0%
6	120.0	3.0	0.2	18.3	1.0	0.0%
7	120.0	2.8	0.2	17.1	1.0	0.0%
8	120.0	3.0	0.2	16.6	1.0	0.0%
9	120.0	2.2	0.1	16.5	1.0	0.0%
10	120.0	2.2	0.1	15.2	1.0	0.0%
Average:	**120.0**	**2.5**	**0.2**	**16.7**	**1.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on New Road - Lane ID 76						
1	120.0	82.5	3.3	287.3	10.0	0.0%
2	120.0	56.2	2.4	157.8	6.0	0.0%
3	120.0	85.4	3.6	179.9	7.0	0.0%
4	120.0	97.9	4.1	174.5	7.0	0.0%
5	120.0	108.7	4.1	197.8	7.0	0.0%
6	120.0	72.4	3.0	158.8	6.0	0.0%
7	120.0	45.7	2.1	121.5	5.0	0.0%
8	120.0	43.3	2.0	109.0	4.0	0.0%
9	120.0	198.0	7.6	363.1	13.0	0.0%
10	120.0	35.1	1.6	111.0	4.0	0.0%
Average:	**120.0**	**82.5**	**3.4**	**186.1**	**6.9**	**0.0%**
EB TR on New Road - Lane ID 77						
1	120.0	48.6	2.0	134.1	5.0	0.0%
2	120.0	51.9	2.1	153.5	6.0	0.0%
3	120.0	49.0	2.0	142.6	6.0	0.0%
4	120.0	48.9	2.0	145.6	5.0	0.0%
5	120.0	54.8	2.2	156.8	6.0	0.0%
6	120.0	62.6	2.5	192.1	7.0	0.0%
7	120.0	52.3	2.2	144.9	6.0	0.0%
8	120.0	45.1	1.9	132.6	5.0	0.0%
9	120.0	50.8	2.1	156.0	6.0	0.0%
10	120.0	50.4	2.0	145.4	5.0	0.0%
Average:	**120.0**	**51.4**	**2.1**	**150.4**	**5.7**	**0.0%**
NB L on State Route 46 - Lane ID 49						
1	120.0	77.7	3.1	244.5	9.0	0.0%
2	120.0	70.7	3.1	171.4	7.0	0.0%
3	120.0	57.2	2.5	127.3	5.0	0.0%
4	120.0	68.8	2.9	153.1	6.0	0.0%
5	120.0	60.5	2.6	148.8	6.0	0.0%
6	120.0	71.9	2.9	206.2	7.0	0.0%
7	120.0	55.6	2.3	127.4	5.0	0.0%
8	120.0	46.5	2.1	101.8	4.0	0.0%
9	120.0	40.8	1.9	98.5	4.0	0.0%
10	120.0	59.2	2.5	156.2	6.0	0.0%
Average:	**120.0**	**60.9**	**2.6**	**153.5**	**5.9**	**0.0%**
NB T on State Route 46 - Lane ID 20						
1	120.0	39.4	1.6	133.6	5.0	0.0%
2	120.0	39.7	1.6	134.4	5.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 20						
3	120.0	44.0	1.8	133.5	5.0	0.0%
4	120.0	41.7	1.7	130.3	5.0	0.0%
5	120.0	35.4	1.4	118.3	5.0	0.0%
6	120.0	34.8	1.5	130.9	5.0	0.0%
7	120.0	39.4	1.7	122.6	5.0	0.0%
8	120.0	38.7	1.6	129.3	5.0	0.0%
9	120.0	36.6	1.5	108.0	4.0	0.0%
10	120.0	35.6	1.5	123.0	5.0	0.0%
Average:	**120.0**	**38.5**	**1.6**	**126.4**	**4.9**	**0.0%**
NB TR on State Route 46 - Lane ID 50						
1	120.0	38.4	1.6	128.8	5.0	0.0%
2	120.0	37.2	1.5	127.1	5.0	0.0%
3	120.0	42.5	1.8	129.3	5.0	0.0%
4	120.0	40.3	1.7	137.9	5.0	0.0%
5	120.0	34.0	1.4	131.9	5.0	0.0%
6	120.0	39.8	1.6	133.1	5.0	0.0%
7	120.0	41.7	1.7	131.2	5.0	0.0%
8	120.0	37.0	1.6	124.5	5.0	0.0%
9	120.0	38.7	1.6	120.3	5.0	0.0%
10	120.0	41.6	1.7	147.2	6.0	0.0%
Average:	**120.0**	**39.1**	**1.6**	**131.1**	**5.1**	**0.0%**
SB L on State Route 46 - Lane ID 51						
1	120.0	40.7	1.8	124.2	5.0	0.0%
2	120.0	41.1	1.8	135.9	5.0	0.0%
3	120.0	37.2	1.7	126.5	5.0	0.0%
4	120.0	48.7	2.1	176.5	7.0	0.0%
5	120.0	34.2	1.5	133.9	5.0	0.0%
6	120.0	38.5	1.6	132.6	5.0	0.0%
7	120.0	40.5	1.7	141.2	6.0	0.0%
8	120.0	44.8	1.9	157.3	6.0	0.0%
9	120.0	40.5	1.7	135.4	5.0	0.0%
10	120.0	49.1	2.0	175.9	7.0	0.0%
Average:	**120.0**	**41.5**	**1.8**	**143.9**	**5.6**	**0.0%**
SB R on State Route 46 - Lane ID 53						
1	120.0	2.8	0.2	17.9	1.0	0.0%
2	120.0	1.5	0.1	16.0	1.0	0.0%
3	120.0	2.4	0.1	17.6	1.0	0.0%
4	120.0	2.3	0.1	17.6	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB R on State Route 46 - Lane ID 53						
5	120.0	1.4	0.1	14.9	1.0	0.0%
6	120.0	2.6	0.1	17.4	1.0	0.0%
7	120.0	2.6	0.1	18.1	1.0	0.0%
8	120.0	1.9	0.1	15.6	1.0	0.0%
9	120.0	2.4	0.1	16.7	1.0	0.0%
10	120.0	1.6	0.1	16.3	1.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**16.8**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 52						
1	120.0	45.2	1.8	205.5	8.0	0.0%
2	120.0	42.7	1.7	208.7	8.0	0.0%
3	120.0	42.3	1.7	262.3	10.0	0.0%
4	120.0	37.4	1.5	197.5	7.0	0.0%
5	120.0	31.4	1.2	188.5	7.0	0.0%
6	120.0	34.9	1.4	172.1	6.0	0.0%
7	120.0	45.5	1.7	225.6	9.0	0.0%
8	120.0	36.0	1.4	220.5	8.0	0.0%
9	120.0	35.4	1.4	202.1	8.0	0.0%
10	120.0	40.8	1.6	240.2	9.0	0.0%
Average:	**120.0**	**39.2**	**1.5**	**212.3**	**8.0**	**0.0%**
WB L on New Road - Lane ID 43						
1	120.0	153.9	6.0	570.5	21.4	1.7%
2	120.0	120.0	4.8	188.5	7.0	0.0%
3	120.0	107.2	4.2	213.6	8.0	0.0%
4	120.0	222.0	8.6	838.5	31.6	5.0%
5	120.0	153.1	5.8	349.4	13.1	0.0%
6	120.0	227.3	8.7	941.6	34.3	3.3%
7	120.0	300.1	11.1	1,039.1	37.1	4.2%
8	120.0	302.2	11.2	1,131.9	39.1	5.0%
9	120.0	98.7	4.1	272.7	10.0	0.0%
10	120.0	382.9	14.1	1,177.6	41.1	6.7%
Average:	**120.0**	**206.7**	**7.9**	**672.3**	**24.3**	**2.6%**
WB R on New Road - Lane ID 44						
1	120.0	14.1	0.6	73.8	3.0	0.0%
2	120.0	13.0	0.6	70.0	3.0	0.0%
3	120.0	12.4	0.6	48.7	2.0	0.0%
4	120.0	10.6	0.5	66.9	2.0	0.0%
5	120.0	14.7	0.7	76.4	3.0	0.0%
6	120.0	9.5	0.4	59.4	3.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & NEW ROAD — NODE: 14

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on New Road - Lane ID 44						
7	120.0	10.8	0.5	62.4	3.0	0.0%
8	120.0	10.7	0.5	69.0	3.0	0.0%
9	120.0	13.9	0.6	71.1	3.0	0.0%
10	120.0	11.8	0.5	88.6	3.0	0.0%
Average:	**120.0**	**12.2**	**0.6**	**68.6**	**2.8**	**0.0%**
WB T on New Road - Lane ID 22						
1	120.0	31.3	1.4	105.4	4.0	0.0%
2	120.0	34.2	1.4	99.3	4.0	0.0%
3	120.0	26.9	1.2	92.5	4.0	0.0%
4	120.0	22.8	1.0	71.8	3.0	0.0%
5	120.0	34.8	1.5	105.7	4.0	0.0%
6	120.0	29.8	1.2	103.7	4.0	0.0%
7	120.0	46.4	1.8	161.4	6.0	0.0%
8	120.0	29.7	1.3	102.6	4.0	0.0%
9	120.0	30.2	1.3	98.6	4.0	0.0%
10	120.0	45.2	1.9	120.6	5.0	0.0%
Average:	**120.0**	**33.1**	**1.4**	**106.2**	**4.2**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	120.0	5.8	0.3	23.2	1.0	0.0%
2	120.0	6.9	0.4	41.4	2.0	0.0%
3	120.0	5.5	0.3	20.0	1.0	0.0%
4	120.0	4.6	0.3	18.5	1.0	0.0%
5	120.0	6.1	0.3	37.3	2.0	0.0%
6	120.0	4.6	0.3	19.2	1.0	0.0%
7	120.0	6.3	0.4	30.9	1.0	0.0%
8	120.0	5.5	0.3	19.6	1.0	0.0%
9	120.0	5.1	0.3	18.3	1.0	0.0%
10	120.0	4.2	0.3	17.7	1.0	0.0%
Average:	**120.0**	**5.5**	**0.3**	**24.6**	**1.2**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	5.5	0.4	19.5	1.0	0.0%
2	120.0	6.4	0.5	39.1	2.0	0.0%
3	120.0	2.3	0.3	14.3	1.0	0.0%
4	120.0	4.5	0.3	32.9	1.0	0.0%
5	120.0	3.8	0.4	17.3	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on State Route 46 - Lane ID 14						
6	120.0	5.6	0.4	32.6	2.0	0.0%
7	120.0	8.8	0.6	42.6	2.0	0.0%
8	120.0	4.2	0.4	17.8	1.0	0.0%
9	120.0	5.1	0.4	31.7	2.0	0.0%
10	120.0	6.3	0.5	30.2	2.0	0.0%
Average:	**120.0**	**5.3**	**0.4**	**27.8**	**1.5**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	10.2	0.4	69.4	3.0	0.0%
2	120.0	9.9	0.4	78.3	3.0	0.0%
3	120.0	9.2	0.4	45.2	2.0	0.0%
4	120.0	7.7	0.4	44.9	2.0	0.0%
5	120.0	16.1	0.6	109.2	4.0	0.0%
6	120.0	15.8	0.7	109.7	4.0	0.0%
7	120.0	19.4	0.8	106.7	4.0	0.0%
8	120.0	13.4	0.6	119.7	4.0	0.0%
9	120.0	20.1	0.8	144.6	6.0	0.0%
10	120.0	15.1	0.7	73.8	3.0	0.0%
Average:	**120.0**	**13.7**	**0.6**	**90.2**	**3.5**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	10.2	0.4	65.6	2.0	0.0%
2	120.0	12.8	0.6	88.1	4.0	0.0%
3	120.0	10.1	0.4	73.7	3.0	0.0%
4	120.0	9.8	0.4	66.6	2.0	0.0%
5	120.0	15.7	0.6	94.1	3.0	0.0%
6	120.0	14.8	0.7	101.6	4.0	0.0%
7	120.0	18.4	0.8	125.2	5.0	0.0%
8	120.0	14.4	0.6	95.3	4.0	0.0%
9	120.0	17.7	0.7	123.1	5.0	0.0%
10	120.0	14.2	0.6	104.6	4.0	0.0%
Average:	**120.0**	**13.8**	**0.6**	**93.8**	**3.6**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	4.6	0.4	19.0	1.0	0.0%
2	120.0	5.2	0.4	29.4	1.0	0.0%
3	120.0	4.6	0.4	18.6	1.0	0.0%
4	120.0	3.8	0.3	18.0	1.0	0.0%
5	120.0	4.6	0.4	17.1	1.0	0.0%
6	120.0	6.2	0.4	32.0	1.0	0.0%
7	120.0	6.6	0.5	22.7	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on State Route 46 - Lane ID 62						
8	120.0	5.7	0.4	33.4	2.0	0.0%
9	120.0	4.2	0.4	16.8	1.0	0.0%
10	120.0	6.2	0.4	19.6	1.0	0.0%
Average:	**120.0**	**5.2**	**0.4**	**22.7**	**1.1**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	14.2	0.6	72.2	3.0	0.0%
2	120.0	14.7	0.6	72.7	3.0	0.0%
3	120.0	11.7	0.5	72.2	3.0	0.0%
4	120.0	12.4	0.6	66.5	3.0	0.0%
5	120.0	19.2	0.8	96.5	4.0	0.0%
6	120.0	20.2	0.8	104.8	4.0	0.0%
7	120.0	18.0	0.8	99.2	4.0	0.0%
8	120.0	17.4	0.7	102.6	4.0	0.0%
9	120.0	17.9	0.8	78.1	3.0	0.0%
10	120.0	14.1	0.6	94.6	4.0	0.0%
Average:	**120.0**	**16.0**	**0.7**	**85.9**	**3.5**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	13.1	0.6	75.3	3.0	0.0%
2	120.0	16.2	0.7	100.5	4.0	0.0%
3	120.0	10.7	0.5	50.6	2.0	0.0%
4	120.0	11.8	0.5	71.1	3.0	0.0%
5	120.0	17.3	0.7	81.6	3.0	0.0%
6	120.0	15.8	0.7	84.5	4.0	0.0%
7	120.0	20.5	0.9	101.1	4.0	0.0%
8	120.0	17.3	0.7	100.0	3.0	0.0%
9	120.0	16.4	0.7	82.8	3.0	0.0%
10	120.0	11.8	0.5	68.4	3.0	0.0%
Average:	**120.0**	**15.1**	**0.7**	**81.6**	**3.2**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	17.9	0.8	72.5	3.0	0.0%
2	120.0	15.7	0.7	65.6	3.0	0.0%
3	120.0	16.2	0.8	68.3	2.0	0.0%
4	120.0	18.6	0.9	74.4	3.0	0.0%
5	120.0	21.5	1.0	74.9	3.0	0.0%
6	120.0	16.6	0.8	66.4	3.0	0.0%
7	120.0	18.0	0.9	68.5	3.0	0.0%
8	120.0	18.1	0.9	62.4	3.0	0.0%
9	120.0	19.7	0.9	70.9	3.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Willow Crest Drive - Lane ID 4						
10	120.0	17.6	0.8	91.6	3.0	0.0%
Average:	**120.0**	**18.0**	**0.9**	**71.6**	**2.9**	**0.0%**

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	2.5	0.4	1.8	3.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.3	0.2	0.1	0.6	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	33.1	7.5	22.8	46.4	10
WB L	43	New Road	206.7	96.8	98.7	382.9	10
WB R	44	New Road	12.2	1.8	9.5	14.7	10
EB L	76	New Road	82.5	47.4	35.1	198.0	10
EB TR	77	New Road	51.4	4.7	45.1	62.6	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	38.5	3.0	34.8	44.0	10
NB L	49	State Route 46	60.9	11.6	40.8	77.7	10
NB TR	50	State Route 46	39.1	2.6	34.0	42.5	10
SB L	51	State Route 46	41.5	4.8	34.2	49.1	10
SB T	52	State Route 46	39.2	4.8	31.4	45.5	10
SB R	53	State Route 46	2.2	0.5	1.4	2.8	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	5.5	0.9	4.2	6.9	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	5.3	1.8	2.3	8.8	10
NB T	15	State Route 46	13.7	4.3	7.7	20.1	10
NB TR	16	State Route 46	13.8	3.1	9.8	18.4	10
SB L	62	State Route 46	5.2	1.0	3.8	6.6	10
SB T	63	State Route 46	16.0	2.9	11.7	20.2	10
SB TR	64	State Route 46	15.1	3.1	10.7	20.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	18.0	1.7	15.7	21.5	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.2	0.1	0.1	0.2	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.1	0.1	0.0	0.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	1.4	0.3	1.0	1.9	10
WB L	43	New Road	7.9	3.4	4.1	14.1	10
WB R	44	New Road	0.6	0.1	0.4	0.7	10
EB L	76	New Road	3.4	1.7	1.6	7.6	10
EB TR	77	New Road	2.1	0.2	1.9	2.5	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	1.6	0.1	1.4	1.8	10
NB L	49	State Route 46	2.6	0.4	1.9	3.1	10
NB TR	50	State Route 46	1.6	0.1	1.4	1.8	10
SB L	51	State Route 46	1.8	0.2	1.5	2.1	10
SB T	52	State Route 46	1.5	0.2	1.2	1.8	10
SB R	53	State Route 46	0.1	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.3	0.0	0.3	0.4	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.4	0.1	0.3	0.6	10
NB T	15	State Route 46	0.6	0.2	0.4	0.8	10
NB TR	16	State Route 46	0.6	0.1	0.4	0.8	10
SB L	62	State Route 46	0.4	0.0	0.3	0.5	10
SB T	63	State Route 46	0.7	0.1	0.5	0.8	10
SB TR	64	State Route 46	0.7	0.1	0.5	0.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.9	0.1	0.7	1.0	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	16.7	1.5	14.7	19.9	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	1.3	2.2	0.0	5.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	106.2	23.0	71.8	161.4	10
WB L	43	New Road	672.3	397.2	188.5	1,177.6	10
WB R	44	New Road	68.6	10.6	48.7	88.6	10
EB L	76	New Road	186.1	81.1	109.0	363.1	10
EB TR	77	New Road	150.4	16.8	132.6	192.1	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	126.4	8.4	108.0	134.4	10
NB L	49	State Route 46	153.5	45.3	98.5	244.5	10
NB TR	50	State Route 46	131.1	7.4	120.3	147.2	10
SB L	51	State Route 46	143.9	19.2	124.2	176.5	10
SB T	52	State Route 46	212.3	26.0	172.1	262.3	10
SB R	53	State Route 46	16.8	1.1	14.9	18.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	24.6	8.7	17.7	41.4	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	27.8	9.9	14.3	42.6	10
NB T	15	State Route 46	90.2	32.9	44.9	144.6	10
NB TR	16	State Route 46	93.8	21.1	65.6	125.2	10
SB L	62	State Route 46	22.7	6.4	16.8	33.4	10
SB T	63	State Route 46	85.9	14.9	66.5	104.8	10
SB TR	64	State Route 46	81.6	16.2	50.6	101.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	71.6	8.1	62.4	91.6	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.3	0.5	0.0	1.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	4.2	0.8	3.0	6.0	10
WB L	43	New Road	24.3	13.8	7.0	41.1	10
WB R	44	New Road	2.8	0.4	2.0	3.0	10
EB L	76	New Road	6.9	2.8	4.0	13.0	10
EB TR	77	New Road	5.7	0.7	5.0	7.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	4.9	0.3	4.0	5.0	10
NB L	49	State Route 46	5.9	1.5	4.0	9.0	10
NB TR	50	State Route 46	5.1	0.3	5.0	6.0	10
SB L	51	State Route 46	5.6	0.8	5.0	7.0	10
SB T	52	State Route 46	8.0	1.2	6.0	10.0	10
SB R	53	State Route 46	1.0	0.0	1.0	1.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	1.2	0.4	1.0	2.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	1.5	0.5	1.0	2.0	10
NB T	15	State Route 46	3.5	1.2	2.0	6.0	10
NB TR	16	State Route 46	3.6	1.1	2.0	5.0	10
SB L	62	State Route 46	1.1	0.3	1.0	2.0	10
SB T	63	State Route 46	3.5	0.5	3.0	4.0	10
SB TR	64	State Route 46	3.2	0.6	2.0	4.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	2.9	0.3	2.0	3.0	10

Project: Existing Condition
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10
SB L	72	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	22	New Road	0.0	0.0	0.0	0.0	10
WB L	43	New Road	0.0	0.0	0.0	0.1	10
WB R	44	New Road	0.0	0.0	0.0	0.0	10
EB L	76	New Road	0.0	0.0	0.0	0.0	10
EB TR	77	New Road	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & NEW ROAD — NODE: 14

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	20	State Route 46	0.0	0.0	0.0	0.0	10
NB L	49	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	50	State Route 46	0.0	0.0	0.0	0.0	10
SB L	51	State Route 46	0.0	0.0	0.0	0.0	10
SB T	52	State Route 46	0.0	0.0	0.0	0.0	10
SB R	53	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.0	0.0	0.0	0.0	10
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	10

EMH&T

Engineers, Surveyors, Planners, Scientists

Alternate 1 TransModeler Analysis

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	965.0	0.03	0.1	A
2	967.0	0.01	0.0	A
3	971.0	0.02	0.1	A
4	971.0	0.07	0.3	A
5	967.0	0.12	0.4	A
6	969.0	0.03	0.1	A
7	973.0	0.04	0.2	A
8	965.0	0.04	0.1	A
9	971.0	0.04	0.1	A
10	969.0	0.03	0.1	A
Average:	**968.8**	**0.04**	**0.2**	**A**
SB on State Route 46: Superlink ID 4				
1	508.0	0.05	0.3	A
2	513.0	0.05	0.4	A
3	505.0	0.04	0.3	A
4	509.0	0.05	0.3	A
5	514.0	0.07	0.5	A
6	507.0	0.04	0.3	A
7	509.0	0.04	0.3	A
8	511.0	0.06	0.5	A
9	514.0	0.06	0.4	A
10	513.0	0.06	0.4	A
Average:	**510.3**	**0.05**	**0.4**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	32.0	0.17	19.0	C
2	32.0	0.14	15.5	C
3	32.0	0.12	13.7	B
4	33.0	0.23	25.3	D
5	32.0	0.14	15.7	C
6	33.0	0.15	16.5	C
7	33.0	0.21	23.1	C
8	32.0	0.12	13.5	B
9	33.0	0.17	18.9	C

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	33.0	0.13	14.7	B
Average:	**32.5**	**0.16**	**17.6**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Notre Dame Avenue: Superlink ID 5				
1	120.0	0.44	13.3	B
2	120.0	0.44	13.1	B
3	121.0	0.41	12.3	B
4	118.0	0.38	11.6	B
5	119.0	0.33	10.0	A
6	119.0	0.43	13.1	B
7	118.0	0.43	13.2	B
8	120.0	0.46	13.7	B
9	120.0	0.35	10.4	B
10	121.0	0.45	13.4	B
Average:	**119.6**	**0.41**	**12.4**	**B**
NB on State Route 46: Superlink ID 4				
1	975.0	1.78	6.6	A
2	976.0	1.71	6.3	A
3	979.0	1.69	6.2	A
4	985.0	1.67	6.1	A
5	981.0	1.81	6.6	A
6	978.0	1.85	6.8	A
7	988.0	1.78	6.5	A
8	979.0	1.80	6.6	A
9	981.0	1.72	6.3	A
10	980.0	1.78	6.5	A
Average:	**980.2**	**1.76**	**6.5**	**A**
SB on State Route 46: Superlink ID 3				
1	457.0	0.76	6.0	A
2	457.0	0.78	6.1	A
3	453.0	0.65	5.1	A
4	458.0	0.82	6.4	A
5	458.0	0.84	6.6	A
6	455.0	0.75	5.9	A
7	459.0	0.78	6.1	A
8	456.0	0.69	5.4	A
9	456.0	0.71	5.6	A

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	457.0	0.78	6.2	A
Average:	**456.6**	**0.76**	**5.9**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	88.0	0.37	15.1	B
2	88.0	0.30	12.4	B
3	87.0	0.26	10.8	B
4	85.0	0.19	8.0	A
5	87.0	0.27	11.1	B
6	88.0	0.27	10.9	B
7	89.0	0.31	12.6	B
8	88.0	0.30	12.5	B
9	88.0	0.24	9.7	A
10	86.0	0.30	12.7	B
Average:	**87.4**	**0.28**	**11.6**	**B**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.0	0.0	0.0	0.1	10
S	State Route 46	4	0.1	0.0	0.0	0.1	10
W	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Notre Dame Avenue	5	0.4	0.0	0.3	0.5	10
N	State Route 46	4	1.8	0.1	1.7	1.9	10
S	State Route 46	3	0.8	0.1	0.7	0.8	10
W	Willow Crest Drive	2	0.3	0.0	0.2	0.4	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.2	0.1	0.0	0.4	10
S	State Route 46	4	0.4	0.1	0.3	0.5	10
W	N Beacon Drive	9	17.6	4.0	13.5	25.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Notre Dame Avenue	5	12.4	1.3	10.0	13.7	10
N	State Route 46	4	6.5	0.2	6.1	6.8	10
S	State Route 46	3	5.9	0.5	5.1	6.6	10
W	Willow Crest Drive	2	11.6	1.9	8.0	15.1	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,505.0	0.25	0.6	A
2	1,512.0	0.20	0.5	A
3	1,508.0	0.18	0.4	A
4	1,513.0	0.35	0.8	A
5	1,513.0	0.33	0.8	A
6	1,509.0	0.22	0.5	A
7	1,515.0	0.30	0.7	A
8	1,508.0	0.22	0.5	A
9	1,518.0	0.27	0.6	A
10	1,515.0	0.22	0.5	A
Average:	**1,511.6**	**0.25**	**0.6**	**A**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,640.0	3.36	7.4	A
2	1,641.0	3.22	7.1	A
3	1,640.0	3.01	6.6	A
4	1,646.0	3.06	6.7	A
5	1,645.0	3.25	7.1	A
6	1,640.0	3.29	7.2	A
7	1,654.0	3.30	7.2	A
8	1,643.0	3.25	7.1	A
9	1,645.0	3.02	6.6	A
10	1,644.0	3.32	7.3	A
Average:	**1,643.8**	**3.21**	**7.0**	**A**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.3	0.1	0.2	0.4	10
11	State Route 46, Willow Crest Drive & Notre Dame Avenue	Actuated	3.2	0.1	3.0	3.4	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.6	0.1	0.4	0.8	10
11	State Route 46, Willow Crest Drive & Notre Dame Avenue	Actuated	7.0	0.3	6.6	7.4	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	438.0	0.01	0.1	A
2	465.0	0.01	0.1	A
3	471.0	0.01	0.1	A
4	489.0	0.01	0.1	A
5	469.0	0.11	0.8	A
6	489.0	0.02	0.1	A
7	475.0	0.01	0.1	A
8	492.0	0.03	0.2	A
9	489.0	0.02	0.1	A
10	488.0	0.01	0.1	A
Average:	**476.5**	**0.02**	**0.2**	**A**
NB TR on State Route 46: Superlink ID 6				
1	527.0	0.02	0.1	A
2	502.0	0.01	0.0	A
3	500.0	0.01	0.1	A
4	482.0	0.06	0.5	A
5	498.0	0.01	0.1	A
6	480.0	0.01	0.1	A
7	498.0	0.04	0.3	A
8	473.0	0.01	0.0	A
9	482.0	0.02	0.1	A
10	481.0	0.02	0.2	A
Average:	**492.3**	**0.02**	**0.2**	**A**
SB LT on State Route 46: Superlink ID 4				
1	14.0	0.05	12.5	B
2	14.0	0.05	12.8	B
3	12.0	0.04	12.2	B
4	13.0	0.05	12.7	B
5	15.0	0.07	18.0	C
6	12.0	0.04	11.7	B
7	14.0	0.04	11.2	B
8	15.0	0.06	15.6	C
9	15.0	0.06	14.5	B
10	13.0	0.06	15.4	C
Average:	**13.7**	**0.05**	**13.7**	**B**

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	494.0	0.00	0.0	A
2	499.0	0.00	0.0	A
3	493.0	0.00	0.0	A
4	496.0	0.00	0.0	A
5	499.0	0.00	0.0	A
6	495.0	0.00	0.0	A
7	495.0	0.00	0.0	A
8	496.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	500.0	0.00	0.0	A
Average:	**496.6**	**0.00**	**0.0**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	32.0	0.17	19.0	C
2	32.0	0.14	15.5	C
3	32.0	0.12	13.7	B
4	33.0	0.23	25.3	D
5	32.0	0.14	15.7	C
6	33.0	0.15	16.5	C
7	33.0	0.21	23.1	C
8	32.0	0.12	13.5	B
9	33.0	0.17	18.9	C
10	33.0	0.13	14.7	B
Average:	**32.5**	**0.16**	**17.6**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Notre Dame Avenue: Superlink ID 5				
1	120.0	0.44	13.3	B
2	120.0	0.44	13.1	B
3	121.0	0.41	12.3	B
4	118.0	0.38	11.6	B
5	119.0	0.33	10.0	A
6	119.0	0.43	13.1	B
7	118.0	0.43	13.2	B
8	120.0	0.46	13.7	B
9	120.0	0.35	10.4	B
10	121.0	0.45	13.4	B
Average:	**119.6**	**0.41**	**12.4**	**B**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	9.0	0.03	12.7	B
2	11.0	0.03	11.1	B
3	12.0	0.04	10.9	B
4	11.0	0.03	10.7	B
5	11.0	0.05	15.2	B
6	9.0	0.03	12.1	B
7	12.0	0.04	12.0	B
8	9.0	0.03	11.3	B
9	12.0	0.04	10.7	B
10	14.0	0.04	9.4	A
Average:	**11.0**	**0.04**	**11.6**	**B**
NB T on State Route 46: Superlink ID 4				
1	463.0	0.82	6.4	A
2	472.0	0.86	6.6	A
3	475.0	0.86	6.5	A
4	486.0	0.87	6.5	A
5	467.0	0.92	7.1	A
6	512.0	0.93	6.5	A
7	500.0	0.89	6.4	A
8	489.0	0.89	6.6	A
9	486.0	0.87	6.4	A
10	479.0	0.91	6.8	A
Average:	**482.9**	**0.88**	**6.6**	**A**
NB TR on State Route 46: Superlink ID 4				
1	503.0	0.93	6.7	A
2	493.0	0.81	5.9	A
3	492.0	0.80	5.9	A
4	488.0	0.76	5.6	A
5	503.0	0.84	6.0	A
6	457.0	0.89	7.0	A
7	476.0	0.85	6.4	A
8	481.0	0.88	6.6	A
9	483.0	0.82	6.1	A
10	487.0	0.84	6.2	A
Average:	**486.3**	**0.84**	**6.2**	**A**
SB L on State Route 46: Superlink ID 3				
1	22.0	0.14	23.6	C
2	22.0	0.14	22.7	C
3	22.0	0.13	21.9	C
4	21.0	0.14	24.6	C

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	21.0	0.12	20.8	C
6	21.0	0.13	21.8	C
7	22.0	0.10	16.6	B
8	20.0	0.08	15.2	B
9	22.0	0.11	18.0	B
10	21.0	0.14	24.9	C
Average:	**21.4**	**0.12**	**21.0**	**C**

SB T on State Route 46: Superlink ID 3

1	220.0	0.32	5.2	A
2	229.0	0.34	5.3	A
3	219.0	0.31	5.0	A
4	233.0	0.36	5.6	A
5	232.0	0.38	5.8	A
6	219.0	0.30	4.9	A
7	223.0	0.38	6.2	A
8	225.0	0.32	5.1	A
9	218.0	0.32	5.2	A
10	219.0	0.35	5.8	A
Average:	**223.7**	**0.34**	**5.4**	**A**

SB TR on State Route 46: Superlink ID 3

1	215.0	0.30	5.0	A
2	206.0	0.30	5.2	A
3	212.0	0.21	3.5	A
4	204.0	0.31	5.5	A
5	205.0	0.35	6.1	A
6	215.0	0.32	5.4	A
7	214.0	0.30	5.0	A
8	211.0	0.29	4.9	A
9	216.0	0.29	4.8	A
10	217.0	0.29	4.8	A
Average:	**211.5**	**0.30**	**5.0**	**A**

WB LTR on Willow Crest Drive: Superlink ID 2

1	88.0	0.37	15.1	B
2	88.0	0.30	12.4	B
3	87.0	0.26	10.8	B
4	85.0	0.19	8.0	A
5	87.0	0.27	11.1	B
6	88.0	0.27	10.9	B
7	89.0	0.31	12.6	B
8	88.0	0.30	12.5	B

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	88.0	0.24	9.7	A
10	86.0	0.30	12.7	B
Average:	**87.4**	**0.28**	**11.6**	**B**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.1	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB LT	State Route 46	4	0.1	0.0	0.0	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Notre Dame Avenue	5	0.4	0.0	0.3	0.5	10
NB L	State Route 46	4	0.0	0.0	0.0	0.1	10
NB T	State Route 46	4	0.9	0.0	0.8	0.9	10
NB TR	State Route 46	4	0.8	0.0	0.8	0.9	10
SB L	State Route 46	3	0.1	0.0	0.1	0.1	10
SB T	State Route 46	3	0.3	0.0	0.3	0.4	10
SB TR	State Route 46	3	0.3	0.0	0.2	0.4	10
WB LTR	Willow Crest Drive	2	0.3	0.0	0.2	0.4	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.2	0.2	0.1	0.8	10
NB TR	State Route 46	6	0.2	0.2	0.0	0.5	10
SB LT	State Route 46	4	13.7	2.1	11.2	18.0	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	17.6	4.0	13.5	25.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Notre Dame Avenue	5	12.4	1.3	10.0	13.7	10
NB L	State Route 46	4	11.6	1.6	9.4	15.2	10
NB T	State Route 46	4	6.6	0.2	6.4	7.1	10
NB TR	State Route 46	4	6.2	0.4	5.6	7.0	10
SB L	State Route 46	3	21.0	3.4	15.2	24.9	10
SB T	State Route 46	3	5.4	0.4	4.9	6.2	10
SB TR	State Route 46	3	5.0	0.7	3.5	6.1	10
WB LTR	Willow Crest Drive	2	11.6	1.9	8.0	15.1	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 17, 14, 16, 11, 13, 10 & 12

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on State Route 46 - Lane ID 75						
1	120.0	8.5	0.3	50.3	2.0	0.0%
2	120.0	6.8	0.3	41.8	2.0	0.0%
3	120.0	6.9	0.3	49.9	2.0	0.0%
4	120.0	6.1	0.3	46.1	2.0	0.0%
5	120.0	6.4	0.3	45.7	2.0	0.0%
6	120.0	9.2	0.4	50.2	2.0	0.0%
7	120.0	5.8	0.3	44.8	2.0	0.0%
8	120.0	5.1	0.2	28.0	1.0	0.0%
9	120.0	5.1	0.2	27.6	1.0	0.0%
Average:	**120.0**	**6.7**	**0.3**	**42.7**	**1.8**	**0.0%**
SEB T on New Road - Lane ID 71						
1	120.0	6.0	0.3	26.6	1.0	0.0%
2	120.0	14.0	0.5	74.5	2.0	0.0%
3	120.0	14.0	0.5	74.5	3.0	0.0%
4	120.0	9.6	0.3	74.5	2.0	0.0%
5	120.0	9.7	0.4	74.5	2.0	0.0%
6	120.0	3.5	0.2	19.0	1.0	0.0%
7	120.0	8.8	0.3	74.5	2.0	0.0%
8	120.0	4.6	0.2	20.3	1.0	0.0%
9	120.0	5.0	0.2	25.1	1.0	0.0%
Average:	**120.0**	**8.4**	**0.3**	**51.5**	**1.7**	**0.0%**
SWB T on State Route 46 - Lane ID 77						
1	120.0	2.9	0.1	19.2	1.0	0.0%
2	120.0	3.8	0.2	16.0	1.0	0.0%
3	120.0	2.7	0.1	18.6	1.0	0.0%
4	120.0	2.5	0.1	18.6	1.0	0.0%
5	120.0	2.9	0.1	17.3	1.0	0.0%
6	120.0	2.7	0.1	19.8	1.0	0.0%
7	120.0	3.2	0.2	20.5	1.0	0.0%
8	120.0	3.7	0.2	21.8	1.0	0.0%
9	120.0	4.2	0.2	25.5	1.0	0.0%
Average:	**120.0**	**3.2**	**0.1**	**19.7**	**1.0**	**0.0%**

Lane Queue by Intersection

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on State Route 46 - Lane ID 78						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on New Road - Lane ID 73						
1	120.0	14.0	0.6	50.6	2.0	0.0%
2	120.0	9.6	0.4	48.0	2.0	0.0%
3	120.0	15.4	0.7	86.0	3.0	0.0%
4	120.0	12.8	0.6	49.9	2.0	0.0%
5	120.0	11.1	0.5	59.7	2.0	0.0%
6	120.0	14.0	0.6	59.6	2.0	0.0%
7	120.0	11.8	0.5	46.7	2.0	0.0%
8	120.0	15.0	0.6	56.3	2.0	0.0%
9	120.0	13.4	0.5	66.2	2.0	0.0%
Average:	**120.0**	**13.0**	**0.6**	**58.1**	**2.1**	**0.0%**

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 28						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 29						
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB LT on State Route 46 - Lane ID 59						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.6	0.1	4.5	1.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	1.3	0.1	5.4	1.0	0.0%
8	120.0	0.2	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**1.1**	**0.2**	**0.0%**
SB T on State Route 46 - Lane ID 60						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on State Route 46 - Lane ID 60						
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 61						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	2.6	0.2	16.7	1.0	0.0%
2	120.0	2.3	0.1	17.9	1.0	0.0%
3	120.0	4.0	0.2	19.6	1.0	0.0%
4	120.0	2.6	0.2	16.5	1.0	0.0%
5	120.0	2.0	0.1	15.9	1.0	0.0%
6	120.0	4.4	0.2	20.1	1.0	0.0%
7	120.0	1.7	0.1	15.9	1.0	0.0%
8	120.0	3.9	0.2	21.2	1.0	0.0%
9	120.0	2.1	0.2	16.0	1.0	0.0%
Average:	**120.0**	**2.8**	**0.2**	**17.8**	**1.0**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Notre Dame Avenue - Lane ID 18						
1	120.0	8.0	0.4	40.9	2.0	0.0%
2	120.0	6.2	0.3	21.1	1.0	0.0%
3	120.0	6.1	0.3	40.3	2.0	0.0%
4	120.0	5.3	0.3	21.0	1.0	0.0%
5	120.0	8.0	0.4	42.5	2.0	0.0%
6	120.0	9.5	0.5	48.4	2.0	0.0%
7	120.0	8.9	0.5	44.3	2.0	0.0%
8	120.0	5.9	0.3	25.5	1.0	0.0%
9	120.0	7.7	0.4	35.0	2.0	0.0%

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Notre Dame Avenue - Lane ID 18						
Average:	**120.0**	**7.3**	**0.4**	**35.4**	**1.7**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.1	6.1	1.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.7**	**0.1**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	11.4	0.5	71.7	3.0	0.0%
2	120.0	10.2	0.4	55.8	2.0	0.0%
3	120.0	10.7	0.5	76.1	3.0	0.0%
4	120.0	11.5	0.5	72.6	3.0	0.0%
5	120.0	15.5	0.7	78.1	3.0	0.0%
6	120.0	10.7	0.5	72.0	3.0	0.0%
7	120.0	13.4	0.6	83.3	3.0	0.0%
8	120.0	11.7	0.5	63.4	3.0	0.0%
9	120.0	11.3	0.5	67.7	3.0	0.0%
Average:	**120.0**	**11.8**	**0.5**	**71.2**	**2.9**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	12.9	0.5	95.0	3.0	0.0%
2	120.0	9.9	0.5	67.6	3.0	0.0%
3	120.0	10.2	0.5	69.7	3.0	0.0%
4	120.0	9.5	0.5	66.2	3.0	0.0%
5	120.0	13.2	0.6	74.4	3.0	0.0%
6	120.0	10.1	0.4	68.2	3.0	0.0%
7	120.0	11.7	0.5	67.2	3.0	0.0%
8	120.0	12.8	0.6	75.7	3.0	0.0%
9	120.0	11.2	0.5	69.3	3.0	0.0%
Average:	**120.0**	**11.3**	**0.5**	**72.6**	**3.0**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	1.6	0.1	10.3	1.0	0.0%
2	120.0	1.0	0.1	9.0	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on State Route 46 - Lane ID 62						
3	120.0	1.2	0.1	7.8	1.0	0.0%
4	120.0	1.3	0.1	8.4	1.0	0.0%
5	120.0	1.1	0.1	7.9	1.0	0.0%
6	120.0	0.9	0.1	6.4	1.0	0.0%
7	120.0	0.6	0.1	5.2	1.0	0.0%
8	120.0	0.8	0.1	6.4	1.0	0.0%
9	120.0	1.5	0.1	15.5	1.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**8.5**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	3.9	0.2	16.9	1.0	0.0%
2	120.0	4.5	0.3	19.3	1.0	0.0%
3	120.0	4.9	0.3	22.8	1.0	0.0%
4	120.0	4.1	0.2	17.4	1.0	0.0%
5	120.0	4.9	0.3	20.7	1.0	0.0%
6	120.0	5.1	0.3	39.7	2.0	0.0%
7	120.0	5.6	0.3	37.7	2.0	0.0%
8	120.0	3.3	0.2	18.6	1.0	0.0%
9	120.0	5.0	0.3	22.3	1.0	0.0%
Average:	**120.0**	**4.6**	**0.3**	**23.9**	**1.2**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	6.0	0.3	39.5	2.0	0.0%
2	120.0	2.2	0.1	17.0	1.0	0.0%
3	120.0	4.7	0.2	19.4	1.0	0.0%
4	120.0	5.5	0.3	41.5	2.0	0.0%
5	120.0	4.0	0.2	17.6	1.0	0.0%
6	120.0	4.1	0.2	20.0	1.0	0.0%
7	120.0	4.0	0.2	17.0	1.0	0.0%
8	120.0	4.4	0.2	18.4	1.0	0.0%
9	120.0	3.9	0.2	17.0	1.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**23.0**	**1.2**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	6.9	0.4	39.2	2.0	0.0%
2	120.0	4.1	0.2	20.9	1.0	0.0%
3	120.0	4.1	0.2	18.7	1.0	0.0%
4	120.0	5.1	0.3	24.3	1.0	0.0%
5	120.0	4.1	0.2	23.3	1.0	0.0%
6	120.0	6.1	0.3	47.8	2.0	0.0%
7	120.0	6.6	0.3	43.6	2.0	0.0%

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB LTR on Willow Crest Drive - Lane ID 4						
8	120.0	4.3	0.2	26.9	2.0	0.0%
9	120.0	5.5	0.3	42.7	2.0	0.0%
Average:	**120.0**	**5.2**	**0.3**	**31.9**	**1.6**	**0.0%**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	8.4	3.9	3.5	14.0	9
WB T	73	New Road	13.0	1.9	9.6	15.4	9

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	6.7	1.4	5.1	9.2	9
SWB T	77	State Route 46	3.2	0.6	2.5	4.2	9
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	2.8	1.0	1.7	4.4	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	9
NB T	29	State Route 46	0.0	0.0	0.0	0.0	9
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	9
SB LT	59	State Route 46	0.4	0.4	0.1	1.3	9
SB T	60	State Route 46	0.0	0.0	0.0	0.0	9
SB T	61	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	7.3	1.5	5.3	9.5	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.3	0.2	0.1	0.7	9
NB T	15	State Route 46	11.8	1.6	10.2	15.5	9

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	11.3	1.4	9.5	13.2	9
SB L	62	State Route 46	1.1	0.3	0.6	1.6	9
SB T	63	State Route 46	4.6	0.7	3.3	5.6	9
SB TR	64	State Route 46	4.3	1.1	2.2	6.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	5.2	1.1	4.1	6.9	9

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	0.3	0.1	0.2	0.5	9
WB T	73	New Road	0.6	0.1	0.4	0.7	9

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	0.3	0.1	0.2	0.4	9
SWB T	77	State Route 46	0.1	0.1	0.1	0.2	9
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.2	0.1	0.1	0.2	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	9
NB T	29	State Route 46	0.0	0.0	0.0	0.0	9
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	9
SB LT	59	State Route 46	0.0	0.0	0.0	0.1	9
SB T	60	State Route 46	0.0	0.0	0.0	0.0	9
SB T	61	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	0.4	0.1	0.3	0.5	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.1	9
NB T	15	State Route 46	0.5	0.1	0.4	0.7	9

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	0.5	0.1	0.4	0.6	9
SB L	62	State Route 46	0.1	0.0	0.1	0.1	9
SB T	63	State Route 46	0.3	0.1	0.2	0.3	9
SB TR	64	State Route 46	0.2	0.1	0.1	0.3	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.3	0.1	0.2	0.4	9

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	51.5	27.4	19.0	74.5	9
WB T	73	New Road	58.1	12.3	46.7	86.0	9

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	42.7	8.9	27.6	50.3	9
SWB T	77	State Route 46	19.7	2.8	16.0	25.5	9
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	17.8	2.0	15.9	21.2	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	9
NB T	29	State Route 46	0.0	0.0	0.0	0.0	9
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	9
SB LT	59	State Route 46	1.1	2.2	0.0	5.4	9
SB T	60	State Route 46	0.0	0.0	0.0	0.0	9
SB T	61	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	35.4	10.4	21.0	48.4	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.7	2.0	0.0	6.1	9
NB T	15	State Route 46	71.2	8.1	55.8	83.3	9

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	72.6	9.0	66.2	95.0	9
SB L	62	State Route 46	8.5	3.0	5.2	15.5	9
SB T	63	State Route 46	23.9	8.6	16.9	39.7	9
SB TR	64	State Route 46	23.0	10.0	17.0	41.5	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	31.9	11.2	18.7	47.8	9

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	1.7	0.7	1.0	3.0	9
WB T	73	New Road	2.1	0.3	2.0	3.0	9

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	1.8	0.4	1.0	2.0	9
SWB T	77	State Route 46	1.0	0.0	1.0	1.0	9
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	9
NB T	29	State Route 46	0.0	0.0	0.0	0.0	9
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	9
SB LT	59	State Route 46	0.2	0.4	0.0	1.0	9
SB T	60	State Route 46	0.0	0.0	0.0	0.0	9
SB T	61	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	1.7	0.5	1.0	2.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.1	0.3	0.0	1.0	9
NB T	15	State Route 46	2.9	0.3	2.0	3.0	9

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	3.0	0.0	3.0	3.0	9
SB L	62	State Route 46	1.0	0.0	1.0	1.0	9
SB T	63	State Route 46	1.2	0.4	1.0	2.0	9
SB TR	64	State Route 46	1.2	0.4	1.0	2.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	1.6	0.5	1.0	2.0	9

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	0.0	0.0	0.0	0.0	9
WB T	73	New Road	0.0	0.0	0.0	0.0	9

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	0.0	0.0	0.0	0.0	9
SWB T	77	State Route 46	0.0	0.0	0.0	0.0	9
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	9

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	9
NB T	29	State Route 46	0.0	0.0	0.0	0.0	9
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	9
SB LT	59	State Route 46	0.0	0.0	0.0	0.0	9
SB T	60	State Route 46	0.0	0.0	0.0	0.0	9
SB T	61	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	9
NB T	15	State Route 46	0.0	0.0	0.0	0.0	9

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	9
SB L	62	State Route 46	0.0	0.0	0.0	0.0	9
SB T	63	State Route 46	0.0	0.0	0.0	0.0	9
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	9

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	9

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on State Route 46: Lane ID 75				
1	652.0	1.15	6.4	A
2	652.0	1.14	6.3	A
3	653.0	1.11	6.1	A
4	652.0	1.14	6.3	A
5	650.0	1.14	6.3	A
6	652.0	1.10	6.0	A
7	652.0	1.20	6.6	A
8	651.0	1.11	6.2	A
9	652.0	1.10	6.1	A
10	655.0	1.19	6.5	A
Average:	**652.0**	**1.14**	**6.3**	**A**
SEB T on New Road: Lane ID 71				
1	401.0	0.62	5.6	A
2	402.0	0.62	5.5	A
3	403.0	0.70	6.2	A
4	401.0	0.70	6.3	A
5	402.0	0.66	5.9	A
6	401.0	0.62	5.6	A
7	403.0	0.60	5.4	A
8	402.0	0.63	5.7	A
9	404.0	0.66	5.9	A
10	401.0	0.55	5.0	A
Average:	**402.0**	**0.64**	**5.7**	**A**
SWB T on State Route 46: Lane ID 77				
1	456.0	0.71	5.6	A
2	457.0	0.66	5.2	A
3	458.0	0.67	5.3	A
4	460.0	0.76	5.9	A
5	458.0	0.68	5.4	A
6	455.0	0.67	5.3	A
7	458.0	0.67	5.3	A
8	456.0	0.64	5.0	A
9	456.0	0.69	5.4	A
10	460.0	0.72	5.6	A
Average:	**457.0**	**0.69**	**5.4**	**A**

Roundabout LOS by Lane

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on State Route 46: Lane ID 78				
1	42.0	0.00	0.0	A
2	44.0	0.00	0.0	A
3	44.0	0.00	0.0	A
4	42.0	0.00	0.2	A
5	39.0	0.00	0.0	A
6	43.0	0.00	0.0	A
7	41.0	0.00	0.0	A
8	43.0	0.00	0.0	A
9	42.0	0.00	0.1	A
10	41.0	0.00	0.0	A
Average:	**42.0**	**0.00**	**0.0**	**A**
WB T on New Road: Lane ID 73				
1	416.0	0.98	8.5	A
2	413.0	1.03	9.0	A
3	414.0	0.96	8.4	A
4	414.0	1.05	9.1	A
5	412.0	0.98	8.5	A
6	414.0	0.88	7.6	A
7	412.0	0.99	8.6	A
8	413.0	0.89	7.8	A
9	413.0	0.97	8.5	A
10	413.0	0.93	8.1	A
Average:	**413.0**	**0.97**	**8.4**	**A**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 17, 14, 16, 11, 13, 10 & 12 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	71	New Road	0.6	0.0	0.6	0.7	10
WB T	73	New Road	1.0	0.1	0.9	1.1	10
NB R	75	State Route 46	1.1	0.0	1.1	1.2	10
SWB T	77	State Route 46	0.7	0.0	0.6	0.8	10
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 17, 14, 16, 11, 13, 10 & 12 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	71	New Road	5.7	0.4	5.0	6.3	10
WB T	73	New Road	8.4	0.5	7.6	9.1	10
NB R	75	State Route 46	6.3	0.2	6.0	6.6	10
SWB T	77	State Route 46	5.4	0.2	5.0	5.9	10
SWB T	78	State Route 46	0.0	0.1	0.0	0.2	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,967.0	3.47	6.3	A
2	1,968.0	3.45	6.3	A
3	1,972.0	3.44	6.3	A
4	1,969.0	3.65	6.7	A
5	1,961.0	3.46	6.4	A
6	1,965.0	3.26	6.0	A
7	1,966.0	3.46	6.3	A
8	1,965.0	3.27	6.0	A
9	1,967.0	3.42	6.3	A
10	1,970.0	3.39	6.2	A
Average:	**1,967.0**	**3.43**	**6.3**	**A**

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 17, 14, 16, 11, 13, 10 & 12	Roundabout	3.4	0.1	3.3	3.7	10

Project: Roundabout without WBR Lane
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 17, 14, 16, 11, 13, 10 & 12	Roundabout	6.3	0.2	6.0	6.7	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	943.0	0.07	0.3	A
2	944.0	0.09	0.4	A
3	940.0	0.03	0.1	A
4	942.0	0.02	0.1	A
5	933.0	0.02	0.1	A
6	939.0	0.07	0.3	A
7	935.0	0.11	0.4	A
8	939.0	0.04	0.2	A
9	939.0	0.04	0.1	A
10	936.0	0.04	0.1	A
Average:	**939.0**	**0.05**	**0.2**	**A**
SB on State Route 46: Superlink ID 4				
1	1,106.0	21.43	69.8	F
2	1,108.0	22.58	73.4	F
3	1,109.0	20.77	67.4	F
4	1,108.0	21.67	70.4	F
5	1,093.0	20.76	68.4	F
6	1,096.0	23.00	75.5	F
7	1,085.0	21.08	70.0	F
8	1,075.0	22.93	76.8	F
9	1,097.0	19.28	63.3	F
10	1,128.0	17.00	54.2	F
Average:	**1,100.5**	**21.05**	**68.9**	**F**
WB on N Beacon Drive: Superlink ID 9				
1	2.0	0.00	8.7	A
2	5.0	0.04	25.3	D
3	10.0	0.04	15.3	C
4	6.0	0.03	15.8	C
5	5.0	0.04	30.6	D
6	4.0	0.03	22.8	C
7	9.0	0.14	54.9	F
8	4.0	0.01	11.6	B
9	13.0	0.07	18.4	C

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	9.0	0.09	34.5	D
Average:	**6.7**	**0.05**	**23.8**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Notre Dame Avenue: Superlink ID 5				
1	70.0	1.67	85.7	F
2	71.0	0.83	42.2	D
3	71.0	2.50	126.7	F
4	69.0	1.55	80.9	F
5	72.0	1.81	90.4	F
6	70.0	0.96	49.6	D
7	72.0	1.33	66.5	E
8	73.0	1.09	54.0	D
9	67.0	1.04	55.7	E
10	69.0	1.19	61.9	E
Average:	**70.4**	**1.40**	**71.4**	**E**
NB on State Route 46: Superlink ID 4				
1	935.0	5.15	19.8	B
2	926.0	5.21	20.2	C
3	944.0	5.35	20.4	C
4	938.0	4.03	15.5	B
5	919.0	5.15	20.2	C
6	927.0	6.99	27.1	C
7	938.0	5.39	20.7	C
8	926.0	5.26	20.5	C
9	925.0	4.96	19.3	B
10	931.0	3.38	13.1	B
Average:	**930.9**	**5.09**	**19.7**	**B**
SB on State Route 46: Superlink ID 3				
1	1,106.0	18.88	61.4	E
2	1,099.0	15.86	52.0	D
3	1,133.0	19.11	60.7	E
4	1,124.0	17.35	55.6	E
5	1,102.0	18.63	60.8	E
6	1,107.0	19.88	64.6	E
7	1,085.0	17.99	59.7	E
8	1,085.0	20.66	68.5	E
9	1,108.0	17.33	56.3	E

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,133.0	14.47	46.0	D
Average:	**1,108.2**	**18.02**	**58.6**	**E**
WB on Willow Crest Drive: Superlink ID 2				
1	145.0	9.98	247.7	F
2	149.0	6.40	154.7	F
3	118.0	10.66	325.3	F
4	132.0	8.98	245.0	F
5	134.0	10.61	285.0	F
6	147.0	10.21	250.0	F
7	147.0	6.15	150.6	F
8	142.0	9.74	246.9	F
9	121.0	5.28	157.2	F
10	139.0	3.94	102.0	F
Average:	**137.4**	**8.20**	**216.4**	**F**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.0	0.0	0.1	10
S	State Route 46	4	21.1	1.8	17.0	23.0	10
W	N Beacon Drive	9	0.0	0.0	0.0	0.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Notre Dame Avenue	5	1.4	0.5	0.8	2.5	10
N	State Route 46	4	5.1	0.9	3.4	7.0	10
S	State Route 46	3	18.0	1.9	14.5	20.7	10
W	Willow Crest Drive	2	8.2	2.5	3.9	10.7	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.2	0.1	0.1	0.4	10
S	State Route 46	4	68.9	6.5	54.2	76.8	10
W	N Beacon Drive	9	23.8	13.6	8.7	54.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Notre Dame Avenue	5	71.4	25.2	42.2	126.7	10
N	State Route 46	4	19.7	3.6	13.1	27.1	10
S	State Route 46	3	58.6	6.4	46.0	68.5	10
W	Willow Crest Drive	2	216.4	70.8	102.0	325.3	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,051.0	21.50	37.7	E
2	2,057.0	22.71	39.7	E
3	2,059.0	20.84	36.4	E
4	2,056.0	21.71	38.0	E
5	2,031.0	20.83	36.9	E
6	2,039.0	23.09	40.8	E
7	2,029.0	21.33	37.9	E
8	2,018.0	22.98	41.0	E
9	2,049.0	19.38	34.1	D
10	2,073.0	17.12	29.7	D
Average:	**2,046.2**	**21.15**	**37.2**	**E**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,256.0	35.67	56.9	E
2	2,245.0	28.31	45.4	D
3	2,266.0	37.63	59.8	E
4	2,263.0	31.91	50.8	D
5	2,227.0	36.20	58.5	E
6	2,251.0	38.04	60.8	E
7	2,242.0	30.85	49.5	D
8	2,226.0	36.75	59.4	E
9	2,221.0	28.62	46.4	D
10	2,272.0	22.97	36.4	D
Average:	**2,246.9**	**32.70**	**52.4**	**D**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	21.1	1.8	17.1	23.1	10
11	State Route 46, Willow Crest Drive & Notre Dame Avenue	Actuated	32.7	5.0	23.0	38.0	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	37.2	3.4	29.7	41.0	10
11	State Route 46, Willow Crest Drive & Notre Dame Avenue	Actuated	52.4	8.1	36.4	60.8	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	476.0	0.03	0.2	A
2	477.0	0.08	0.6	A
3	471.0	0.01	0.0	A
4	439.0	0.01	0.1	A
5	463.0	0.01	0.1	A
6	467.0	0.01	0.1	A
7	461.0	0.10	0.8	A
8	477.0	0.03	0.2	A
9	471.0	0.02	0.1	A
10	447.0	0.01	0.1	A
Average:	**464.9**	**0.03**	**0.2**	**A**
NB TR on State Route 46: Superlink ID 6				
1	467.0	0.03	0.3	A
2	467.0	0.01	0.1	A
3	469.0	0.03	0.2	A
4	503.0	0.01	0.1	A
5	470.0	0.01	0.1	A
6	472.0	0.06	0.4	A
7	474.0	0.01	0.1	A
8	462.0	0.01	0.1	A
9	468.0	0.02	0.1	A
10	489.0	0.02	0.2	A
Average:	**474.1**	**0.02**	**0.2**	**A**
SB LT on State Route 46: Superlink ID 4				
1	26.0	0.51	70.2	F
2	24.0	0.47	71.0	F
3	24.0	0.44	66.0	F
4	26.0	0.62	86.1	F
5	26.0	0.48	66.1	F
6	24.0	0.47	70.3	F
7	26.0	0.62	85.5	F
8	22.0	0.56	91.7	F
9	26.0	0.49	67.9	F
10	29.0	0.50	62.3	F
Average:	**25.3**	**0.52**	**73.7**	**F**

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	1,080.0	20.92	69.7	F
2	1,084.0	22.11	73.4	F
3	1,085.0	20.33	67.5	F
4	1,082.0	21.05	70.0	F
5	1,067.0	20.29	68.4	F
6	1,072.0	22.53	75.6	F
7	1,059.0	20.47	69.6	F
8	1,053.0	22.37	76.5	F
9	1,071.0	18.79	63.2	F
10	1,099.0	16.50	54.0	F
Average:	**1,075.2**	**20.54**	**68.8**	**F**
WB LR on N Beacon Drive: Superlink ID 9				
1	2.0	0.00	8.7	A
2	5.0	0.04	25.3	D
3	10.0	0.04	15.3	C
4	6.0	0.03	15.8	C
5	5.0	0.04	30.6	D
6	4.0	0.03	22.8	C
7	9.0	0.14	54.9	F
8	4.0	0.01	11.6	B
9	13.0	0.07	18.4	C
10	9.0	0.09	34.5	D
Average:	**6.7**	**0.05**	**23.8**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Notre Dame Avenue: Superlink ID 5				
1	70.0	1.67	85.7	F
2	71.0	0.83	42.2	D
3	71.0	2.50	126.7	F
4	69.0	1.55	80.9	F
5	72.0	1.81	90.4	F
6	70.0	0.96	49.6	D
7	72.0	1.33	66.5	E
8	73.0	1.09	54.0	D
9	67.0	1.04	55.7	E
10	69.0	1.19	61.9	E
Average:	**70.4**	**1.40**	**71.4**	**E**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	45.0	2.60	207.7	F
2	40.0	2.30	207.4	F
3	47.0	2.67	204.9	F
4	45.0	1.50	120.3	F
5	41.0	2.60	228.6	F
6	40.0	3.87	348.7	F
7	44.0	2.66	217.4	F
8	45.0	2.66	212.5	F
9	40.0	2.43	218.5	F
10	43.0	1.02	85.0	F
Average:	**43.0**	**2.43**	**205.1**	**F**
NB T on State Route 46: Superlink ID 4				
1	427.0	1.33	11.2	B
2	394.0	1.34	12.2	B
3	440.0	1.34	10.9	B
4	415.0	1.24	10.7	B
5	427.0	1.25	10.5	B
6	391.0	1.29	11.9	B
7	427.0	1.39	11.7	B
8	419.0	1.24	10.6	B
9	408.0	1.17	10.3	B
10	426.0	1.12	9.5	A
Average:	**417.4**	**1.27**	**11.0**	**B**
NB TR on State Route 46: Superlink ID 4				
1	463.0	1.22	9.5	A
2	492.0	1.56	11.4	B
3	457.0	1.34	10.5	B
4	478.0	1.29	9.7	A
5	451.0	1.30	10.4	B
6	496.0	1.82	13.2	B
7	467.0	1.34	10.3	B
8	462.0	1.37	10.6	B
9	477.0	1.37	10.3	B
10	462.0	1.24	9.7	A
Average:	**470.5**	**1.39**	**10.6**	**B**
SB L on State Route 46: Superlink ID 3				
1	64.0	1.01	56.6	E
2	64.0	0.97	54.8	D
3	70.0	1.20	61.5	E
4	66.0	1.27	69.2	E

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	63.0	1.02	58.5	E
6	66.0	1.27	69.1	E
7	65.0	1.20	66.6	E
8	65.0	1.22	67.4	E
9	68.0	1.11	58.8	E
10	70.0	1.05	53.8	D
Average:	**66.1**	**1.13**	**61.6**	**E**
SB T on State Route 46: Superlink ID 3				
1	382.0	9.99	94.1	F
2	406.0	8.69	77.1	E
3	416.0	9.83	85.0	F
4	415.0	8.69	75.4	E
5	407.0	9.85	87.1	F
6	387.0	10.48	97.5	F
7	400.0	9.40	84.6	F
8	374.0	10.86	104.6	F
9	391.0	8.89	81.9	F
10	424.0	7.32	62.2	E
Average:	**400.2**	**9.40**	**85.0**	**F**
SB TR on State Route 46: Superlink ID 3				
1	660.0	7.89	43.0	D
2	629.0	6.19	35.5	D
3	647.0	8.09	45.0	D
4	643.0	7.39	41.4	D
5	632.0	7.76	44.2	D
6	654.0	8.13	44.7	D
7	620.0	7.39	42.9	D
8	646.0	8.58	47.8	D
9	649.0	7.33	40.7	D
10	639.0	6.10	34.4	C
Average:	**641.9**	**7.49**	**42.0**	**D**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	145.0	9.98	247.7	F
2	149.0	6.40	154.7	F
3	118.0	10.66	325.3	F
4	132.0	8.98	245.0	F
5	134.0	10.61	285.0	F
6	147.0	10.21	250.0	F
7	147.0	6.15	150.6	F
8	142.0	9.74	246.9	F

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	121.0	5.28	157.2	F
10	139.0	3.94	102.0	F
Average:	**137.4**	**8.20**	**216.4**	**F**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.1	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB LT	State Route 46	4	0.5	0.1	0.4	0.6	10
SB T	State Route 46	4	20.5	1.8	16.5	22.5	10
WB LR	N Beacon Drive	9	0.0	0.0	0.0	0.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Notre Dame Avenue	5	1.4	0.5	0.8	2.5	10
NB L	State Route 46	4	2.4	0.8	1.0	3.9	10
NB T	State Route 46	4	1.3	0.1	1.1	1.4	10
NB TR	State Route 46	4	1.4	0.2	1.2	1.8	10
SB L	State Route 46	3	1.1	0.1	1.0	1.3	10
SB T	State Route 46	3	9.4	1.0	7.3	10.9	10
SB TR	State Route 46	3	7.5	0.8	6.1	8.6	10
WB LTR	Willow Crest Drive	2	8.2	2.5	3.9	10.7	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.2	0.3	0.0	0.8	10
NB TR	State Route 46	6	0.2	0.1	0.1	0.4	10
SB LT	State Route 46	4	73.7	10.2	62.3	91.7	10
SB T	State Route 46	4	68.8	6.5	54.0	76.5	10
WB LR	N Beacon Drive	9	23.8	13.6	8.7	54.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Notre Dame Avenue	5	71.4	25.2	42.2	126.7	10
NB L	State Route 46	4	205.1	69.3	85.0	348.7	10
NB T	State Route 46	4	11.0	0.8	9.5	12.2	10
NB TR	State Route 46	4	10.6	1.1	9.5	13.2	10
SB L	State Route 46	3	61.6	6.0	53.8	69.2	10
SB T	State Route 46	3	85.0	12.1	62.2	104.6	10
SB TR	State Route 46	3	42.0	4.2	34.4	47.8	10
WB LTR	Willow Crest Drive	2	216.4	70.8	102.0	325.3	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 17, 14, 16, 11, 13, 10 & 12

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on State Route 46 - Lane ID 75						
1	120.0	33.6	1.3	145.1	5.0	0.0%
2	120.0	30.0	1.1	125.5	4.0	0.0%
3	120.0	45.4	1.6	197.1	7.0	0.0%
4	120.0	43.8	1.6	155.5	5.0	0.0%
5	120.0	55.7	2.1	219.5	8.0	0.0%
6	120.0	32.2	1.3	136.8	5.0	0.0%
7	120.0	54.3	2.0	291.8	10.0	0.0%
8	120.0	46.7	1.7	194.7	7.0	0.0%
9	120.0	51.0	1.9	233.3	9.0	0.0%
10	120.0	36.2	1.4	163.9	6.0	0.0%
Average:	**120.0**	**42.9**	**1.6**	**186.3**	**6.6**	**0.0%**
SEB T on New Road - Lane ID 71						
1	120.0	44.0	1.7	131.4	5.0	0.0%
2	120.0	41.8	1.5	126.9	5.0	0.0%
3	120.0	52.5	1.9	133.7	5.0	0.0%
4	120.0	54.3	1.9	168.6	6.0	0.0%
5	120.0	25.1	0.9	75.6	3.0	0.0%
6	120.0	33.3	1.2	103.0	4.0	0.0%
7	120.0	37.4	1.4	84.6	3.0	0.0%
8	120.0	48.7	1.6	125.0	4.0	0.0%
9	120.0	34.6	1.3	99.6	4.0	0.0%
10	120.0	43.7	1.5	121.4	4.0	0.0%
Average:	**120.0**	**41.5**	**1.5**	**117.0**	**4.3**	**0.0%**
SWB T on State Route 46 - Lane ID 77						
1	120.0	423.0	14.3	1,147.9	41.0	32.5%
2	120.0	407.9	13.8	1,148.5	40.0	32.5%
3	120.0	367.0	12.6	1,147.7	41.0	27.5%
4	120.0	416.1	14.3	1,148.0	41.0	31.7%
5	120.0	427.7	14.5	1,147.1	41.0	32.5%
6	120.0	349.3	12.0	1,145.9	41.0	25.0%
7	120.0	321.0	11.4	1,148.3	42.0	24.2%
8	120.0	327.5	11.2	1,144.7	40.0	22.5%
9	120.0	429.9	14.8	1,144.5	40.1	30.0%
10	120.0	401.5	13.8	1,147.6	40.1	30.0%

Lane Queue by Intersection

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on State Route 46 - Lane ID 77						
Average:	**120.0**	**387.1**	**13.3**	**1,147.0**	**40.7**	**28.8%**
SWB T on State Route 46 - Lane ID 78						
1	120.0	1.7	0.1	0.0	0.0	0.0%
2	120.0	2.3	0.1	0.0	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	1.9	0.1	0.0	0.0	0.0%
5	120.0	0.8	0.0	0.0	0.0	0.0%
6	120.0	3.8	0.1	0.3	0.0	0.0%
7	120.0	2.0	0.1	0.0	0.0	0.0%
8	120.0	3.3	0.1	0.0	0.0	0.0%
9	120.0	3.4	0.1	0.8	0.0	0.0%
10	120.0	0.7	0.0	0.0	0.0	0.0%
Average:	**120.0**	**2.1**	**0.1**	**0.1**	**0.0**	**0.0%**
WB T on New Road - Lane ID 73						
1	120.0	52.6	2.0	188.6	7.0	0.0%
2	120.0	46.8	1.8	156.0	6.0	0.0%
3	120.0	42.5	1.7	150.7	5.0	0.0%
4	120.0	46.5	1.8	154.7	5.0	0.0%
5	120.0	39.7	1.5	122.3	4.0	0.0%
6	120.0	45.2	1.7	183.1	7.0	0.0%
7	120.0	45.0	1.8	149.4	6.0	0.0%
8	120.0	47.9	1.8	167.3	6.0	0.0%
9	120.0	91.2	3.4	329.6	11.0	0.0%
10	120.0	35.0	1.3	132.1	5.0	0.0%
Average:	**120.0**	**49.2**	**1.9**	**173.4**	**6.2**	**0.0%**

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 28						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 28						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB LT on State Route 46 - Lane ID 59						
1	120.0	0.9	0.1	6.3	1.0	0.0%
2	120.0	0.7	0.1	5.4	1.0	0.0%
3	120.0	0.6	0.1	5.2	1.0	0.0%
4	120.0	0.6	0.1	5.4	1.0	0.0%
5	120.0	0.7	0.1	6.3	1.0	0.0%
6	120.0	1.2	0.1	5.8	1.0	0.0%
7	120.0	0.8	0.1	5.0	1.0	0.0%
8	120.0	0.6	0.1	3.8	1.0	0.0%
9	120.0	0.4	0.1	4.5	1.0	0.0%
10	120.0	0.4	0.1	5.4	1.0	0.0%
Average:	**120.0**	**0.7**	**0.1**	**5.3**	**1.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LT on State Route 46 - Lane ID 59						
SB T on State Route 46 - Lane ID 60						
1	120.0	357.9	14.4	529.8	22.0	52.5%
2	120.0	373.1	15.0	529.2	21.0	58.3%
3	120.0	337.1	13.6	527.2	22.0	50.0%
4	120.0	369.3	15.2	531.4	22.0	57.5%
5	120.0	335.5	13.4	526.4	22.0	49.2%
6	120.0	365.3	14.7	528.1	21.0	50.0%
7	120.0	354.2	14.5	530.7	22.0	54.2%
8	120.0	367.3	14.9	529.8	22.0	58.3%
9	120.0	324.2	13.0	531.4	22.0	47.5%
10	120.0	291.9	11.5	529.2	21.0	45.8%
Average:	**120.0**	**347.6**	**14.0**	**529.3**	**21.7**	**52.3%**
SB T on State Route 46 - Lane ID 61						
1	120.0	69.9	3.0	392.5	14.0	2.5%
2	120.0	105.6	4.5	365.9	14.0	2.5%
3	120.0	116.5	4.7	487.1	16.0	5.8%
4	120.0	122.2	4.9	479.9	18.0	5.8%
5	120.0	98.9	4.1	493.7	18.0	7.5%
6	120.0	120.3	4.8	505.6	18.0	8.3%
7	120.0	112.7	4.5	458.0	17.0	5.0%
8	120.0	110.5	4.4	499.8	16.0	5.8%
9	120.0	81.7	3.5	426.7	16.0	3.3%
10	120.0	92.5	3.8	459.2	18.0	5.0%
Average:	**120.0**	**103.1**	**4.2**	**456.8**	**16.5**	**5.2%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	335.2	13.0	699.7	26.1	0.0%
2	120.0	296.7	11.4	690.6	26.0	0.0%
3	120.0	203.9	7.8	531.3	20.0	0.0%
4	120.0	280.0	9.1	723.7	24.0	0.0%
5	120.0	299.2	11.5	628.9	24.0	0.0%
6	120.0	315.2	11.8	697.7	26.1	0.0%
7	120.0	222.8	8.7	556.9	21.0	0.0%
8	120.0	313.1	12.6	676.8	27.1	0.0%
9	120.0	132.7	5.0	457.1	17.0	0.0%
10	120.0	262.1	9.5	613.8	22.0	0.0%
Average:	**120.0**	**266.1**	**10.0**	**627.7**	**23.3**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Notre Dame Avenue - Lane ID 18						
1	120.0	37.0	1.6	151.8	6.0	0.0%
2	120.0	16.3	0.8	99.1	4.0	0.0%
3	120.0	58.7	2.5	170.8	7.0	0.0%
4	120.0	38.0	1.6	164.2	6.0	0.0%
5	120.0	38.1	1.7	126.9	5.0	0.0%
6	120.0	18.5	1.0	75.6	3.0	0.0%
7	120.0	27.8	1.3	100.3	4.0	0.0%
8	120.0	23.1	1.1	103.1	4.0	0.0%
9	120.0	26.3	1.2	129.2	5.0	0.0%
10	120.0	30.5	1.3	128.3	5.0	0.0%
Average:	**120.0**	**31.4**	**1.4**	**124.9**	**4.9**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	73.4	3.0	200.2	7.0	0.0%
2	120.0	99.3	4.0	368.3	13.0	0.0%
3	120.0	73.8	3.0	186.3	6.0	0.0%
4	120.0	34.0	1.8	117.8	5.0	0.0%
5	120.0	75.0	3.3	206.9	9.0	0.0%
6	120.0	136.1	5.2	367.8	12.0	0.0%
7	120.0	65.4	2.9	172.9	7.0	0.0%
8	120.0	77.4	3.4	194.5	9.0	0.0%
9	120.0	89.4	3.8	305.2	12.0	0.0%
10	120.0	29.4	1.3	97.3	4.0	0.0%
Average:	**120.0**	**75.3**	**3.2**	**221.7**	**8.4**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	17.7	0.8	91.6	4.0	0.0%
2	120.0	19.2	0.8	105.4	4.0	0.0%
3	120.0	23.0	1.0	100.6	4.0	0.0%
4	120.0	17.6	0.7	93.5	4.0	0.0%
5	120.0	23.3	0.9	130.0	5.0	0.0%
6	120.0	17.6	0.8	96.0	4.0	0.0%
7	120.0	25.2	1.1	104.8	4.0	0.0%
8	120.0	20.4	0.9	104.5	4.0	0.0%
9	120.0	15.8	0.7	92.6	4.0	0.0%
10	120.0	18.4	0.8	99.8	4.0	0.0%
Average:	**120.0**	**19.8**	**0.9**	**101.9**	**4.1**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	16.1	0.7	82.1	3.0	0.0%
2	120.0	24.2	1.0	104.1	4.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on State Route 46 - Lane ID 16						
3	120.0	24.7	1.0	122.9	5.0	0.0%
4	120.0	16.7	0.7	91.4	3.0	0.0%
5	120.0	19.6	0.8	98.2	4.0	0.0%
6	120.0	32.4	1.3	124.0	5.0	0.0%
7	120.0	23.4	1.0	109.2	4.0	0.0%
8	120.0	23.4	1.0	124.4	5.0	0.0%
9	120.0	23.1	1.0	109.9	4.0	0.0%
10	120.0	20.5	0.9	104.0	4.0	0.0%
Average:	**120.0**	**22.4**	**0.9**	**107.0**	**4.1**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	3.8	0.3	17.3	1.0	0.0%
2	120.0	4.6	0.4	31.0	2.0	0.0%
3	120.0	7.0	0.5	36.8	2.0	0.0%
4	120.0	9.3	0.6	41.7	2.0	0.0%
5	120.0	6.0	0.4	28.0	2.0	0.0%
6	120.0	7.8	0.5	41.0	2.0	0.0%
7	120.0	6.2	0.5	24.9	2.0	0.0%
8	120.0	4.0	0.3	19.7	1.0	0.0%
9	120.0	6.8	0.5	31.2	2.0	0.0%
10	120.0	7.7	0.5	43.3	2.0	0.0%
Average:	**120.0**	**6.3**	**0.5**	**31.5**	**1.8**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	214.8	8.8	543.1	22.0	26.7%
2	120.0	177.9	7.6	543.0	22.0	20.8%
3	120.0	211.0	8.7	544.0	23.0	28.3%
4	120.0	178.6	7.8	539.8	23.0	20.0%
5	120.0	221.5	9.1	541.8	22.0	30.0%
6	120.0	210.1	8.6	545.8	22.0	25.8%
7	120.0	196.9	8.2	539.6	22.0	25.0%
8	120.0	250.0	10.3	548.5	22.0	35.0%
9	120.0	202.2	8.3	546.7	22.0	26.7%
10	120.0	181.9	7.0	545.0	21.0	25.0%
Average:	**120.0**	**204.5**	**8.4**	**543.7**	**22.1**	**26.3%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	114.0	4.3	539.4	19.0	10.0%
2	120.0	105.8	4.1	538.4	20.0	10.0%
3	120.0	124.5	4.7	537.6	20.0	13.3%
4	120.0	111.2	4.3	528.1	19.0	8.3%

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on State Route 46 - Lane ID 64						
5	120.0	108.9	4.1	533.9	20.0	10.0%
6	120.0	118.7	4.6	530.2	19.0	10.8%
7	120.0	122.4	4.6	538.2	19.0	12.5%
8	120.0	135.3	5.0	536.3	19.0	13.3%
9	120.0	98.7	3.9	538.1	20.0	10.0%
10	120.0	93.6	3.6	547.2	20.0	8.3%
Average:	**120.0**	**113.3**	**4.3**	**536.7**	**19.5**	**10.7%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	269.8	10.3	582.7	23.0	39.2%
2	120.0	223.4	8.3	579.7	21.0	25.0%
3	120.0	316.4	11.5	583.1	22.0	50.0%
4	120.0	291.7	11.0	585.3	22.0	43.3%
5	120.0	277.7	10.5	581.3	24.0	43.3%
6	120.0	298.0	10.9	585.2	22.0	42.5%
7	120.0	216.1	7.6	580.7	21.0	25.8%
8	120.0	274.8	9.7	582.5	21.0	38.3%
9	120.0	257.8	9.6	581.3	21.0	35.8%
10	120.0	187.7	7.3	579.6	23.0	18.3%
Average:	**120.0**	**261.3**	**9.7**	**582.1**	**22.0**	**36.2%**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	41.5	9.1	25.1	54.3	10
WB T	73	New Road	49.2	15.5	35.0	91.2	10

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	42.9	9.4	30.0	55.7	10
SWB T	77	State Route 46	387.1	42.2	321.0	429.9	10
SWB T	78	State Route 46	2.1	1.1	0.7	3.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	266.1	62.5	132.7	335.2	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB LT	59	State Route 46	0.7	0.2	0.4	1.2	10
SB T	60	State Route 46	347.6	25.6	291.9	373.1	10
SB T	61	State Route 46	103.1	17.3	69.9	122.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	31.4	12.3	16.3	58.7	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	75.3	30.5	29.4	136.1	10
NB T	15	State Route 46	19.8	3.1	15.8	25.2	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	22.4	4.7	16.1	32.4	10
SB L	62	State Route 46	6.3	1.8	3.8	9.3	10
SB T	63	State Route 46	204.5	22.3	177.9	250.0	10
SB TR	64	State Route 46	113.3	12.5	93.6	135.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	261.3	40.5	187.7	316.4	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	1.5	0.3	0.9	1.9	10
WB T	73	New Road	1.9	0.6	1.3	3.4	10

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	1.6	0.3	1.1	2.1	10
SWB T	77	State Route 46	13.3	1.3	11.2	14.8	10
SWB T	78	State Route 46	0.1	0.0	0.0	0.1	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	10.0	2.5	5.0	13.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB LT	59	State Route 46	0.1	0.0	0.1	0.1	10
SB T	60	State Route 46	14.0	1.2	11.5	15.2	10
SB T	61	State Route 46	4.2	0.6	3.0	4.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	1.4	0.5	0.8	2.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	3.2	1.1	1.3	5.2	10
NB T	15	State Route 46	0.9	0.1	0.7	1.1	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	0.9	0.2	0.7	1.3	10
SB L	62	State Route 46	0.5	0.1	0.3	0.6	10
SB T	63	State Route 46	8.4	0.9	7.0	10.3	10
SB TR	64	State Route 46	4.3	0.4	3.6	5.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	9.7	1.5	7.3	11.5	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	117.0	27.1	75.6	168.6	10
WB T	73	New Road	173.4	58.5	122.3	329.6	10

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	186.3	51.6	125.5	291.8	10
SWB T	77	State Route 46	1,147.0	1.5	1,144.5	1,148.5	10
SWB T	78	State Route 46	0.1	0.3	0.0	0.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	627.7	87.7	457.1	723.7	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB LT	59	State Route 46	5.3	0.8	3.8	6.3	10
SB T	60	State Route 46	529.3	1.7	526.4	531.4	10
SB T	61	State Route 46	456.8	47.6	365.9	505.6	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	124.9	30.9	75.6	170.8	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	221.7	94.9	97.3	368.3	10
NB T	15	State Route 46	101.9	11.2	91.6	130.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	107.0	14.2	82.1	124.4	10
SB L	62	State Route 46	31.5	9.2	17.3	43.3	10
SB T	63	State Route 46	543.7	2.9	539.6	548.5	10
SB TR	64	State Route 46	536.7	5.3	528.1	547.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	582.1	2.0	579.6	585.3	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	4.3	0.9	3.0	6.0	10
WB T	73	New Road	6.2	1.9	4.0	11.0	10

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	6.6	2.0	4.0	10.0	10
SWB T	77	State Route 46	40.7	0.7	40.0	42.0	10
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	23.3	3.3	17.0	27.1	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB LT	59	State Route 46	1.0	0.0	1.0	1.0	10
SB T	60	State Route 46	21.7	0.5	21.0	22.0	10
SB T	61	State Route 46	16.5	1.6	14.0	18.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	4.9	1.2	3.0	7.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	8.4	3.1	4.0	13.0	10
NB T	15	State Route 46	4.1	0.3	4.0	5.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	4.1	0.7	3.0	5.0	10
SB L	62	State Route 46	1.8	0.4	1.0	2.0	10
SB T	63	State Route 46	22.1	0.6	21.0	23.0	10
SB TR	64	State Route 46	19.5	0.5	19.0	20.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	22.0	1.1	21.0	24.0	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	71	New Road	0.0	0.0	0.0	0.0	10
WB T	73	New Road	0.0	0.0	0.0	0.0	10

15, 17, 14, 16, 11, 13, 10 & 12 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	75	State Route 46	0.0	0.0	0.0	0.0	10
SWB T	77	State Route 46	0.3	0.0	0.2	0.3	10
SWB T	78	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB LT	59	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.5	0.0	0.5	0.6	10
SB T	61	State Route 46	0.1	0.0	0.0	0.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Notre Dame Avenue	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.3	0.0	0.2	0.4	10
SB TR	64	State Route 46	0.1	0.0	0.1	0.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NOTRE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.4	0.1	0.2	0.5	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on State Route 46: Lane ID 75				
1	767.0	2.59	12.1	B
2	769.0	2.59	12.1	B
3	770.0	4.05	18.9	C
4	768.0	3.11	14.6	B
5	765.0	3.65	17.2	C
6	769.0	2.95	13.8	B
7	771.0	3.92	18.3	C
8	769.0	3.69	17.3	C
9	771.0	4.55	21.3	C
10	770.0	3.28	15.3	C
Average:	**768.0**	**3.44**	**16.1**	**C**
SEB T on New Road: Lane ID 71				
1	405.0	2.16	19.2	C
2	410.0	1.92	16.9	C
3	403.0	2.26	20.2	C
4	406.0	2.58	22.9	C
5	406.0	1.69	15.0	C
6	403.0	1.71	15.3	C
7	406.0	1.78	15.7	C
8	405.0	1.96	17.4	C
9	405.0	1.81	16.1	C
10	406.0	2.07	18.4	C
Average:	**405.0**	**1.99**	**17.7**	**C**
SWB T on State Route 46: Lane ID 77				
1	865.0	47.35	197.0	F
2	879.0	48.61	199.1	F
3	870.0	45.83	189.6	F
4	874.0	46.36	190.9	F
5	856.0	45.39	190.9	F
6	851.0	46.37	196.2	F
7	850.0	45.14	191.2	F
8	841.0	45.81	196.1	F
9	860.0	44.96	188.2	F
10	897.0	44.80	179.8	F
Average:	**864.0**	**46.06**	**191.9**	**F**

Roundabout LOS by Lane

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on State Route 46: Lane ID 78				
1	153.0	3.97	93.4	F
2	147.0	3.95	96.8	F
3	155.0	3.83	89.0	F
4	148.0	3.68	89.6	F
5	152.0	3.82	90.6	F
6	157.0	4.07	93.4	F
7	154.0	3.96	92.7	F
8	151.0	3.67	87.5	F
9	151.0	3.57	85.1	F
10	144.0	3.23	80.7	F
Average:	**151.0**	**3.78**	**89.9**	**F**
WB T on New Road: Lane ID 73				
1	546.0	3.05	20.1	C
2	545.0	2.49	16.4	C
3	542.0	2.32	15.4	C
4	540.0	2.54	16.9	C
5	538.0	2.45	16.4	C
6	548.0	2.93	19.2	C
7	543.0	2.71	18.0	C
8	536.0	2.50	16.8	C
9	543.0	4.67	31.0	D
10	539.0	2.19	14.6	B
Average:	**542.0**	**2.79**	**18.5**	**C**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 17, 14, 16, 11, 13, 10 & 12 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	71	New Road	2.0	0.3	1.7	2.6	10
WB T	73	New Road	2.8	0.7	2.2	4.7	10
NB R	75	State Route 46	3.4	0.6	2.6	4.6	10
SWB T	77	State Route 46	46.1	1.2	44.8	48.6	10
SWB T	78	State Route 46	3.8	0.2	3.2	4.1	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 17, 14, 16, 11, 13, 10 & 12 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	71	New Road	17.7	2.5	15.0	22.9	10
WB T	73	New Road	18.5	4.7	14.6	31.0	10
NB R	75	State Route 46	16.1	3.0	12.1	21.3	10
SWB T	77	State Route 46	191.9	5.6	179.8	199.1	10
SWB T	78	State Route 46	89.9	4.7	80.7	96.8	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 17, 14, 16, 11, 13, 10 & 12 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,736.0	59.12	77.8	F
2	2,750.0	59.56	78.0	F
3	2,740.0	58.29	76.6	F
4	2,736.0	58.27	76.7	F
5	2,717.0	57.01	75.5	F
6	2,728.0	58.04	76.6	F
7	2,724.0	57.51	76.0	F
8	2,702.0	57.63	76.8	F
9	2,730.0	59.57	78.6	F
10	2,756.0	55.56	72.6	F
Average:	**2,731.9**	**58.06**	**76.5**	**F**

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 17, 14, 16, 11, 13, 10 & 12	Roundabout	58.1	1.2	55.6	59.6	10

Project: Roundabout without WBR Lane
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 17, 14, 16, 11, 13, 10 & 12	Roundabout	76.5	1.7	72.6	78.6	10

EMH&T

Engineers, Surveyors, Planners, Scientists

Alternate 2 TransModeler Analysis

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	968.0	0.02	0.1	A
2	969.0	0.02	0.1	A
3	966.0	0.22	0.8	A
4	965.0	0.01	0.1	A
5	970.0	0.04	0.1	A
6	969.0	0.03	0.1	A
7	967.0	0.02	0.1	A
8	964.0	0.07	0.3	A
9	966.0	0.13	0.5	A
10	969.0	0.05	0.2	A
Average:	**967.3**	**0.06**	**0.2**	**A**
SB on State Route 46: Superlink ID 4				
1	508.0	0.03	0.2	A
2	513.0	0.05	0.4	A
3	506.0	0.02	0.2	A
4	508.0	0.05	0.3	A
5	507.0	0.05	0.4	A
6	511.0	0.07	0.5	A
7	516.0	0.05	0.3	A
8	510.0	0.04	0.3	A
9	512.0	0.03	0.2	A
10	511.0	0.06	0.4	A
Average:	**510.2**	**0.05**	**0.3**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	32.0	0.20	23.0	C
2	33.0	0.14	15.3	C
3	32.0	0.18	20.7	C
4	31.0	0.13	15.6	C
5	33.0	0.24	25.7	D
6	30.0	0.14	17.3	C
7	33.0	0.20	21.4	C
8	33.0	0.15	16.7	C
9	31.0	0.16	18.3	C

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	32.0	0.17	19.1	C
Average:	**32.0**	**0.17**	**19.3**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	119.0	0.39	11.9	B
2	119.0	0.38	11.5	B
3	121.0	0.36	10.8	B
4	119.0	0.41	12.4	B
5	121.0	0.42	12.5	B
6	117.0	0.39	12.1	B
7	119.0	0.37	11.1	B
8	122.0	0.40	11.7	B
9	118.0	0.43	13.3	B
10	119.0	0.34	10.3	B
Average:	**119.4**	**0.39**	**11.8**	**B**
NB on State Route 46: Superlink ID 4				
1	971.0	1.96	7.3	A
2	978.0	2.00	7.3	A
3	974.0	1.94	7.2	A
4	975.0	1.85	6.8	A
5	972.0	1.79	6.6	A
6	980.0	1.99	7.3	A
7	981.0	2.01	7.4	A
8	971.0	1.98	7.3	A
9	977.0	1.88	6.9	A
10	977.0	2.27	8.4	A
Average:	**975.6**	**1.97**	**7.3**	**A**
SB on State Route 46: Superlink ID 3				
1	456.0	0.87	6.9	A
2	458.0	0.79	6.2	A
3	455.0	0.91	7.2	A
4	457.0	0.76	6.0	A
5	454.0	0.81	6.4	A
6	460.0	0.87	6.8	A
7	459.0	0.90	7.1	A
8	454.0	0.74	5.9	A
9	457.0	0.83	6.5	A

Intersection LOS by Approach

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	457.0	0.84	6.6	A
Average:	**456.7**	**0.83**	**6.6**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	87.0	0.29	11.8	B
2	84.0	0.23	9.8	A
3	85.0	0.21	8.8	A
4	87.0	0.28	11.7	B
5	88.0	0.30	12.2	B
6	84.0	0.31	13.1	B
7	89.0	0.34	13.8	B
8	89.0	0.28	11.2	B
9	87.0	0.35	14.6	B
10	88.0	0.28	11.4	B
Average:	**86.8**	**0.29**	**11.8**	**B**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.1	0.0	0.2	10
S	State Route 46	4	0.0	0.0	0.0	0.1	10
W	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	0.4	0.0	0.3	0.4	10
N	State Route 46	4	2.0	0.1	1.8	2.3	10
S	State Route 46	3	0.8	0.1	0.7	0.9	10
W	Willow Crest Drive	2	0.3	0.0	0.2	0.4	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.2	0.2	0.1	0.8	10
S	State Route 46	4	0.3	0.1	0.2	0.5	10
W	N Beacon Drive	9	19.3	3.4	15.3	25.7	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	11.8	0.9	10.3	13.3	10
N	State Route 46	4	7.3	0.5	6.6	8.4	10
S	State Route 46	3	6.6	0.4	5.9	7.2	10
W	Willow Crest Drive	2	11.8	1.7	8.8	14.6	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,508.0	0.26	0.6	A
2	1,515.0	0.21	0.5	A
3	1,504.0	0.43	1.0	A
4	1,504.0	0.20	0.5	A
5	1,510.0	0.33	0.8	A
6	1,510.0	0.25	0.6	A
7	1,516.0	0.26	0.6	A
8	1,507.0	0.26	0.6	A
9	1,509.0	0.31	0.8	A
10	1,512.0	0.28	0.7	A
Average:	**1,509.5**	**0.28**	**0.7**	**A**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,633.0	3.51	7.7	A
2	1,639.0	3.39	7.5	A
3	1,635.0	3.43	7.5	A
4	1,638.0	3.30	7.3	A
5	1,635.0	3.32	7.3	A
6	1,641.0	3.55	7.8	A
7	1,648.0	3.62	7.9	A
8	1,636.0	3.40	7.5	A
9	1,639.0	3.50	7.7	A
10	1,641.0	3.73	8.2	A
Average:	**1,638.5**	**3.48**	**7.6**	**A**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.3	0.1	0.2	0.4	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	3.5	0.1	3.3	3.7	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.7	0.2	0.5	1.0	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	7.6	0.3	7.3	8.2	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	500.0	0.01	0.1	A
2	494.0	0.01	0.1	A
3	473.0	0.05	0.4	A
4	486.0	0.01	0.1	A
5	457.0	0.01	0.1	A
6	488.0	0.01	0.1	A
7	446.0	0.00	0.0	A
8	478.0	0.01	0.1	A
9	482.0	0.02	0.2	A
10	442.0	0.01	0.1	A
Average:	**474.6**	**0.01**	**0.1**	**A**
NB TR on State Route 46: Superlink ID 6				
1	468.0	0.01	0.1	A
2	475.0	0.01	0.1	A
3	493.0	0.17	1.3	A
4	479.0	0.01	0.1	A
5	513.0	0.03	0.2	A
6	481.0	0.02	0.2	A
7	521.0	0.01	0.1	A
8	486.0	0.06	0.4	A
9	484.0	0.11	0.8	A
10	527.0	0.04	0.3	A
Average:	**492.7**	**0.05**	**0.4**	**A**
SB L on State Route 46: Superlink ID 4				
1	11.0	0.03	10.0	B
2	12.0	0.05	16.0	C
3	12.0	0.02	7.3	A
4	11.0	0.05	15.5	C
5	12.0	0.05	16.4	C
6	12.0	0.07	21.1	C
7	10.0	0.05	16.8	C
8	12.0	0.04	11.2	B
9	11.0	0.03	9.4	A
10	12.0	0.06	17.2	C
Average:	**11.5**	**0.05**	**14.1**	**B**

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	497.0	0.00	0.0	A
2	501.0	0.00	0.0	A
3	494.0	0.00	0.0	A
4	497.0	0.00	0.0	A
5	495.0	0.00	0.0	A
6	499.0	0.00	0.0	A
7	506.0	0.00	0.0	A
8	498.0	0.00	0.0	A
9	501.0	0.00	0.0	A
10	499.0	0.00	0.0	A
Average:	**498.7**	**0.00**	**0.0**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	32.0	0.20	23.0	C
2	33.0	0.14	15.3	C
3	32.0	0.18	20.7	C
4	31.0	0.13	15.6	C
5	33.0	0.24	25.7	D
6	30.0	0.14	17.3	C
7	33.0	0.20	21.4	C
8	33.0	0.15	16.7	C
9	31.0	0.16	18.3	C
10	32.0	0.17	19.1	C
Average:	**32.0**	**0.17**	**19.3**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	119.0	0.39	11.9	B
2	119.0	0.38	11.5	B
3	121.0	0.36	10.8	B
4	119.0	0.41	12.4	B
5	121.0	0.42	12.5	B
6	117.0	0.39	12.1	B
7	119.0	0.37	11.1	B
8	122.0	0.40	11.7	B
9	118.0	0.43	13.3	B
10	119.0	0.34	10.3	B
Average:	**119.4**	**0.39**	**11.8**	**B**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	11.0	0.03	10.3	B
2	13.0	0.04	12.2	B
3	11.0	0.03	8.7	A
4	12.0	0.05	14.2	B
5	11.0	0.03	10.3	B
6	10.0	0.04	16.1	B
7	12.0	0.04	11.9	B
8	9.0	0.04	15.8	B
9	11.0	0.03	11.0	B
10	11.0	0.04	13.7	B
Average:	**11.1**	**0.04**	**12.4**	**B**
NB T on State Route 46: Superlink ID 4				
1	480.0	0.98	7.3	A
2	494.0	1.03	7.5	A
3	481.0	1.04	7.8	A
4	478.0	0.91	6.9	A
5	477.0	0.86	6.5	A
6	497.0	0.96	7.0	A
7	465.0	0.92	7.1	A
8	492.0	0.94	6.9	A
9	480.0	0.88	6.6	A
10	482.0	1.09	8.2	A
Average:	**482.6**	**0.96**	**7.2**	**A**
NB TR on State Route 46: Superlink ID 4				
1	480.0	0.95	7.2	A
2	471.0	0.93	7.1	A
3	482.0	0.88	6.6	A
4	485.0	0.89	6.6	A
5	484.0	0.90	6.7	A
6	473.0	0.98	7.5	A
7	504.0	1.05	7.5	A
8	470.0	1.00	7.7	A
9	486.0	0.96	7.1	A
10	484.0	1.14	8.5	A
Average:	**481.9**	**0.97**	**7.3**	**A**
SB L on State Route 46: Superlink ID 3				
1	21.0	0.13	22.2	C
2	21.0	0.12	20.9	C
3	23.0	0.14	21.6	C
4	22.0	0.12	19.8	B

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	23.0	0.15	23.2	C
6	23.0	0.15	23.7	C
7	22.0	0.17	27.1	C
8	22.0	0.10	16.3	B
9	22.0	0.12	18.9	B
10	22.0	0.10	16.7	B
Average:	**22.1**	**0.13**	**21.0**	**C**
SB T on State Route 46: Superlink ID 3				
1	247.0	0.43	6.3	A
2	263.0	0.40	5.5	A
3	247.0	0.44	6.4	A
4	246.0	0.38	5.6	A
5	253.0	0.42	6.0	A
6	251.0	0.41	5.8	A
7	243.0	0.44	6.5	A
8	241.0	0.38	5.6	A
9	245.0	0.44	6.5	A
10	243.0	0.44	6.6	A
Average:	**247.9**	**0.42**	**6.1**	**A**
SB TR on State Route 46: Superlink ID 3				
1	188.0	0.31	5.9	A
2	174.0	0.26	5.4	A
3	185.0	0.34	6.5	A
4	189.0	0.26	4.9	A
5	178.0	0.23	4.8	A
6	186.0	0.31	6.0	A
7	194.0	0.30	5.5	A
8	191.0	0.27	5.0	A
9	190.0	0.27	5.2	A
10	192.0	0.30	5.6	A
Average:	**186.7**	**0.29**	**5.5**	**A**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	87.0	0.29	11.8	B
2	84.0	0.23	9.8	A
3	85.0	0.21	8.8	A
4	87.0	0.28	11.7	B
5	88.0	0.30	12.2	B
6	84.0	0.31	13.1	B
7	89.0	0.34	13.8	B
8	89.0	0.28	11.2	B

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	87.0	0.35	14.6	B
10	88.0	0.28	11.4	B
Average:	**86.8**	**0.29**	**11.8**	**B**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.1	10
NB TR	State Route 46	6	0.0	0.1	0.0	0.2	10
SB L	State Route 46	4	0.0	0.0	0.0	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	0.4	0.0	0.3	0.4	10
NB L	State Route 46	4	0.0	0.0	0.0	0.1	10
NB T	State Route 46	4	1.0	0.1	0.9	1.1	10
NB TR	State Route 46	4	1.0	0.1	0.9	1.1	10
SB L	State Route 46	3	0.1	0.0	0.1	0.2	10
SB T	State Route 46	3	0.4	0.0	0.4	0.4	10
SB TR	State Route 46	3	0.3	0.0	0.2	0.3	10
WB LTR	Willow Crest Drive	2	0.3	0.0	0.2	0.4	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.1	0.1	0.0	0.4	10
NB TR	State Route 46	6	0.4	0.4	0.1	1.3	10
SB L	State Route 46	4	14.1	4.4	7.3	21.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	19.3	3.4	15.3	25.7	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	11.8	0.9	10.3	13.3	10
NB L	State Route 46	4	12.4	2.5	8.7	16.1	10
NB T	State Route 46	4	7.2	0.5	6.5	8.2	10
NB TR	State Route 46	4	7.3	0.6	6.6	8.5	10
SB L	State Route 46	3	21.0	3.3	16.3	27.1	10
SB T	State Route 46	3	6.1	0.4	5.5	6.6	10
SB TR	State Route 46	3	5.5	0.5	4.8	6.5	10
WB LTR	Willow Crest Drive	2	11.8	1.7	8.8	14.6	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 13, 14, 12, 11, 17, 10 & 16

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on New Road - Lane ID 96						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	1.0	0.1	16.0	1.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.6	0.0	0.0	0.0	0.0%
5	120.0	0.8	0.0	0.0	0.0	0.0%
6	120.0	1.0	0.1	0.8	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.9	0.1	0.8	0.0	0.0%
9	120.0	1.0	0.1	15.0	1.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.7**	**0.0**	**3.3**	**0.2**	**0.0%**
EB T on New Road - Lane ID 76						
1	120.0	5.9	0.3	44.8	2.0	0.0%
2	120.0	5.6	0.3	25.5	1.0	0.0%
3	120.0	4.1	0.2	32.4	1.0	0.0%
4	120.0	3.5	0.2	17.6	1.0	0.0%
5	120.0	5.3	0.3	26.5	1.0	0.0%
6	120.0	4.6	0.3	18.8	1.0	0.0%
7	120.0	5.8	0.3	23.0	1.0	0.0%
8	120.0	3.8	0.2	23.6	1.0	0.0%
9	120.0	3.5	0.2	24.6	1.0	0.0%
10	120.0	7.9	0.4	40.3	2.0	0.0%
Average:	**120.0**	**5.0**	**0.3**	**27.7**	**1.2**	**0.0%**
NB R on State Route 46 - Lane ID 88						
1	120.0	1.7	0.1	16.7	1.0	0.0%
2	120.0	1.5	0.1	15.4	1.0	0.0%
3	120.0	1.8	0.1	16.2	1.0	0.0%
4	120.0	1.3	0.1	15.0	1.0	0.0%
5	120.0	1.8	0.1	16.2	1.0	0.0%
6	120.0	1.8	0.1	15.5	1.0	0.0%
7	120.0	1.5	0.1	15.6	1.0	0.0%
8	120.0	1.2	0.1	16.9	1.0	0.0%
9	120.0	1.4	0.1	14.4	1.0	0.0%
10	120.0	1.1	0.1	16.2	1.0	0.0%

Lane Queue by Intersection

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on State Route 46 - Lane ID 88						
Average:	**120.0**	**1.5**	**0.1**	**15.8**	**1.0**	**0.0%**
NEB T on State Route 46 - Lane ID 70						
1	120.0	14.9	0.6	76.1	3.0	0.0%
2	120.0	11.2	0.5	66.3	3.0	0.0%
3	120.0	13.4	0.6	69.2	3.0	0.0%
4	120.0	15.3	0.6	76.3	3.0	0.0%
5	120.0	8.8	0.4	50.1	2.0	0.0%
6	120.0	11.4	0.5	70.2	3.0	0.0%
7	120.0	12.4	0.5	71.4	3.0	0.0%
8	120.0	12.8	0.6	70.9	3.0	0.0%
9	120.0	12.0	0.5	67.8	3.0	0.0%
10	120.0	11.8	0.5	75.9	3.0	0.0%
Average:	**120.0**	**12.4**	**0.5**	**69.4**	**2.9**	**0.0%**
SB T on State Route 46 - Lane ID 73						
1	120.0	3.2	0.2	22.8	1.0	0.0%
2	120.0	3.5	0.2	25.9	1.0	0.0%
3	120.0	3.3	0.2	18.7	1.0	0.0%
4	120.0	4.2	0.2	21.1	1.0	0.0%
5	120.0	3.1	0.2	18.6	1.0	0.0%
6	120.0	6.0	0.3	46.1	2.0	0.0%
7	120.0	5.1	0.3	25.3	1.0	0.0%
8	120.0	3.9	0.2	21.8	1.0	0.0%
9	120.0	4.0	0.2	29.0	1.0	0.0%
10	120.0	4.3	0.2	26.7	1.0	0.0%
Average:	**120.0**	**4.1**	**0.2**	**25.6**	**1.1**	**0.0%**
SB T on State Route 46 - Lane ID 74						
1	120.0	1.4	0.1	14.3	1.0	0.0%
2	120.0	2.1	0.1	15.2	1.0	0.0%
3	120.0	1.7	0.1	15.0	1.0	0.0%
4	120.0	1.2	0.1	16.0	1.0	0.0%
5	120.0	1.0	0.1	0.8	0.0	0.0%
6	120.0	1.3	0.1	14.9	1.0	0.0%
7	120.0	2.1	0.1	15.6	1.0	0.0%
8	120.0	1.4	0.1	15.2	1.0	0.0%
9	120.0	0.8	0.1	0.7	0.0	0.0%
10	120.0	0.8	0.1	0.6	0.0	0.0%
Average:	**120.0**	**1.4**	**0.1**	**10.8**	**0.7**	**0.0%**

Lane Queue by Intersection

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on New Road - Lane ID 92						
1	120.0	17.6	0.8	73.4	3.0	0.0%
2	120.0	16.9	0.7	83.4	3.0	0.0%
3	120.0	12.5	0.6	47.6	2.0	0.0%
4	120.0	28.7	1.2	101.9	3.0	0.0%
5	120.0	14.6	0.7	51.0	2.0	0.0%
6	120.0	28.5	1.2	97.1	3.0	0.0%
7	120.0	25.5	1.0	117.0	5.0	0.0%
8	120.0	31.9	1.3	181.5	5.1	0.0%
9	120.0	23.8	1.0	95.7	4.0	0.0%
10	120.0	17.8	0.8	64.3	3.0	0.0%
Average:	**120.0**	**21.8**	**0.9**	**91.3**	**3.3**	**0.0%**
WB T on New Road - Lane ID 68						
1	120.0	5.0	0.3	20.5	1.0	0.0%
2	120.0	4.6	0.2	18.0	1.0	0.0%
3	120.0	2.1	0.1	17.2	1.0	0.0%
4	120.0	3.3	0.2	18.5	1.0	0.0%
5	120.0	5.6	0.3	28.6	1.0	0.0%
6	120.0	3.7	0.2	19.6	1.0	0.0%
7	120.0	3.8	0.2	18.7	1.0	0.0%
8	120.0	3.2	0.2	18.8	1.0	0.0%
9	120.0	5.3	0.2	24.9	1.0	0.0%
10	120.0	3.2	0.2	19.0	1.0	0.0%
Average:	**120.0**	**4.0**	**0.2**	**20.4**	**1.0**	**0.0%**

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 28						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 59						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.1	4.5	1.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.1	0.2	0.0	0.0%
5	120.0	0.4	0.1	5.3	1.0	0.0%
6	120.0	0.3	0.1	4.8	1.0	0.0%
7	120.0	0.2	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.1	2.8	1.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.5	0.1	6.7	1.0	0.0%
Average:	**120.0**	**0.3**	**0.1**	**2.4**	**0.5**	**0.0%**
SB T on State Route 46 - Lane ID 60						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on State Route 46 - Lane ID 60						
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 61						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	4.2	0.2	17.5	1.0	0.0%
2	120.0	2.5	0.1	19.1	1.0	0.0%
3	120.0	2.7	0.2	17.5	1.0	0.0%
4	120.0	2.6	0.1	15.9	1.0	0.0%
5	120.0	5.1	0.3	20.4	1.0	0.0%
6	120.0	2.3	0.1	16.5	1.0	0.0%
7	120.0	3.3	0.2	17.5	1.0	0.0%
8	120.0	3.3	0.2	17.9	1.0	0.0%
9	120.0	3.2	0.2	17.5	1.0	0.0%
10	120.0	2.5	0.1	16.5	1.0	0.0%
Average:	**120.0**	**3.2**	**0.2**	**17.6**	**1.0**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	120.0	5.2	0.3	19.4	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
2	120.0	7.1	0.4	45.7	2.0	0.0%
3	120.0	4.8	0.3	37.0	2.0	0.0%
4	120.0	8.0	0.4	40.1	2.0	0.0%
5	120.0	7.9	0.4	47.1	2.0	0.0%
6	120.0	8.2	0.4	44.9	2.0	0.0%
7	120.0	6.4	0.4	22.6	1.0	0.0%
8	120.0	6.8	0.3	40.0	2.0	0.0%
9	120.0	9.0	0.5	40.8	2.0	0.0%
10	120.0	8.0	0.4	43.9	2.0	0.0%
Average:	**120.0**	**7.1**	**0.4**	**38.2**	**1.8**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	0.5	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.1	0.3	0.0	0.0%
5	120.0	0.9	0.0	0.0	0.0	0.0%
6	120.0	0.9	0.1	6.4	1.0	0.0%
7	120.0	0.2	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.7**	**0.1**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	14.3	0.6	68.5	3.0	0.0%
2	120.0	18.3	0.8	92.5	4.0	0.0%
3	120.0	14.3	0.6	79.0	3.0	0.0%
4	120.0	15.0	0.6	74.4	3.0	0.0%
5	120.0	9.7	0.4	70.5	3.0	0.0%
6	120.0	13.6	0.6	74.5	3.0	0.0%
7	120.0	12.7	0.5	70.8	3.0	0.0%
8	120.0	14.6	0.7	74.0	3.0	0.0%
9	120.0	12.0	0.5	68.2	3.0	0.0%
10	120.0	11.0	0.5	63.4	3.0	0.0%
Average:	**120.0**	**13.6**	**0.6**	**73.6**	**3.1**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	13.1	0.6	73.9	3.0	0.0%
2	120.0	18.1	0.8	77.4	3.0	0.0%
3	120.0	12.3	0.6	69.0	3.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on State Route 46 - Lane ID 16						
4	120.0	13.2	0.6	76.4	3.0	0.0%
5	120.0	10.6	0.4	71.8	3.0	0.0%
6	120.0	12.5	0.6	88.5	4.0	0.0%
7	120.0	15.3	0.7	90.2	3.0	0.0%
8	120.0	15.1	0.7	72.6	3.0	0.0%
9	120.0	10.5	0.5	63.0	3.0	0.0%
10	120.0	14.0	0.6	82.3	3.0	0.0%
Average:	**120.0**	**13.5**	**0.6**	**76.5**	**3.1**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	0.7	0.1	5.9	1.0	0.0%
2	120.0	1.4	0.1	14.5	1.0	0.0%
3	120.0	1.7	0.1	9.2	1.0	0.0%
4	120.0	1.0	0.1	7.1	1.0	0.0%
5	120.0	0.9	0.1	7.1	1.0	0.0%
6	120.0	1.0	0.1	7.0	1.0	0.0%
7	120.0	1.6	0.1	15.3	1.0	0.0%
8	120.0	0.6	0.1	4.6	1.0	0.0%
9	120.0	1.0	0.1	8.5	1.0	0.0%
10	120.0	0.8	0.1	6.3	1.0	0.0%
Average:	**120.0**	**1.1**	**0.1**	**8.6**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	5.9	0.3	37.0	2.0	0.0%
2	120.0	8.8	0.4	47.1	2.0	0.0%
3	120.0	6.2	0.3	44.1	1.0	0.0%
4	120.0	6.0	0.3	41.8	2.0	0.0%
5	120.0	4.6	0.2	39.1	2.0	0.0%
6	120.0	5.5	0.3	22.3	1.0	0.0%
7	120.0	6.1	0.3	40.6	2.0	0.0%
8	120.0	5.7	0.3	40.9	2.0	0.0%
9	120.0	4.6	0.2	22.1	1.0	0.0%
10	120.0	3.0	0.2	17.7	1.0	0.0%
Average:	**120.0**	**5.6**	**0.3**	**35.3**	**1.6**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	6.0	0.3	42.5	2.0	0.0%
2	120.0	2.9	0.2	17.3	1.0	0.0%
3	120.0	4.5	0.2	21.1	1.0	0.0%
4	120.0	3.4	0.2	18.6	1.0	0.0%
5	120.0	2.9	0.2	16.5	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on State Route 46 - Lane ID 64						
6	120.0	3.9	0.2	18.6	1.0	0.0%
7	120.0	4.1	0.2	19.0	1.0	0.0%
8	120.0	3.4	0.2	20.7	1.0	0.0%
9	120.0	2.7	0.2	16.0	1.0	0.0%
10	120.0	2.8	0.2	18.5	1.0	0.0%
Average:	**120.0**	**3.7**	**0.2**	**20.9**	**1.1**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	5.6	0.3	36.0	2.0	0.0%
2	120.0	4.3	0.3	25.5	1.0	0.0%
3	120.0	3.0	0.2	18.7	1.0	0.0%
4	120.0	5.1	0.2	40.1	1.0	0.0%
5	120.0	5.6	0.3	41.5	2.0	0.0%
6	120.0	7.4	0.3	45.0	2.0	0.0%
7	120.0	4.7	0.3	39.7	2.0	0.0%
8	120.0	3.8	0.2	17.1	1.0	0.0%
9	120.0	6.4	0.3	42.4	2.0	0.0%
10	120.0	4.9	0.3	21.2	1.0	0.0%
Average:	**120.0**	**5.1**	**0.3**	**32.7**	**1.5**	**0.0%**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	4.0	1.1	2.1	5.6	10
EB T	76	New Road	5.0	1.4	3.5	7.9	10
WB R	92	New Road	21.8	6.7	12.5	31.9	10
EB R	96	New Road	0.7	0.3	0.3	1.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	12.4	1.9	8.8	15.3	10
SB T	73	State Route 46	4.1	0.9	3.1	6.0	10
SB T	74	State Route 46	1.4	0.5	0.8	2.1	10
NB R	88	State Route 46	1.5	0.3	1.1	1.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	3.2	0.9	2.3	5.1	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.1	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.3	0.1	0.1	0.5	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	7.1	1.4	4.8	9.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.5	0.3	0.2	0.9	10
NB T	15	State Route 46	13.6	2.4	9.7	18.3	10
NB TR	16	State Route 46	13.5	2.3	10.5	18.1	10
SB L	62	State Route 46	1.1	0.4	0.6	1.7	10
SB T	63	State Route 46	5.6	1.5	3.0	8.8	10
SB TR	64	State Route 46	3.7	1.0	2.7	6.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	5.1	1.3	3.0	7.4	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	0.2	0.1	0.1	0.3	10
EB T	76	New Road	0.3	0.1	0.2	0.4	10
WB R	92	New Road	0.9	0.2	0.6	1.3	10
EB R	96	New Road	0.0	0.1	0.0	0.1	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	0.5	0.1	0.4	0.6	10
SB T	73	State Route 46	0.2	0.0	0.2	0.3	10
SB T	74	State Route 46	0.1	0.0	0.1	0.1	10
NB R	88	State Route 46	0.1	0.0	0.1	0.1	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.2	0.1	0.1	0.3	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.1	0.1	0.0	0.1	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.4	0.1	0.3	0.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.1	10
NB T	15	State Route 46	0.6	0.1	0.4	0.8	10
NB TR	16	State Route 46	0.6	0.1	0.4	0.8	10
SB L	62	State Route 46	0.1	0.0	0.1	0.1	10
SB T	63	State Route 46	0.3	0.1	0.2	0.4	10
SB TR	64	State Route 46	0.2	0.0	0.2	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.3	0.0	0.2	0.3	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	20.4	3.6	17.2	28.6	10
EB T	76	New Road	27.7	8.9	17.6	44.8	10
WB R	92	New Road	91.3	38.9	47.6	181.5	10
EB R	96	New Road	3.3	6.5	0.0	16.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	69.4	7.6	50.1	76.3	10
SB T	73	State Route 46	25.6	8.0	18.6	46.1	10
SB T	74	State Route 46	10.8	7.0	0.6	16.0	10
NB R	88	State Route 46	15.8	0.8	14.4	16.9	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	17.6	1.3	15.9	20.4	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	2.4	2.7	0.0	6.7	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	38.2	9.6	19.4	47.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.7	2.0	0.0	6.4	10
NB T	15	State Route 46	73.6	7.9	63.4	92.5	10
NB TR	16	State Route 46	76.5	8.5	63.0	90.2	10
SB L	62	State Route 46	8.6	3.6	4.6	15.3	10
SB T	63	State Route 46	35.3	10.5	17.7	47.1	10
SB TR	64	State Route 46	20.9	7.8	16.0	42.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	32.7	10.9	17.1	45.0	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	1.0	0.0	1.0	1.0	10
EB T	76	New Road	1.2	0.4	1.0	2.0	10
WB R	92	New Road	3.3	1.1	2.0	5.1	10
EB R	96	New Road	0.2	0.4	0.0	1.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	2.9	0.3	2.0	3.0	10
SB T	73	State Route 46	1.1	0.3	1.0	2.0	10
SB T	74	State Route 46	0.7	0.5	0.0	1.0	10
NB R	88	State Route 46	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.5	0.5	0.0	1.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	1.8	0.4	1.0	2.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.1	0.3	0.0	1.0	10
NB T	15	State Route 46	3.1	0.3	3.0	4.0	10
NB TR	16	State Route 46	3.1	0.3	3.0	4.0	10
SB L	62	State Route 46	1.0	0.0	1.0	1.0	10
SB T	63	State Route 46	1.6	0.5	1.0	2.0	10
SB TR	64	State Route 46	1.1	0.3	1.0	2.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	1.5	0.5	1.0	2.0	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	0.0	0.0	0.0	0.0	10
EB T	76	New Road	0.0	0.0	0.0	0.0	10
WB R	92	New Road	0.0	0.0	0.0	0.0	10
EB R	96	New Road	0.0	0.0	0.0	0.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	0.0	0.0	0.0	0.0	10
SB T	73	State Route 46	0.0	0.0	0.0	0.0	10
SB T	74	State Route 46	0.0	0.0	0.0	0.0	10
NB R	88	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.0	0.0	0.0	0.0	10
SB T	61	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.0	0.0	0.0	0.0	10
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on New Road: Lane ID 96				
1	121.0	0.10	3.1	A
2	120.0	0.12	3.7	A
3	120.0	0.10	2.9	A
4	119.0	0.12	3.5	A
5	119.0	0.10	3.0	A
6	120.0	0.11	3.4	A
7	120.0	0.10	3.1	A
8	119.0	0.12	3.5	A
9	120.0	0.11	3.3	A
10	119.0	0.10	3.1	A
Average:	**119.0**	**0.11**	**3.3**	**A**
EB T on New Road: Lane ID 76				
1	282.0	0.47	6.0	A
2	282.0	0.44	5.6	A
3	282.0	0.46	5.9	A
4	281.0	0.45	5.7	A
5	281.0	0.46	5.9	A
6	282.0	0.48	6.2	A
7	282.0	0.48	6.2	A
8	282.0	0.47	6.0	A
9	281.0	0.43	5.5	A
10	282.0	0.52	6.7	A
Average:	**281.0**	**0.47**	**6.0**	**A**
NB R on State Route 46: Lane ID 88				
1	43.0	0.13	11.3	B
2	43.0	0.15	12.6	B
3	44.0	0.13	10.4	B
4	44.0	0.14	11.2	B
5	43.0	0.12	10.4	B
6	44.0	0.11	9.4	A
7	43.0	0.13	11.1	B
8	43.0	0.14	11.4	B
9	43.0	0.13	11.2	B
10	42.0	0.11	9.3	A
Average:	**43.0**	**0.13**	**10.8**	**B**

Roundabout LOS by Lane

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB T on State Route 46: Lane ID 70				
1	611.0	1.46	8.6	A
2	608.0	1.35	8.0	A
3	608.0	1.38	8.1	A
4	609.0	1.42	8.4	A
5	609.0	1.35	8.0	A
6	606.0	1.28	7.6	A
7	608.0	1.38	8.2	A
8	604.0	1.35	8.1	A
9	611.0	1.38	8.1	A
10	607.0	1.38	8.2	A
Average:	**608.0**	**1.37**	**8.1**	**A**
SB T on State Route 46: Lane ID 73				
1	311.0	0.52	6.0	A
2	315.0	0.52	5.9	A
3	312.0	0.52	6.0	A
4	311.0	0.53	6.1	A
5	303.0	0.50	5.9	A
6	288.0	0.53	6.6	A
7	311.0	0.53	6.1	A
8	293.0	0.49	6.0	A
9	300.0	0.47	5.6	A
10	314.0	0.50	5.7	A
Average:	**305.0**	**0.51**	**6.0**	**A**
SB T on State Route 46: Lane ID 74				
1	188.0	0.26	5.0	A
2	187.0	0.24	4.7	A
3	188.0	0.26	5.0	A
4	184.0	0.24	4.7	A
5	201.0	0.26	4.6	A
6	204.0	0.26	4.6	A
7	199.0	0.28	5.0	A
8	209.0	0.26	4.4	A
9	201.0	0.27	4.8	A
10	192.0	0.24	4.5	A
Average:	**195.0**	**0.26**	**4.7**	**A**
WB R on New Road: Lane ID 92				
1	250.0	0.99	14.2	B
2	251.0	0.96	13.8	B

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT **NODE: 9**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	248.0	0.98	14.2	B
4	250.0	1.34	19.3	C
5	251.0	0.99	14.2	B
6	250.0	1.28	18.5	C
7	253.0	1.34	19.1	C
8	250.0	1.52	21.9	C
9	248.0	1.24	18.1	C
10	250.0	1.03	14.9	B
Average:	**250.0**	**1.17**	**16.8**	**C**
WB T on New Road: Lane ID 68				
1	163.0	0.33	7.3	A
2	163.0	0.33	7.3	A
3	166.0	0.27	6.0	A
4	161.0	0.33	7.4	A
5	162.0	0.33	7.4	A
6	164.0	0.31	6.7	A
7	161.0	0.32	7.1	A
8	164.0	0.30	6.5	A
9	165.0	0.33	7.2	A
10	163.0	0.32	7.0	A
Average:	**163.0**	**0.32**	**7.0**	**A**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	68	New Road	0.3	0.0	0.3	0.3	10
NEB T	70	State Route 46	1.4	0.0	1.3	1.5	10
SB T	73	State Route 46	0.5	0.0	0.5	0.5	10
SB T	74	State Route 46	0.3	0.0	0.2	0.3	10
EB T	76	New Road	0.5	0.0	0.4	0.5	10
NB R	88	State Route 46	0.1	0.0	0.1	0.2	10
WB R	92	New Road	1.2	0.2	1.0	1.5	10
EB R	96	New Road	0.1	0.0	0.1	0.1	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	68	New Road	7.0	0.5	6.0	7.4	10
NEB T	70	State Route 46	8.1	0.3	7.6	8.6	10
SB T	73	State Route 46	6.0	0.3	5.6	6.6	10
SB T	74	State Route 46	4.7	0.2	4.4	5.0	10
EB T	76	New Road	6.0	0.3	5.5	6.7	10
NB R	88	State Route 46	10.8	1.0	9.3	12.6	10
WB R	92	New Road	16.8	2.9	13.8	21.9	10
EB R	96	New Road	3.3	0.3	2.9	3.7	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,969.0	4.26	7.8	A
2	1,969.0	4.12	7.5	A
3	1,968.0	4.10	7.5	A
4	1,959.0	4.55	8.4	A
5	1,969.0	4.12	7.5	A
6	1,958.0	4.37	8.0	A
7	1,977.0	4.57	8.3	A
8	1,964.0	4.64	8.5	A
9	1,969.0	4.36	8.0	A
10	1,969.0	4.20	7.7	A
Average:	**1,967.1**	**4.33**	**7.9**	**A**

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	4.3	0.2	4.1	4.6	10

Project: RT Bypass Lanes
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	7.9	0.4	7.5	8.5	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	933.0	0.06	0.2	A
2	922.0	0.03	0.1	A
3	928.0	0.05	0.2	A
4	927.0	0.03	0.1	A
5	936.0	0.05	0.2	A
6	945.0	0.19	0.7	A
7	925.0	0.03	0.1	A
8	937.0	0.07	0.3	A
9	920.0	0.16	0.6	A
10	930.0	0.38	1.5	A
Average:	**930.3**	**0.11**	**0.4**	**A**
SB on State Route 46: Superlink ID 4				
1	1,029.0	20.74	72.6	F
2	1,094.0	20.72	68.2	F
3	1,068.0	20.28	68.3	F
4	1,110.0	19.71	63.9	F
5	1,097.0	15.99	52.5	F
6	1,049.0	19.78	67.9	F
7	1,117.0	17.75	57.2	F
8	1,079.0	21.54	71.9	F
9	1,076.0	22.39	74.9	F
10	1,085.0	18.22	60.5	F
Average:	**1,080.4**	**19.71**	**65.8**	**F**
WB on N Beacon Drive: Superlink ID 9				
1	10.0	0.10	37.4	E
2	14.0	3.39	871.3	F
3	14.0	1.12	287.6	F
4	14.0	0.77	198.4	F
5	12.0	0.78	233.7	F
6	15.0	2.32	557.7	F
7	27.0	0.79	104.8	F
8	10.0	1.25	450.8	F
9	23.0	8.35	1,307.2	F

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	29.0	1.86	230.8	F
Average:	**16.8**	**2.07**	**428.0**	**F**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	68.0	1.24	65.7	E
2	71.0	1.41	71.7	E
3	73.0	1.09	53.7	D
4	71.0	0.89	44.9	D
5	71.0	1.50	76.3	E
6	68.0	1.23	65.2	E
7	72.0	0.63	31.4	C
8	70.0	1.03	53.1	D
9	70.0	2.56	131.9	F
10	69.0	0.94	48.9	D
Average:	**70.3**	**1.25**	**64.3**	**E**
NB on State Route 46: Superlink ID 4				
1	927.0	4.93	19.2	B
2	925.0	5.31	20.7	C
3	931.0	5.14	19.9	B
4	939.0	4.49	17.2	B
5	935.0	4.33	16.7	B
6	944.0	6.34	24.2	C
7	939.0	4.10	15.7	B
8	938.0	4.51	17.3	B
9	921.0	5.29	20.7	C
10	936.0	5.00	19.2	B
Average:	**933.5**	**4.94**	**19.1**	**B**
SB on State Route 46: Superlink ID 3				
1	1,041.0	21.26	73.5	E
2	1,099.0	17.72	58.0	E
3	1,041.0	19.57	67.7	E
4	1,112.0	18.30	59.3	E
5	1,101.0	13.03	42.6	D
6	1,056.0	20.54	70.0	E
7	1,106.0	14.40	46.9	D
8	1,094.0	19.67	64.7	E
9	1,089.0	20.86	69.0	E

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,067.0	15.82	53.4	D
Average:	**1,080.6**	**18.12**	**60.5**	**E**
WB on Willow Crest Drive: Superlink ID 2				
1	130.0	7.00	193.8	F
2	135.0	8.91	237.7	F
3	178.0	3.70	74.8	E
4	156.0	7.92	182.9	F
5	135.0	4.63	123.5	F
6	136.0	9.34	247.3	F
7	168.0	5.27	112.9	F
8	131.0	11.02	302.8	F
9	113.0	9.14	291.3	F
10	173.0	3.17	66.0	E
Average:	**145.5**	**7.01**	**183.3**	**F**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.1	0.0	0.4	10
S	State Route 46	4	19.7	1.9	16.0	22.4	10
W	N Beacon Drive	9	2.1	2.4	0.1	8.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	1.3	0.5	0.6	2.6	10
N	State Route 46	4	4.9	0.6	4.1	6.3	10
S	State Route 46	3	18.1	2.8	13.0	21.3	10
W	Willow Crest Drive	2	7.0	2.7	3.2	11.0	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.4	0.4	0.1	1.5	10
S	State Route 46	4	65.8	7.2	52.5	74.9	10
W	N Beacon Drive	9	428.0	393.4	37.4	1,307.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	64.3	27.3	31.4	131.9	10
N	State Route 46	4	19.1	2.5	15.7	24.2	10
S	State Route 46	3	60.5	10.4	42.6	73.5	10
W	Willow Crest Drive	2	183.3	86.4	66.0	302.8	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,972.0	20.90	38.2	E
2	2,030.0	24.14	42.8	E
3	2,010.0	21.44	38.4	E
4	2,051.0	20.51	36.0	E
5	2,045.0	16.83	29.6	D
6	2,009.0	22.29	39.9	E
7	2,069.0	18.56	32.3	D
8	2,026.0	22.86	40.6	E
9	2,019.0	30.90	55.1	F
10	2,044.0	20.47	36.0	E
Average:	**2,027.5**	**21.89**	**38.9**	**E**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,166.0	34.44	57.2	E
2	2,230.0	33.36	53.9	D
3	2,223.0	29.50	47.8	D
4	2,278.0	31.60	49.9	D
5	2,242.0	23.50	37.7	D
6	2,204.0	37.45	61.2	E
7	2,285.0	24.39	38.4	D
8	2,233.0	36.23	58.4	E
9	2,193.0	37.86	62.2	E
10	2,245.0	24.93	40.0	D
Average:	**2,229.9**	**31.33**	**50.7**	**D**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	21.9	3.8	16.8	30.9	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	31.3	5.5	23.5	37.9	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	38.9	6.9	29.6	55.1	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	50.7	9.4	37.7	62.2	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	460.0	0.04	0.3	A
2	450.0	0.02	0.1	A
3	479.0	0.02	0.1	A
4	460.0	0.01	0.1	A
5	472.0	0.01	0.1	A
6	458.0	0.18	1.4	A
7	440.0	0.02	0.2	A
8	439.0	0.01	0.1	A
9	467.0	0.12	1.0	A
10	449.0	0.37	2.9	A
Average:	**457.4**	**0.08**	**0.6**	**A**
NB TR on State Route 46: Superlink ID 6				
1	473.0	0.02	0.2	A
2	472.0	0.01	0.1	A
3	449.0	0.03	0.2	A
4	467.0	0.02	0.1	A
5	464.0	0.04	0.3	A
6	487.0	0.00	0.0	A
7	485.0	0.01	0.0	A
8	498.0	0.05	0.4	A
9	453.0	0.03	0.3	A
10	481.0	0.02	0.1	A
Average:	**472.9**	**0.02**	**0.2**	**A**
SB L on State Route 46: Superlink ID 4				
1	24.0	0.55	83.1	F
2	27.0	0.51	68.4	F
3	27.0	0.48	63.9	F
4	27.0	0.50	66.7	F
5	26.0	0.40	55.6	F
6	26.0	0.47	65.7	F
7	25.0	0.42	59.9	F
8	25.0	0.51	73.3	F
9	27.0	0.52	68.7	F
10	26.0	0.43	60.0	F
Average:	**26.0**	**0.48**	**66.5**	**F**

Intersection LOS by Lane Group

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	1,005.0	20.18	72.3	F
2	1,067.0	20.21	68.2	F
3	1,041.0	19.80	68.5	F
4	1,083.0	19.21	63.9	F
5	1,071.0	15.59	52.4	F
6	1,023.0	19.30	67.9	F
7	1,092.0	17.33	57.1	F
8	1,054.0	21.03	71.8	F
9	1,049.0	21.87	75.1	F
10	1,059.0	17.79	60.5	F
Average:	**1,054.4**	**19.23**	**65.8**	**F**
WB LR on N Beacon Drive: Superlink ID 9				
1	10.0	0.10	37.4	E
2	14.0	3.39	871.3	F
3	14.0	1.12	287.6	F
4	14.0	0.77	198.4	F
5	12.0	0.78	233.7	F
6	15.0	2.32	557.7	F
7	27.0	0.79	104.8	F
8	10.0	1.25	450.8	F
9	23.0	8.35	1,307.2	F
10	29.0	1.86	230.8	F
Average:	**16.8**	**2.07**	**428.0**	**F**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	68.0	1.24	65.7	E
2	71.0	1.41	71.7	E
3	73.0	1.09	53.7	D
4	71.0	0.89	44.9	D
5	71.0	1.50	76.3	E
6	68.0	1.23	65.2	E
7	72.0	0.63	31.4	C
8	70.0	1.03	53.1	D
9	70.0	2.56	131.9	F
10	69.0	0.94	48.9	D
Average:	**70.3**	**1.25**	**64.3**	**E**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	41.0	2.18	191.8	F
2	44.0	2.52	206.1	F
3	43.0	2.44	204.2	F
4	43.0	1.83	153.2	F
5	41.0	2.02	177.0	F
6	42.0	3.56	305.3	F
7	47.0	1.63	124.7	F
8	41.0	1.91	167.3	F
9	41.0	2.36	207.6	F
10	43.0	2.27	190.3	F
Average:	**42.6**	**2.27**	**192.8**	**F**
NB T on State Route 46: Superlink ID 4				
1	411.0	1.22	10.7	B
2	422.0	1.31	11.1	B
3	441.0	1.33	10.9	B
4	438.0	1.26	10.4	B
5	429.0	1.11	9.3	A
6	422.0	1.27	10.9	B
7	441.0	1.15	9.4	A
8	428.0	1.24	10.4	B
9	420.0	1.33	11.4	B
10	411.0	1.32	11.5	B
Average:	**426.3**	**1.25**	**10.6**	**B**
NB TR on State Route 46: Superlink ID 4				
1	475.0	1.53	11.6	B
2	459.0	1.49	11.7	B
3	447.0	1.37	11.0	B
4	458.0	1.39	10.9	B
5	465.0	1.21	9.4	A
6	480.0	1.51	11.3	B
7	451.0	1.32	10.5	B
8	469.0	1.37	10.5	B
9	460.0	1.60	12.5	B
10	482.0	1.41	10.6	B
Average:	**464.6**	**1.42**	**11.0**	**B**
SB L on State Route 46: Superlink ID 3				
1	66.0	0.97	53.1	D
2	67.0	0.84	45.3	D
3	62.0	0.88	51.2	D
4	68.0	0.82	43.3	D

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	68.0	0.77	41.0	D
6	64.0	1.10	62.0	E
7	67.0	0.73	39.5	D
8	68.0	0.98	51.7	D
9	69.0	0.96	50.2	D
10	65.0	0.74	41.2	D
Average:	**66.4**	**0.88**	**47.9**	**D**
SB T on State Route 46: Superlink ID 3				
1	328.0	8.00	87.9	F
2	370.0	7.14	69.5	E
3	358.0	7.90	79.4	E
4	381.0	7.07	66.8	E
5	387.0	5.96	55.5	E
6	335.0	8.91	95.8	F
7	407.0	6.45	57.1	E
8	350.0	8.72	89.7	F
9	364.0	8.57	84.8	F
10	384.0	6.86	64.3	E
Average:	**366.4**	**7.56**	**75.1**	**E**
SB TR on State Route 46: Superlink ID 3				
1	647.0	12.29	68.4	E
2	662.0	9.74	52.9	D
3	621.0	10.79	62.5	E
4	663.0	10.42	56.6	E
5	646.0	6.29	35.0	D
6	657.0	10.52	57.7	E
7	632.0	7.21	41.1	D
8	676.0	9.97	53.1	D
9	656.0	11.33	62.2	E
10	618.0	8.22	47.9	D
Average:	**647.8**	**9.68**	**53.7**	**D**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	130.0	7.00	193.8	F
2	135.0	8.91	237.7	F
3	178.0	3.70	74.8	E
4	156.0	7.92	182.9	F
5	135.0	4.63	123.5	F
6	136.0	9.34	247.3	F
7	168.0	5.27	112.9	F
8	131.0	11.02	302.8	F

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	113.0	9.14	291.3	F
10	173.0	3.17	66.0	E
Average:	**145.5**	**7.01**	**183.3**	**F**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.1	0.1	0.0	0.4	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB L	State Route 46	4	0.5	0.0	0.4	0.6	10
SB T	State Route 46	4	19.2	1.9	15.6	21.9	10
WB LR	N Beacon Drive	9	2.1	2.4	0.1	8.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	1.3	0.5	0.6	2.6	10
NB L	State Route 46	4	2.3	0.5	1.6	3.6	10
NB T	State Route 46	4	1.3	0.1	1.1	1.3	10
NB TR	State Route 46	4	1.4	0.1	1.2	1.6	10
SB L	State Route 46	3	0.9	0.1	0.7	1.1	10
SB T	State Route 46	3	7.6	1.0	6.0	8.9	10
SB TR	State Route 46	3	9.7	1.9	6.3	12.3	10
WB LTR	Willow Crest Drive	2	7.0	2.7	3.2	11.0	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.6	0.9	0.1	2.9	10
NB TR	State Route 46	6	0.2	0.1	0.0	0.4	10
SB L	State Route 46	4	66.5	7.8	55.6	83.1	10
SB T	State Route 46	4	65.8	7.2	52.4	75.1	10
WB LR	N Beacon Drive	9	428.0	393.4	37.4	1,307.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	64.3	27.3	31.4	131.9	10
NB L	State Route 46	4	192.8	47.5	124.7	305.3	10
NB T	State Route 46	4	10.6	0.8	9.3	11.5	10
NB TR	State Route 46	4	11.0	0.8	9.4	12.5	10
SB L	State Route 46	3	47.9	7.1	39.5	62.0	10
SB T	State Route 46	3	75.1	14.3	55.5	95.8	10
SB TR	State Route 46	3	53.7	10.2	35.0	68.4	10
WB LTR	Willow Crest Drive	2	183.3	86.4	66.0	302.8	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 13, 14, 12, 11, 17, 10 & 16

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on New Road - Lane ID 96						
1	120.0	3.3	0.2	18.2	1.0	0.0%
2	120.0	8.7	0.3	45.2	2.0	0.0%
3	120.0	4.3	0.2	20.3	1.0	0.0%
4	120.0	5.6	0.3	23.2	1.0	0.0%
5	120.0	4.4	0.2	17.9	1.0	0.0%
6	120.0	4.8	0.2	21.8	1.0	0.0%
7	120.0	6.5	0.3	26.0	1.0	0.0%
8	120.0	3.8	0.2	18.1	1.0	0.0%
9	120.0	4.2	0.2	18.2	1.0	0.0%
10	120.0	3.9	0.2	19.2	1.0	0.0%
Average:	**120.0**	**5.0**	**0.2**	**22.8**	**1.1**	**0.0%**
EB T on New Road - Lane ID 76						
1	120.0	17.5	0.7	73.7	3.0	0.0%
2	120.0	19.3	0.9	75.6	3.0	0.0%
3	120.0	17.9	0.8	77.6	3.0	0.0%
4	120.0	20.6	0.9	83.8	3.0	0.0%
5	120.0	21.9	1.0	90.7	3.0	0.0%
6	120.0	20.3	0.9	76.5	3.0	0.0%
7	120.0	16.2	0.7	91.4	3.0	0.0%
8	120.0	13.7	0.7	48.8	2.0	0.0%
9	120.0	29.4	1.2	110.5	4.0	0.0%
10	120.0	16.2	0.7	63.6	2.0	0.0%
Average:	**120.0**	**19.3**	**0.9**	**79.2**	**2.9**	**0.0%**
NB R on State Route 46 - Lane ID 88						
1	120.0	6.2	0.3	22.8	1.0	0.0%
2	120.0	3.6	0.2	17.7	1.0	0.0%
3	120.0	6.9	0.3	40.6	2.0	0.0%
4	120.0	5.7	0.3	20.5	1.0	0.0%
5	120.0	4.1	0.2	18.9	1.0	0.0%
6	120.0	3.5	0.2	18.8	1.0	0.0%
7	120.0	7.0	0.4	42.9	2.0	0.0%
8	120.0	3.9	0.2	18.3	1.0	0.0%
9	120.0	3.9	0.2	17.3	1.0	0.0%
10	120.0	6.4	0.3	25.6	1.0	0.0%

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on State Route 46 - Lane ID 88						
Average:	**120.0**	**5.1**	**0.3**	**24.3**	**1.2**	**0.0%**
NEB T on State Route 46 - Lane ID 70						
1	120.0	78.4	2.9	258.3	10.0	0.0%
2	120.0	127.1	4.5	652.9	24.0	0.0%
3	120.0	130.1	4.5	572.3	19.0	0.0%
4	120.0	126.5	4.6	465.4	16.0	0.0%
5	120.0	116.3	4.2	523.1	17.0	0.0%
6	120.0	38.9	1.5	188.3	7.0	0.0%
7	120.0	120.4	4.4	418.3	16.0	0.0%
8	120.0	74.5	2.8	306.5	11.0	0.0%
9	120.0	114.1	4.2	433.2	16.0	0.0%
10	120.0	157.8	5.7	541.4	19.0	0.0%
Average:	**120.0**	**108.4**	**3.9**	**436.0**	**15.5**	**0.0%**
SB T on State Route 46 - Lane ID 73						
1	120.0	641.9	22.7	1,139.7	41.0	48.3%
2	120.0	634.5	22.1	1,139.7	41.0	48.3%
3	120.0	537.9	18.5	1,140.7	41.0	40.0%
4	120.0	588.2	20.2	1,137.4	40.1	43.3%
5	120.0	567.4	19.9	1,138.8	41.0	39.2%
6	120.0	500.0	17.6	1,139.4	41.0	36.7%
7	120.0	550.4	19.7	1,138.2	42.0	37.5%
8	120.0	616.9	21.9	1,137.1	42.0	50.0%
9	120.0	572.4	20.1	1,140.3	41.0	43.3%
10	120.0	526.1	18.8	1,137.4	42.0	37.5%
Average:	**120.0**	**573.6**	**20.2**	**1,138.9**	**41.2**	**42.4%**
SB T on State Route 46 - Lane ID 74						
1	120.0	73.0	2.6	287.0	9.1	0.0%
2	120.0	103.2	3.7	393.3	14.0	0.0%
3	120.0	89.5	3.1	325.8	11.0	0.0%
4	120.0	87.1	3.2	324.2	11.0	0.0%
5	120.0	131.9	4.5	594.5	19.1	2.5%
6	120.0	65.3	2.3	227.9	8.0	0.0%
7	120.0	98.5	3.4	355.8	12.0	0.0%
8	120.0	86.0	3.1	329.8	12.0	0.0%
9	120.0	95.8	3.4	372.9	12.0	0.8%
10	120.0	108.7	3.8	355.0	12.0	1.7%
Average:	**120.0**	**93.9**	**3.3**	**356.6**	**12.0**	**0.5%**

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on New Road - Lane ID 92						
1	120.0	92.6	3.6	263.6	10.0	0.0%
2	120.0	147.3	5.4	355.9	13.0	0.0%
3	120.0	158.1	5.7	402.4	14.0	0.0%
4	120.0	121.7	4.6	316.8	12.0	0.0%
5	120.0	130.1	5.0	313.5	12.0	0.0%
6	120.0	112.7	4.3	274.7	10.0	0.0%
7	120.0	195.6	7.3	529.3	20.0	0.0%
8	120.0	146.5	5.5	336.5	12.0	0.0%
9	120.0	196.6	7.1	491.3	17.0	0.0%
10	120.0	203.4	7.6	484.2	18.1	0.0%
Average:	**120.0**	**150.5**	**5.6**	**376.8**	**13.8**	**0.0%**
WB T on New Road - Lane ID 68						
1	120.0	12.7	0.6	48.3	2.0	0.0%
2	120.0	18.8	0.8	75.3	3.0	0.0%
3	120.0	11.1	0.5	49.5	2.0	0.0%
4	120.0	16.9	0.7	72.8	3.0	0.0%
5	120.0	15.6	0.7	65.2	2.0	0.0%
6	120.0	18.8	0.7	89.6	3.0	0.0%
7	120.0	19.4	0.7	93.3	2.0	0.0%
8	120.0	18.5	0.7	92.0	3.0	0.0%
9	120.0	15.3	0.7	74.7	3.0	0.0%
10	120.0	15.0	0.7	70.6	3.0	0.0%
Average:	**120.0**	**16.2**	**0.7**	**73.1**	**2.6**	**0.0%**

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 28						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 29						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 30						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 59						
1	120.0	0.4	0.1	0.0	0.0	0.0%
2	120.0	0.6	0.1	4.7	1.0	0.0%
3	120.0	0.3	0.1	0.2	1.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.5	0.1	4.8	1.0	0.0%
6	120.0	0.3	0.1	4.9	1.0	0.0%
7	120.0	0.6	0.1	6.0	1.0	0.0%
8	120.0	0.5	0.1	4.8	1.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.1**	**2.5**	**0.6**	**0.0%**
SB T on State Route 46 - Lane ID 60						
1	120.0	349.5	13.7	530.6	22.0	56.7%
2	120.0	364.1	14.0	530.7	21.0	55.8%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on State Route 46 - Lane ID 60						
3	120.0	347.9	13.5	530.0	22.0	50.8%
4	120.0	325.2	12.7	529.3	21.0	47.5%
5	120.0	271.3	11.1	527.8	22.0	37.5%
6	120.0	337.0	13.7	529.8	22.0	51.7%
7	120.0	293.4	11.7	530.3	21.0	39.2%
8	120.0	336.9	13.7	530.3	22.0	51.7%
9	120.0	356.2	13.9	528.4	21.0	54.2%
10	120.0	303.0	12.3	529.4	21.0	40.8%
Average:	**120.0**	**328.5**	**13.0**	**529.7**	**21.5**	**48.6%**
SB T on State Route 46 - Lane ID 61						
1	120.0	94.2	3.9	497.9	18.0	5.8%
2	120.0	73.4	3.1	488.4	18.0	5.8%
3	120.0	56.8	2.5	313.9	11.0	1.7%
4	120.0	79.9	3.3	432.4	15.0	2.5%
5	120.0	50.9	2.3	371.1	15.0	3.3%
6	120.0	72.9	3.0	407.4	14.0	2.5%
7	120.0	70.4	3.0	386.9	15.0	2.5%
8	120.0	71.9	3.2	410.0	15.1	1.7%
9	120.0	85.6	3.7	443.8	17.0	3.3%
10	120.0	67.6	3.0	429.7	17.0	3.3%
Average:	**120.0**	**72.4**	**3.1**	**418.2**	**15.5**	**3.2%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	197.4	6.5	584.8	20.0	0.0%
2	120.0	211.7	7.8	482.9	17.0	0.0%
3	120.0	138.1	5.1	424.4	15.0	0.0%
4	120.0	129.4	5.1	443.5	17.0	0.0%
5	120.0	172.9	6.7	495.2	19.0	0.0%
6	120.0	165.8	6.4	445.6	17.0	0.0%
7	120.0	27.2	1.2	129.2	5.0	0.0%
8	120.0	241.8	8.9	553.4	20.0	0.0%
9	120.0	270.3	8.7	446.7	16.0	0.0%
10	120.0	43.1	1.7	159.1	6.0	0.0%
Average:	**120.0**	**159.8**	**5.8**	**416.5**	**15.2**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	120.0	30.9	1.5	105.8	4.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
2	120.0	29.9	1.4	129.1	5.0	0.0%
3	120.0	23.2	1.1	123.0	4.0	0.0%
4	120.0	18.7	0.9	97.7	3.0	0.0%
5	120.0	34.2	1.5	181.4	7.0	0.0%
6	120.0	29.7	1.4	111.5	4.0	0.0%
7	120.0	11.2	0.6	49.0	2.0	0.0%
8	120.0	19.3	1.0	77.5	3.0	0.0%
9	120.0	56.7	2.4	155.8	6.0	0.0%
10	120.0	19.8	0.9	92.8	4.0	0.0%
Average:	**120.0**	**27.4**	**1.3**	**112.4**	**4.2**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	73.5	3.2	259.6	10.0	0.0%
2	120.0	75.7	2.9	243.9	8.0	0.0%
3	120.0	60.0	2.7	176.0	7.0	0.0%
4	120.0	47.1	2.2	133.7	6.0	0.0%
5	120.0	68.8	3.0	241.4	9.0	0.0%
6	120.0	107.6	4.3	244.5	9.0	0.0%
7	120.0	48.1	2.2	191.0	7.0	0.0%
8	120.0	57.3	2.7	241.2	9.0	0.0%
9	120.0	76.2	3.4	262.1	11.0	0.0%
10	120.0	86.6	3.4	295.1	10.0	0.0%
Average:	**120.0**	**70.1**	**3.0**	**228.9**	**8.6**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	16.9	0.7	105.3	4.0	0.0%
2	120.0	21.8	1.0	79.1	3.0	0.0%
3	120.0	22.8	1.0	117.3	4.0	0.0%
4	120.0	16.7	0.7	79.7	3.0	0.0%
5	120.0	17.9	0.7	80.8	3.0	0.0%
6	120.0	23.5	1.0	107.7	4.0	0.0%
7	120.0	21.4	0.9	101.6	4.0	0.0%
8	120.0	17.8	0.8	97.3	4.0	0.0%
9	120.0	29.2	1.2	103.0	4.0	0.0%
10	120.0	22.3	1.0	97.6	4.0	0.0%
Average:	**120.0**	**21.0**	**0.9**	**96.9**	**3.7**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	16.5	0.7	104.3	4.0	0.0%
2	120.0	27.0	1.1	124.0	5.0	0.0%
3	120.0	24.9	1.0	109.8	4.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on State Route 46 - Lane ID 16						
4	120.0	22.9	1.0	104.4	4.0	0.0%
5	120.0	16.8	0.7	86.4	4.0	0.0%
6	120.0	26.3	1.1	101.3	4.0	0.0%
7	120.0	22.2	1.0	107.0	4.0	0.0%
8	120.0	21.5	0.9	102.3	4.0	0.0%
9	120.0	32.7	1.4	124.8	5.0	0.0%
10	120.0	24.3	1.0	91.1	4.0	0.0%
Average:	**120.0**	**23.5**	**1.0**	**105.5**	**4.2**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	6.2	0.4	38.2	2.0	0.0%
2	120.0	7.0	0.5	33.2	2.0	0.0%
3	120.0	7.2	0.5	39.1	2.0	0.0%
4	120.0	7.0	0.4	40.2	2.0	0.0%
5	120.0	3.5	0.3	17.1	1.0	0.0%
6	120.0	5.4	0.4	32.3	2.0	0.0%
7	120.0	5.1	0.4	18.9	1.0	0.0%
8	120.0	7.0	0.4	32.8	2.0	0.0%
9	120.0	5.9	0.4	31.3	2.0	0.0%
10	120.0	4.0	0.3	18.7	1.0	0.0%
Average:	**120.0**	**5.8**	**0.4**	**30.2**	**1.7**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	197.0	8.0	540.5	21.0	16.7%
2	120.0	170.4	7.3	541.3	22.0	15.0%
3	120.0	205.3	8.2	540.7	21.0	20.8%
4	120.0	155.7	6.2	543.5	20.0	12.5%
5	120.0	133.9	5.7	530.3	21.0	13.3%
6	120.0	210.5	8.7	540.1	22.0	24.2%
7	120.0	149.1	6.1	528.3	20.0	9.2%
8	120.0	198.3	8.4	543.5	22.0	15.8%
9	120.0	192.1	8.0	542.5	21.0	15.8%
10	120.0	166.5	6.9	528.8	21.0	12.5%
Average:	**120.0**	**177.9**	**7.4**	**538.0**	**21.1**	**15.6%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	130.8	5.1	544.4	20.0	16.7%
2	120.0	154.3	5.9	534.7	20.0	14.2%
3	120.0	183.4	6.8	545.3	20.0	25.0%
4	120.0	138.7	5.3	539.0	20.0	19.2%
5	120.0	96.3	3.5	529.0	18.0	12.5%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on State Route 46 - Lane ID 64						
6	120.0	144.1	5.5	545.2	20.0	15.0%
7	120.0	123.9	4.7	541.9	20.0	13.3%
8	120.0	134.1	5.1	542.9	20.0	14.2%
9	120.0	183.7	7.0	537.5	20.0	22.5%
10	120.0	137.5	5.2	540.2	20.0	15.0%
Average:	**120.0**	**142.7**	**5.4**	**540.0**	**19.8**	**16.8%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	261.8	9.9	580.2	22.0	35.0%
2	120.0	257.5	9.8	584.7	22.0	36.7%
3	120.0	89.3	3.6	288.0	11.0	0.0%
4	120.0	216.6	8.1	577.3	21.0	20.0%
5	120.0	188.8	7.3	576.7	22.0	25.0%
6	120.0	288.2	10.0	584.8	23.0	43.3%
7	120.0	144.4	5.1	574.2	21.0	10.8%
8	120.0	306.0	11.6	577.3	22.0	44.2%
9	120.0	310.6	11.2	584.1	21.0	45.8%
10	120.0	89.6	3.5	355.2	13.0	0.0%
Average:	**120.0**	**215.3**	**8.0**	**528.3**	**19.8**	**26.1%**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	16.2	2.8	11.1	19.4	10
EB T	76	New Road	19.3	4.3	13.7	29.4	10
WB R	92	New Road	150.5	38.1	92.6	203.4	10
EB R	96	New Road	5.0	1.6	3.3	8.7	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	108.4	34.5	38.9	157.8	10
SB T	73	State Route 46	573.6	47.1	500.0	641.9	10
SB T	74	State Route 46	93.9	18.7	65.3	131.9	10
NB R	88	State Route 46	5.1	1.4	3.5	7.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	159.8	78.8	27.2	270.3	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.1	0.2	0.0	0.5	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.4	0.2	0.2	0.6	10
SB T	60	State Route 46	328.5	30.1	271.3	364.1	10
SB T	61	State Route 46	72.4	12.6	50.9	94.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	27.4	12.5	11.2	56.7	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	70.1	18.4	47.1	107.6	10
NB T	15	State Route 46	21.0	3.9	16.7	29.2	10
NB TR	16	State Route 46	23.5	4.8	16.5	32.7	10
SB L	62	State Route 46	5.8	1.3	3.5	7.2	10
SB T	63	State Route 46	177.9	26.3	133.9	210.5	10
SB TR	64	State Route 46	142.7	26.3	96.3	183.7	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	215.3	84.3	89.3	310.6	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	0.7	0.1	0.5	0.8	10
EB T	76	New Road	0.9	0.2	0.7	1.2	10
WB R	92	New Road	5.6	1.3	3.6	7.6	10
EB R	96	New Road	0.2	0.0	0.2	0.3	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	3.9	1.2	1.5	5.7	10
SB T	73	State Route 46	20.2	1.7	17.6	22.7	10
SB T	74	State Route 46	3.3	0.6	2.3	4.5	10
NB R	88	State Route 46	0.3	0.1	0.2	0.4	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	5.8	2.6	1.2	8.9	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.1	0.0	0.0	0.1	10
SB T	60	State Route 46	13.0	1.0	11.1	14.0	10
SB T	61	State Route 46	3.1	0.5	2.3	3.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	1.3	0.5	0.6	2.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	3.0	0.6	2.2	4.3	10
NB T	15	State Route 46	0.9	0.2	0.7	1.2	10
NB TR	16	State Route 46	1.0	0.2	0.7	1.4	10
SB L	62	State Route 46	0.4	0.1	0.3	0.5	10
SB T	63	State Route 46	7.4	1.1	5.7	8.7	10
SB TR	64	State Route 46	5.4	1.0	3.5	7.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	8.0	3.0	3.5	11.6	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	73.1	15.9	48.3	93.3	10
EB T	76	New Road	79.2	16.7	48.8	110.5	10
WB R	92	New Road	376.8	95.1	263.6	529.3	10
EB R	96	New Road	22.8	8.3	17.9	45.2	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	436.0	147.3	188.3	652.9	10
SB T	73	State Route 46	1,138.9	1.3	1,137.1	1,140.7	10
SB T	74	State Route 46	356.6	95.6	227.9	594.5	10
NB R	88	State Route 46	24.3	9.5	17.3	42.9	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	416.5	152.4	129.2	584.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	2.5	2.7	0.0	6.0	10
SB T	60	State Route 46	529.7	1.0	527.8	530.7	10
SB T	61	State Route 46	418.2	54.3	313.9	497.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	112.4	37.9	49.0	181.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	228.9	47.7	133.7	295.1	10
NB T	15	State Route 46	96.9	13.1	79.1	117.3	10
NB TR	16	State Route 46	105.5	12.2	86.4	124.8	10
SB L	62	State Route 46	30.2	8.8	17.1	40.2	10
SB T	63	State Route 46	538.0	6.2	528.3	543.5	10
SB TR	64	State Route 46	540.0	5.2	529.0	545.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	528.3	110.1	288.0	584.8	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	2.6	0.5	2.0	3.0	10
EB T	76	New Road	2.9	0.6	2.0	4.0	10
WB R	92	New Road	13.8	3.4	10.0	20.0	10
EB R	96	New Road	1.1	0.3	1.0	2.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	15.5	5.0	7.0	24.0	10
SB T	73	State Route 46	41.2	0.6	40.1	42.0	10
SB T	74	State Route 46	12.0	3.0	8.0	19.1	10
NB R	88	State Route 46	1.2	0.4	1.0	2.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	15.2	5.4	5.0	20.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.6	0.5	0.0	1.0	10
SB T	60	State Route 46	21.5	0.5	21.0	22.0	10
SB T	61	State Route 46	15.5	2.1	11.0	18.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	4.2	1.5	2.0	7.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Queue by Intersection

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	8.6	1.6	6.0	11.0	10
NB T	15	State Route 46	3.7	0.5	3.0	4.0	10
NB TR	16	State Route 46	4.2	0.4	4.0	5.0	10
SB L	62	State Route 46	1.7	0.5	1.0	2.0	10
SB T	63	State Route 46	21.1	0.7	20.0	22.0	10
SB TR	64	State Route 46	19.8	0.6	18.0	20.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE **NODE: 11**

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	19.8	4.2	11.0	23.0	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	68	New Road	0.0	0.0	0.0	0.0	10
EB T	76	New Road	0.0	0.0	0.0	0.0	10
WB R	92	New Road	0.0	0.0	0.0	0.0	10
EB R	96	New Road	0.0	0.0	0.0	0.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	70	State Route 46	0.0	0.0	0.0	0.0	10
SB T	73	State Route 46	0.4	0.1	0.4	0.5	10
SB T	74	State Route 46	0.0	0.0	0.0	0.0	10
NB R	88	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	28	State Route 46	0.0	0.0	0.0	0.0	10
NB T	29	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	30	State Route 46	0.0	0.0	0.0	0.0	10
SB L	59	State Route 46	0.0	0.0	0.0	0.0	10
SB T	60	State Route 46	0.5	0.1	0.4	0.6	10
SB T	61	State Route 46	0.0	0.0	0.0	0.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.2	0.0	0.1	0.2	10
SB TR	64	State Route 46	0.2	0.0	0.1	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.3	0.2	0.0	0.5	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on New Road: Lane ID 96				
1	157.0	0.31	7.1	A
2	155.0	0.37	8.7	A
3	156.0	0.37	8.6	A
4	157.0	0.36	8.4	A
5	156.0	0.34	7.9	A
6	156.0	0.35	8.1	A
7	158.0	0.38	8.6	A
8	155.0	0.33	7.7	A
9	155.0	0.40	9.4	A
10	156.0	0.32	7.4	A
Average:	**156.0**	**0.35**	**8.2**	**A**
EB T on New Road: Lane ID 76				
1	248.0	1.03	15.0	B
2	249.0	1.06	15.3	C
3	250.0	1.05	15.1	C
4	251.0	1.20	17.2	C
5	251.0	1.12	16.1	C
6	252.0	1.11	15.9	C
7	250.0	1.08	15.5	C
8	249.0	0.91	13.2	B
9	247.0	1.45	21.1	C
10	250.0	1.03	14.8	B
Average:	**249.0**	**1.10**	**15.9**	**C**
NB R on State Route 46: Lane ID 88				
1	75.0	0.47	22.5	C
2	71.0	0.69	34.9	D
3	73.0	0.73	36.1	E
4	71.0	0.64	32.3	D
5	73.0	0.90	44.4	E
6	72.0	0.35	17.5	C
7	73.0	0.73	36.0	E
8	73.0	0.48	23.8	C
9	72.0	0.60	29.9	D
10	73.0	1.00	49.4	E
Average:	**72.0**	**0.66**	**32.7**	**D**

Roundabout LOS by Lane

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB T on State Route 46: Lane ID 70				
1	696.0	4.59	23.8	C
2	681.0	8.54	45.2	E
3	697.0	8.76	45.2	E
4	695.0	7.69	39.8	E
5	700.0	11.07	57.0	F
6	699.0	3.32	17.1	C
7	699.0	8.11	41.8	E
8	698.0	5.84	30.1	D
9	689.0	8.40	43.9	E
10	696.0	11.28	58.4	F
Average:	**695.0**	**7.76**	**40.2**	**E**
SB T on State Route 46: Lane ID 73				
1	565.0	40.64	258.9	F
2	594.0	40.43	245.0	F
3	570.0	40.21	254.0	F
4	584.0	38.44	237.0	F
5	565.0	39.72	253.1	F
6	569.0	41.13	260.2	F
7	587.0	35.95	220.5	F
8	564.0	39.69	253.3	F
9	578.0	42.46	264.5	F
10	578.0	37.71	234.9	F
Average:	**575.0**	**39.64**	**248.1**	**F**
SB T on State Route 46: Lane ID 74				
1	368.0	10.95	107.1	F
2	411.0	11.70	102.4	F
3	401.0	11.82	106.1	F
4	433.0	12.36	102.8	F
5	443.0	13.64	110.8	F
6	392.0	11.77	108.1	F
7	445.0	11.99	97.0	F
8	422.0	12.31	105.1	F
9	414.0	13.40	116.6	F
10	435.0	12.58	104.1	F
Average:	**416.0**	**12.25**	**106.0**	**F**
WB R on New Road: Lane ID 92				
1	267.0	4.01	54.1	F
2	266.0	6.24	84.5	F

Roundabout LOS by Lane

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT **NODE: 9**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	263.0	6.70	91.7	F
4	264.0	5.05	68.8	F
5	268.0	5.52	74.1	F
6	275.0	5.10	66.8	F
7	258.0	8.07	112.6	F
8	269.0	6.44	86.2	F
9	266.0	7.93	107.3	F
10	264.0	8.40	114.5	F
Average:	**266.0**	**6.35**	**86.1**	**F**
WB T on New Road: Lane ID 68				
1	272.0	0.81	10.7	B
2	271.0	1.28	17.0	C
3	272.0	1.11	14.7	B
4	272.0	1.03	13.6	B
5	271.0	0.98	13.0	B
6	273.0	1.00	13.2	B
7	264.0	1.88	25.6	D
8	270.0	1.02	13.6	B
9	271.0	1.73	23.0	C
10	269.0	1.91	25.5	D
Average:	**270.0**	**1.28**	**17.0**	**C**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	68	New Road	1.3	0.4	0.8	1.9	10
NEB T	70	State Route 46	7.8	2.6	3.3	11.3	10
SB T	73	State Route 46	39.6	1.9	36.0	42.5	10
SB T	74	State Route 46	12.3	0.8	11.0	13.6	10
EB T	76	New Road	1.1	0.1	0.9	1.5	10
NB R	88	State Route 46	0.7	0.2	0.4	1.0	10
WB R	92	New Road	6.3	1.5	4.0	8.4	10
EB R	96	New Road	0.4	0.0	0.3	0.4	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	68	New Road	17.0	5.6	10.7	25.6	10
NEB T	70	State Route 46	40.2	13.3	17.1	58.4	10
SB T	73	State Route 46	248.1	13.7	220.5	264.5	10
SB T	74	State Route 46	106.0	5.3	97.0	116.6	10
EB T	76	New Road	15.9	2.1	13.2	21.1	10
NB R	88	State Route 46	32.7	9.8	17.5	49.4	10
WB R	92	New Road	86.1	20.6	54.1	114.5	10
EB R	96	New Road	8.2	0.7	7.1	9.4	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,648.0	62.82	85.4	F
2	2,698.0	70.31	93.8	F
3	2,682.0	70.75	95.0	F
4	2,727.0	66.77	88.1	F
5	2,727.0	73.31	96.8	F
6	2,688.0	64.14	85.9	F
7	2,734.0	68.19	89.8	F
8	2,700.0	67.04	89.4	F
9	2,692.0	76.39	102.2	F
10	2,721.0	74.23	98.2	F
Average:	**2,701.7**	**69.40**	**92.5**	**F**

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	69.4	4.4	62.8	76.4	10

Project: RT Bypass Lanes
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	92.5	5.6	85.4	102.2	10

EMH&T

Engineers, Surveyors, Planners, Scientists

Alternate 3 TransModeler Analysis

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	968.0	0.01	0.0	A
2	976.0	0.12	0.4	A
3	974.0	0.00	0.0	A
4	973.0	0.01	0.1	A
5	969.0	0.02	0.1	A
6	975.0	0.02	0.1	A
7	973.0	0.06	0.2	A
8	978.0	0.02	0.1	A
9	969.0	0.03	0.1	A
10	974.0	0.05	0.2	A
Average:	**972.9**	**0.03**	**0.1**	**A**
SB on State Route 46: Superlink ID 4				
1	511.0	0.09	0.7	A
2	508.0	0.04	0.2	A
3	508.0	0.03	0.2	A
4	511.0	0.04	0.3	A
5	508.0	0.03	0.2	A
6	509.0	0.03	0.2	A
7	517.0	0.04	0.3	A
8	508.0	0.03	0.2	A
9	508.0	0.04	0.3	A
10	510.0	0.02	0.2	A
Average:	**509.8**	**0.04**	**0.3**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	33.0	0.22	23.8	C
2	33.0	0.16	17.4	C
3	32.0	0.21	23.4	C
4	34.0	0.24	25.0	C
5	33.0	0.16	17.1	C
6	35.0	0.20	20.3	C
7	34.0	0.22	23.3	C
8	33.0	0.13	14.3	B
9	33.0	0.14	15.6	C

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	32.0	0.14	15.8	C
Average:	**33.2**	**0.18**	**19.6**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	122.0	0.40	11.8	B
2	122.0	0.43	12.6	B
3	116.0	0.45	13.8	B
4	120.0	0.39	11.6	B
5	120.0	0.37	11.1	B
6	120.0	0.43	12.8	B
7	118.0	0.45	13.7	B
8	119.0	0.47	14.4	B
9	120.0	0.40	12.1	B
10	121.0	0.44	13.0	B
Average:	**119.8**	**0.42**	**12.7**	**B**
NB on State Route 46: Superlink ID 4				
1	968.0	1.60	6.0	A
2	962.0	1.63	6.1	A
3	968.0	1.62	6.0	A
4	965.0	1.69	6.3	A
5	964.0	1.60	6.0	A
6	970.0	1.82	6.8	A
7	976.0	1.70	6.3	A
8	962.0	1.50	5.6	A
9	964.0	1.64	6.1	A
10	970.0	1.74	6.5	A
Average:	**966.9**	**1.65**	**6.2**	**A**
SB on State Route 46: Superlink ID 3				
1	466.0	0.75	5.8	A
2	464.0	0.76	5.9	A
3	467.0	0.78	6.0	A
4	467.0	0.86	6.6	A
5	466.0	0.77	6.0	A
6	468.0	0.80	6.2	A
7	473.0	0.82	6.3	A
8	465.0	0.74	5.7	A
9	468.0	0.75	5.7	A

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	466.0	0.87	6.7	A
Average:	**467.0**	**0.79**	**6.1**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	87.0	0.22	9.1	A
2	87.0	0.31	12.8	B
3	86.0	0.31	13.0	B
4	87.0	0.30	12.2	B
5	87.0	0.27	11.2	B
6	86.0	0.33	13.7	B
7	87.0	0.26	10.7	B
8	88.0	0.26	10.6	B
9	86.0	0.31	12.8	B
10	88.0	0.27	11.2	B
Average:	**86.9**	**0.28**	**11.7**	**B**

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.0	0.0	0.0	0.1	10
S	State Route 46	4	0.0	0.0	0.0	0.1	10
W	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	0.4	0.0	0.4	0.5	10
N	State Route 46	4	1.7	0.1	1.5	1.8	10
S	State Route 46	3	0.8	0.0	0.7	0.9	10
W	Willow Crest Drive	2	0.3	0.0	0.2	0.3	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.1	0.0	0.4	10
S	State Route 46	4	0.3	0.2	0.2	0.7	10
W	N Beacon Drive	9	19.6	4.0	14.3	25.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	12.7	1.1	11.1	14.4	10
N	State Route 46	4	6.2	0.3	5.6	6.8	10
S	State Route 46	3	6.1	0.4	5.7	6.7	10
W	Willow Crest Drive	2	11.7	1.4	9.1	13.7	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,512.0	0.32	0.8	A
2	1,517.0	0.31	0.7	A
3	1,514.0	0.24	0.6	A
4	1,518.0	0.29	0.7	A
5	1,510.0	0.20	0.5	A
6	1,519.0	0.25	0.6	A
7	1,524.0	0.32	0.8	A
8	1,519.0	0.18	0.4	A
9	1,510.0	0.21	0.5	A
10	1,516.0	0.21	0.5	A
Average:	**1,515.9**	**0.25**	**0.6**	**A**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,643.0	2.97	6.5	A
2	1,635.0	3.13	6.9	A
3	1,637.0	3.16	7.0	A
4	1,639.0	3.23	7.1	A
5	1,637.0	3.01	6.6	A
6	1,644.0	3.37	7.4	A
7	1,654.0	3.22	7.0	A
8	1,634.0	2.97	6.5	A
9	1,638.0	3.09	6.8	A
10	1,645.0	3.32	7.3	A
Average:	**1,640.6**	**3.15**	**6.9**	**A**

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.3	0.1	0.2	0.3	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	3.1	0.1	3.0	3.4	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.6	0.1	0.4	0.8	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	6.9	0.3	6.5	7.4	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	456.0	0.00	0.0	A
2	482.0	0.11	0.9	A
3	451.0	0.00	0.0	A
4	461.0	0.01	0.1	A
5	448.0	0.01	0.1	A
6	457.0	0.02	0.1	A
7	472.0	0.01	0.1	A
8	449.0	0.01	0.1	A
9	457.0	0.03	0.2	A
10	472.0	0.00	0.0	A
Average:	**460.5**	**0.02**	**0.2**	**A**
NB TR on State Route 46: Superlink ID 6				
1	512.0	0.00	0.0	A
2	494.0	0.00	0.0	A
3	523.0	0.00	0.0	A
4	512.0	0.00	0.0	A
5	521.0	0.01	0.0	A
6	518.0	0.01	0.1	A
7	501.0	0.04	0.3	A
8	529.0	0.00	0.0	A
9	512.0	0.00	0.0	A
10	502.0	0.05	0.3	A
Average:	**512.4**	**0.01**	**0.1**	**A**
SB L on State Route 46: Superlink ID 4				
1	12.0	0.09	27.0	D
2	9.0	0.03	13.9	B
3	11.0	0.03	9.5	A
4	11.0	0.04	12.6	B
5	12.0	0.03	8.9	A
6	10.0	0.03	10.3	B
7	12.0	0.04	12.0	B
8	12.0	0.03	9.7	A
9	11.0	0.04	11.9	B
10	10.0	0.02	7.5	A
Average:	**11.0**	**0.04**	**12.3**	**B**

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	499.0	0.00	0.0	A
2	499.0	0.00	0.0	A
3	497.0	0.00	0.0	A
4	500.0	0.00	0.0	A
5	496.0	0.00	0.0	A
6	499.0	0.00	0.0	A
7	505.0	0.00	0.0	A
8	496.0	0.00	0.0	A
9	497.0	0.00	0.0	A
10	500.0	0.00	0.0	A
Average:	**498.8**	**0.00**	**0.0**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	33.0	0.22	23.8	C
2	33.0	0.16	17.4	C
3	32.0	0.21	23.4	C
4	34.0	0.24	25.0	C
5	33.0	0.16	17.1	C
6	35.0	0.20	20.3	C
7	34.0	0.22	23.3	C
8	33.0	0.13	14.3	B
9	33.0	0.14	15.6	C
10	32.0	0.14	15.8	C
Average:	**33.2**	**0.18**	**19.6**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	122.0	0.40	11.8	B
2	122.0	0.43	12.6	B
3	116.0	0.45	13.8	B
4	120.0	0.39	11.6	B
5	120.0	0.37	11.1	B
6	120.0	0.43	12.8	B
7	118.0	0.45	13.7	B
8	119.0	0.47	14.4	B
9	120.0	0.40	12.1	B
10	121.0	0.44	13.0	B
Average:	**119.8**	**0.42**	**12.7**	**B**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	10.0	0.02	6.5	A
2	14.0	0.07	17.9	B
3	13.0	0.05	13.4	B
4	9.0	0.02	7.1	A
5	10.0	0.03	12.5	B
6	11.0	0.05	15.2	B
7	10.0	0.03	9.5	A
8	11.0	0.03	11.2	B
9	11.0	0.04	11.9	B
10	11.0	0.04	14.3	B
Average:	**11.0**	**0.04**	**12.0**	**B**

NB T on State Route 46: Superlink ID 4

1	486.0	0.76	5.6	A
2	478.0	0.80	6.0	A
3	472.0	0.77	5.9	A
4	459.0	0.80	6.3	A
5	462.0	0.69	5.4	A
6	468.0	0.91	7.0	A
7	481.0	0.91	6.8	A
8	449.0	0.69	5.5	A
9	469.0	0.79	6.1	A
10	479.0	0.89	6.7	A
Average:	**470.3**	**0.80**	**6.1**	**A**

NB TR on State Route 46: Superlink ID 4

1	472.0	0.82	6.3	A
2	470.0	0.76	5.8	A
3	483.0	0.80	6.0	A
4	497.0	0.87	6.3	A
5	492.0	0.88	6.4	A
6	491.0	0.87	6.4	A
7	485.0	0.76	5.6	A
8	502.0	0.77	5.5	A
9	484.0	0.81	6.0	A
10	480.0	0.80	6.0	A
Average:	**485.6**	**0.81**	**6.0**	**A**

SB L on State Route 46: Superlink ID 3

1	22.0	0.12	19.8	B
2	22.0	0.11	18.0	B
3	21.0	0.14	23.4	C
4	21.0	0.14	24.7	C

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	22.0	0.14	22.5	C
6	22.0	0.11	18.6	B
7	21.0	0.12	21.2	C
8	21.0	0.10	16.8	B
9	22.0	0.12	19.2	B
10	22.0	0.15	23.8	C
Average:	**21.6**	**0.13**	**20.8**	**C**
SB T on State Route 46: Superlink ID 3				
1	228.0	0.33	5.2	A
2	224.0	0.35	5.6	A
3	225.0	0.34	5.4	A
4	220.0	0.37	6.1	A
5	230.0	0.32	4.9	A
6	225.0	0.33	5.4	A
7	222.0	0.37	6.1	A
8	227.0	0.36	5.7	A
9	222.0	0.35	5.6	A
10	214.0	0.38	6.4	A
Average:	**223.7**	**0.35**	**5.6**	**A**
SB TR on State Route 46: Superlink ID 3				
1	216.0	0.30	5.1	A
2	218.0	0.30	5.0	A
3	221.0	0.31	5.0	A
4	226.0	0.34	5.4	A
5	214.0	0.32	5.4	A
6	221.0	0.35	5.7	A
7	230.0	0.32	5.1	A
8	217.0	0.28	4.6	A
9	224.0	0.28	4.5	A
10	230.0	0.34	5.4	A
Average:	**221.7**	**0.31**	**5.1**	**A**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	87.0	0.22	9.1	A
2	87.0	0.31	12.8	B
3	86.0	0.31	13.0	B
4	87.0	0.30	12.2	B
5	87.0	0.27	11.2	B
6	86.0	0.33	13.7	B
7	87.0	0.26	10.7	B
8	88.0	0.26	10.6	B

Intersection LOS by Lane Group

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	86.0	0.31	12.8	B
10	88.0	0.27	11.2	B
Average:	**86.9**	**0.28**	**11.7**	**B**

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.1	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB L	State Route 46	4	0.0	0.0	0.0	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.2	0.0	0.1	0.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	0.4	0.0	0.4	0.5	10
NB L	State Route 46	4	0.0	0.0	0.0	0.1	10
NB T	State Route 46	4	0.8	0.1	0.7	0.9	10
NB TR	State Route 46	4	0.8	0.0	0.8	0.9	10
SB L	State Route 46	3	0.1	0.0	0.1	0.2	10
SB T	State Route 46	3	0.4	0.0	0.3	0.4	10
SB TR	State Route 46	3	0.3	0.0	0.3	0.4	10
WB LTR	Willow Crest Drive	2	0.3	0.0	0.2	0.3	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.2	0.3	0.0	0.9	10
NB TR	State Route 46	6	0.1	0.1	0.0	0.3	10
SB L	State Route 46	4	12.3	5.5	7.5	27.0	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	19.6	4.0	14.3	25.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	12.7	1.1	11.1	14.4	10
NB L	State Route 46	4	12.0	3.6	6.5	17.9	10
NB T	State Route 46	4	6.1	0.6	5.4	7.0	10
NB TR	State Route 46	4	6.0	0.3	5.5	6.4	10
SB L	State Route 46	3	20.8	2.7	16.8	24.7	10
SB T	State Route 46	3	5.6	0.5	4.9	6.4	10
SB TR	State Route 46	3	5.1	0.4	4.5	5.7	10
WB LTR	Willow Crest Drive	2	11.7	1.4	9.1	13.7	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 13, 14, 12, 11, 17, 10 & 16

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on New Road - Lane ID 79						
1	120.0	4.1	0.2	25.9	1.0	0.0%
2	120.0	3.3	0.2	22.7	1.0	0.0%
3	120.0	2.8	0.1	16.3	1.0	0.0%
4	120.0	5.9	0.2	45.5	2.0	0.0%
5	120.0	4.5	0.2	25.5	1.0	0.0%
6	120.0	4.8	0.2	42.9	2.0	0.0%
7	120.0	3.6	0.2	23.5	1.0	0.0%
8	120.0	5.8	0.2	42.2	1.0	0.0%
9	120.0	2.2	0.1	15.8	1.0	0.0%
10	120.0	5.7	0.3	43.1	2.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**30.3**	**1.3**	**0.0%**
NB T on State Route 46 - Lane ID 72						
1	120.0	5.7	0.3	41.8	2.0	0.0%
2	120.0	10.5	0.4	70.4	2.0	0.0%
3	120.0	7.7	0.4	45.4	2.0	0.0%
4	120.0	5.8	0.3	42.1	2.0	0.0%
5	120.0	5.8	0.3	40.2	2.0	0.0%
6	120.0	7.8	0.4	38.6	2.0	0.0%
7	120.0	6.9	0.3	45.3	2.0	0.0%
8	120.0	8.1	0.4	46.0	2.0	0.0%
9	120.0	4.4	0.2	21.1	1.0	0.0%
10	120.0	6.5	0.3	42.2	2.0	0.0%
Average:	**120.0**	**6.9**	**0.3**	**43.3**	**1.9**	**0.0%**
NB T on State Route 46 - Lane ID 73						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.9	0.1	0.0	0.0	0.0%
3	120.0	2.2	0.1	19.3	1.0	0.0%
4	120.0	1.4	0.1	14.2	1.0	0.0%
5	120.0	1.0	0.1	14.8	1.0	0.0%
6	120.0	1.2	0.1	15.3	1.0	0.0%
7	120.0	1.7	0.1	17.4	1.0	0.0%
8	120.0	1.4	0.1	14.9	1.0	0.0%
9	120.0	2.3	0.1	16.8	1.0	0.0%
10	120.0	1.4	0.1	16.1	1.0	0.0%

Lane Queue by Intersection

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 73						
Average:	**120.0**	**1.4**	**0.1**	**12.9**	**0.8**	**0.0%**
SB T on State Route 46 - Lane ID 76						
1	120.0	1.9	0.1	16.7	1.0	0.0%
2	120.0	4.7	0.2	47.5	2.0	0.0%
3	120.0	3.5	0.2	25.2	1.0	0.0%
4	120.0	3.5	0.2	19.3	1.0	0.0%
5	120.0	2.0	0.1	15.5	1.0	0.0%
6	120.0	3.5	0.2	19.3	1.0	0.0%
7	120.0	2.7	0.1	20.0	1.0	0.0%
8	120.0	2.6	0.1	14.5	1.0	0.0%
9	120.0	5.0	0.2	27.1	1.0	0.0%
10	120.0	2.9	0.1	16.2	1.0	0.0%
Average:	**120.0**	**3.2**	**0.2**	**22.1**	**1.1**	**0.0%**
SB T on State Route 46 - Lane ID 77						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	1.1	0.1	13.0	1.0	0.0%
3	120.0	1.1	0.1	0.0	0.0	0.0%
4	120.0	0.9	0.0	0.0	0.0	0.0%
5	120.0	0.6	0.0	0.0	0.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	1.1	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	2.3	0.1	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.9**	**0.0**	**1.3**	**0.1**	**0.0%**
WB T on New Road - Lane ID 69						
1	120.0	7.0	0.3	41.7	2.0	0.0%
2	120.0	6.6	0.3	46.4	2.0	0.0%
3	120.0	7.4	0.3	68.1	2.0	0.0%
4	120.0	6.2	0.3	40.4	2.0	0.0%
5	120.0	6.1	0.3	46.5	2.0	0.0%
6	120.0	8.9	0.4	46.4	2.0	0.0%
7	120.0	7.2	0.3	40.9	1.0	0.0%
8	120.0	8.4	0.4	42.1	2.0	0.0%
9	120.0	8.0	0.4	50.5	2.0	0.0%
10	120.0	7.2	0.3	47.2	2.0	0.0%
Average:	**120.0**	**7.3**	**0.3**	**47.0**	**1.9**	**0.0%**

31, NEW RD DRIVE WEST & 32 NODE: 28

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on New Rd Drive West - Lane ID 113						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on New Rd Drive West - Lane ID 96						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB L on [Unnamed Street] - Lane ID 110						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 54						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 55						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 105						
1	120.0	1.0	0.1	6.6	1.0	0.0%
2	120.0	0.4	0.1	0.0	0.0	0.0%
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	0.7	0.1	0.2	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.2	0.0	0.0	0.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.5	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.7**	**0.1**	**0.0%**
SB T on State Route 46 - Lane ID 106						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on State Route 46 - Lane ID 106						
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 107						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	120.0	3.6	0.2	17.8	1.0	0.0%
2	120.0	3.1	0.2	17.8	1.0	0.0%
3	120.0	4.1	0.2	17.5	1.0	0.0%
4	120.0	4.5	0.2	18.3	1.0	0.0%
5	120.0	1.7	0.1	15.5	1.0	0.0%
6	120.0	3.5	0.2	17.1	1.0	0.0%
7	120.0	3.5	0.2	18.8	1.0	0.0%
8	120.0	2.0	0.1	16.8	1.0	0.0%
9	120.0	2.3	0.1	17.5	1.0	0.0%
10	120.0	2.3	0.2	16.1	1.0	0.0%
Average:	**120.0**	**3.1**	**0.2**	**17.3**	**1.0**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	120.0	8.4	0.4	47.0	2.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
2	120.0	6.4	0.3	42.4	2.0	0.0%
3	120.0	7.3	0.4	43.1	2.0	0.0%
4	120.0	7.1	0.4	43.1	2.0	0.0%
5	120.0	6.8	0.4	42.9	2.0	0.0%
6	120.0	6.8	0.4	40.9	2.0	0.0%
7	120.0	8.2	0.4	44.6	2.0	0.0%
8	120.0	8.2	0.4	42.3	2.0	0.0%
9	120.0	6.7	0.4	42.1	2.0	0.0%
10	120.0	8.1	0.4	41.3	2.0	0.0%
Average:	**120.0**	**7.4**	**0.4**	**43.0**	**2.0**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	1.1	0.1	9.9	1.0	0.0%
3	120.0	0.8	0.1	6.2	1.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	0.8	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**1.6**	**0.2**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	120.0	10.4	0.5	67.4	3.0	0.0%
2	120.0	12.0	0.5	66.9	3.0	0.0%
3	120.0	11.8	0.5	71.4	3.0	0.0%
4	120.0	8.8	0.4	49.1	2.0	0.0%
5	120.0	12.1	0.5	68.6	3.0	0.0%
6	120.0	10.1	0.4	59.1	2.0	0.0%
7	120.0	12.3	0.5	58.1	3.0	0.0%
8	120.0	10.1	0.5	48.8	2.0	0.0%
9	120.0	10.4	0.5	64.1	3.0	0.0%
10	120.0	14.7	0.7	79.2	3.0	0.0%
Average:	**120.0**	**11.3**	**0.5**	**63.3**	**2.7**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	120.0	13.2	0.6	74.3	3.0	0.0%
2	120.0	11.8	0.5	68.7	3.0	0.0%
3	120.0	12.9	0.6	63.4	3.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on State Route 46 - Lane ID 16						
4	120.0	10.9	0.5	73.2	3.0	0.0%
5	120.0	11.7	0.5	69.7	3.0	0.0%
6	120.0	12.4	0.5	70.6	3.0	0.0%
7	120.0	9.3	0.4	42.7	2.0	0.0%
8	120.0	13.2	0.6	71.8	3.0	0.0%
9	120.0	11.9	0.5	77.7	3.0	0.0%
10	120.0	12.7	0.6	78.3	3.0	0.0%
Average:	**120.0**	**12.0**	**0.5**	**69.0**	**2.9**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	120.0	1.2	0.1	9.2	1.0	0.0%
2	120.0	1.7	0.1	12.6	1.0	0.0%
3	120.0	1.4	0.1	11.0	1.0	0.0%
4	120.0	1.4	0.2	8.8	1.0	0.0%
5	120.0	1.1	0.1	7.8	1.0	0.0%
6	120.0	1.1	0.1	7.2	1.0	0.0%
7	120.0	0.9	0.1	7.1	1.0	0.0%
8	120.0	1.2	0.1	6.3	1.0	0.0%
9	120.0	1.1	0.1	8.3	1.0	0.0%
10	120.0	1.4	0.1	13.0	1.0	0.0%
Average:	**120.0**	**1.3**	**0.1**	**9.1**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	120.0	4.0	0.2	18.6	1.0	0.0%
2	120.0	4.9	0.3	37.2	2.0	0.0%
3	120.0	3.8	0.2	18.2	1.0	0.0%
4	120.0	7.2	0.3	45.6	2.0	0.0%
5	120.0	3.3	0.2	18.3	1.0	0.0%
6	120.0	3.4	0.2	19.0	1.0	0.0%
7	120.0	4.2	0.2	20.1	1.0	0.0%
8	120.0	5.5	0.3	43.0	2.0	0.0%
9	120.0	4.9	0.2	42.5	1.0	0.0%
10	120.0	5.9	0.3	32.3	1.0	0.0%
Average:	**120.0**	**4.7**	**0.2**	**29.5**	**1.3**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	120.0	4.6	0.2	21.6	1.0	0.0%
2	120.0	5.1	0.3	35.2	2.0	0.0%
3	120.0	4.0	0.2	17.6	1.0	0.0%
4	120.0	5.5	0.3	21.4	1.0	0.0%
5	120.0	3.8	0.2	18.2	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on State Route 46 - Lane ID 64						
6	120.0	3.7	0.2	19.2	1.0	0.0%
7	120.0	4.1	0.2	18.7	1.0	0.0%
8	120.0	3.8	0.2	21.6	1.0	0.0%
9	120.0	3.5	0.2	17.0	1.0	0.0%
10	120.0	4.9	0.3	37.1	2.0	0.0%
Average:	**120.0**	**4.3**	**0.2**	**22.8**	**1.2**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	120.0	2.7	0.1	17.4	1.0	0.0%
2	120.0	4.3	0.3	18.0	1.0	0.0%
3	120.0	6.1	0.3	45.1	2.0	0.0%
4	120.0	6.2	0.3	43.2	2.0	0.0%
5	120.0	3.9	0.2	25.4	1.0	0.0%
6	120.0	5.3	0.3	38.7	1.0	0.0%
7	120.0	5.7	0.3	34.5	2.0	0.0%
8	120.0	4.8	0.3	31.7	2.0	0.0%
9	120.0	5.1	0.3	20.7	1.0	0.0%
10	120.0	5.1	0.3	39.5	2.0	0.0%
Average:	**120.0**	**4.9**	**0.3**	**31.4**	**1.5**	**0.0%**

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	7.3	0.9	6.1	8.9	10
EB R	79	New Road	4.3	1.3	2.2	5.9	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	6.9	1.7	4.4	10.5	10
NB T	73	State Route 46	1.4	0.6	0.3	2.3	10
SB T	76	State Route 46	3.2	1.0	1.9	5.0	10
SB T	77	State Route 46	0.9	0.6	0.3	2.3	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	3.1	0.9	1.7	4.5	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.4	0.3	0.1	1.0	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	7.4	0.8	6.4	8.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.4	0.4	0.1	1.1	10
NB T	15	State Route 46	11.3	1.7	8.8	14.7	10
NB TR	16	State Route 46	12.0	1.2	9.3	13.2	10
SB L	62	State Route 46	1.3	0.2	0.9	1.7	10
SB T	63	State Route 46	4.7	1.2	3.3	7.2	10
SB TR	64	State Route 46	4.3	0.7	3.5	5.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	4.9	1.1	2.7	6.2	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	0.3	0.0	0.3	0.4	10
EB R	79	New Road	0.2	0.1	0.1	0.3	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	0.3	0.1	0.2	0.4	10
NB T	73	State Route 46	0.1	0.0	0.0	0.1	10
SB T	76	State Route 46	0.2	0.1	0.1	0.2	10
SB T	77	State Route 46	0.0	0.0	0.0	0.1	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.2	0.0	0.1	0.2	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.0	0.0	0.0	0.1	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.4	0.0	0.3	0.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.1	10
NB T	15	State Route 46	0.5	0.1	0.4	0.7	10
NB TR	16	State Route 46	0.5	0.1	0.4	0.6	10
SB L	62	State Route 46	0.1	0.0	0.1	0.2	10
SB T	63	State Route 46	0.2	0.1	0.2	0.3	10
SB TR	64	State Route 46	0.2	0.0	0.2	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.3	0.1	0.1	0.3	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	47.0	8.1	40.4	68.1	10
EB R	79	New Road	30.3	11.8	15.8	45.5	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	43.3	11.9	21.1	70.4	10
NB T	73	State Route 46	12.9	6.9	0.0	19.3	10
SB T	76	State Route 46	22.1	9.8	14.5	47.5	10
SB T	77	State Route 46	1.3	4.1	0.0	13.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	17.3	1.0	15.5	18.8	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.7	2.1	0.0	6.6	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	43.0	1.7	40.9	47.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	1.6	3.5	0.0	9.9	10
NB T	15	State Route 46	63.3	9.6	48.8	79.2	10
NB TR	16	State Route 46	69.0	10.2	42.7	78.3	10
SB L	62	State Route 46	9.1	2.3	6.3	13.0	10
SB T	63	State Route 46	29.5	11.8	18.2	45.6	10
SB TR	64	State Route 46	22.8	7.3	17.0	37.1	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	31.4	10.4	17.4	45.1	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	1.9	0.3	1.0	2.0	10
EB R	79	New Road	1.3	0.5	1.0	2.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	1.9	0.3	1.0	2.0	10
NB T	73	State Route 46	0.8	0.4	0.0	1.0	10
SB T	76	State Route 46	1.1	0.3	1.0	2.0	10
SB T	77	State Route 46	0.1	0.3	0.0	1.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.1	0.3	0.0	1.0	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	2.0	0.0	2.0	2.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.2	0.4	0.0	1.0	10
NB T	15	State Route 46	2.7	0.5	2.0	3.0	10
NB TR	16	State Route 46	2.9	0.3	2.0	3.0	10
SB L	62	State Route 46	1.0	0.0	1.0	1.0	10
SB T	63	State Route 46	1.3	0.5	1.0	2.0	10
SB TR	64	State Route 46	1.2	0.4	1.0	2.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	1.5	0.5	1.0	2.0	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	0.0	0.0	0.0	0.0	10
EB R	79	New Road	0.0	0.0	0.0	0.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	0.0	0.0	0.0	0.0	10
NB T	73	State Route 46	0.0	0.0	0.0	0.0	10
SB T	76	State Route 46	0.0	0.0	0.0	0.0	10
SB T	77	State Route 46	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.0	0.0	0.0	0.0	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.0	0.0	0.0	0.0	10
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on New Road: Lane ID 79				
1	405.0	0.47	4.2	A
2	402.0	0.50	4.4	A
3	405.0	0.51	4.5	A
4	403.0	0.54	4.8	A
5	401.0	0.51	4.6	A
6	403.0	0.56	5.0	A
7	402.0	0.53	4.8	A
8	405.0	0.53	4.7	A
9	403.0	0.52	4.6	A
10	403.0	0.54	4.8	A
Average:	**403.0**	**0.52**	**4.6**	**A**
NB T on State Route 46: Lane ID 72				
1	443.0	0.81	6.6	A
2	446.0	0.89	7.2	A
3	423.0	0.81	6.9	A
4	429.0	0.79	6.6	A
5	435.0	0.85	7.0	A
6	434.0	0.81	6.7	A
7	435.0	0.79	6.6	A
8	440.0	0.86	7.1	A
9	433.0	0.80	6.7	A
10	444.0	0.84	6.8	A
Average:	**436.0**	**0.83**	**6.8**	**A**
NB T on State Route 46: Lane ID 73				
1	209.0	0.29	5.0	A
2	206.0	0.28	4.8	A
3	229.0	0.31	4.9	A
4	222.0	0.33	5.4	A
5	220.0	0.32	5.3	A
6	219.0	0.32	5.3	A
7	219.0	0.32	5.2	A
8	215.0	0.33	5.5	A
9	217.0	0.33	5.5	A
10	211.0	0.30	5.1	A
Average:	**216.0**	**0.31**	**5.2**	**A**

Roundabout LOS by Lane

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Lane ID 76				
1	360.0	0.40	4.0	A
2	371.0	0.45	4.3	A
3	358.0	0.40	4.1	A
4	372.0	0.47	4.6	A
5	365.0	0.44	4.3	A
6	343.0	0.43	4.5	A
7	371.0	0.45	4.4	A
8	373.0	0.44	4.2	A
9	359.0	0.46	4.6	A
10	377.0	0.44	4.2	A
Average:	**364.0**	**0.44**	**4.3**	**A**
SB T on State Route 46: Lane ID 77				
1	142.0	0.12	3.1	A
2	137.0	0.12	3.1	A
3	142.0	0.13	3.3	A
4	138.0	0.12	3.2	A
5	135.0	0.14	3.7	A
6	159.0	0.15	3.5	A
7	136.0	0.12	3.2	A
8	133.0	0.12	3.3	A
9	141.0	0.14	3.5	A
10	128.0	0.11	3.2	A
Average:	**139.0**	**0.13**	**3.3**	**A**
WB T on New Road: Lane ID 69				
1	415.0	0.72	6.3	A
2	412.0	0.75	6.6	A
3	417.0	0.81	7.0	A
4	413.0	0.69	6.0	A
5	414.0	0.75	6.5	A
6	414.0	0.71	6.2	A
7	413.0	0.73	6.3	A
8	415.0	0.70	6.0	A
9	413.0	0.77	6.7	A
10	412.0	0.67	5.9	A
Average:	**413.0**	**0.73**	**6.4**	**A**

Roundabout LOS by Lane

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	69	New Road	0.7	0.0	0.7	0.8	10
NB T	72	State Route 46	0.8	0.0	0.8	0.9	10
NB T	73	State Route 46	0.3	0.0	0.3	0.3	10
SB T	76	State Route 46	0.4	0.0	0.4	0.5	10
SB T	77	State Route 46	0.1	0.0	0.1	0.2	10
EB R	79	New Road	0.5	0.0	0.5	0.6	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	69	New Road	6.4	0.4	5.9	7.0	10
NB T	72	State Route 46	6.8	0.2	6.6	7.2	10
NB T	73	State Route 46	5.2	0.2	4.8	5.5	10
SB T	76	State Route 46	4.3	0.2	4.0	4.6	10
SB T	77	State Route 46	3.3	0.2	3.1	3.7	10
EB R	79	New Road	4.6	0.2	4.2	5.0	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,974.0	2.82	5.1	A
2	1,974.0	2.98	5.4	A
3	1,974.0	2.98	5.4	A
4	1,977.0	2.94	5.4	A
5	1,970.0	3.01	5.5	A
6	1,972.0	2.99	5.5	A
7	1,976.0	2.94	5.4	A
8	1,981.0	2.98	5.4	A
9	1,966.0	3.01	5.5	A
10	1,975.0	2.90	5.3	A
Average:	**1,973.9**	**2.96**	**5.4**	**A**

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	3.0	0.1	2.8	3.0	10

Project: 2 Lane w Bank Drives
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	5.4	0.1	5.1	5.5	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on State Route 46: Superlink ID 6				
1	946.0	0.00	0.0	A
2	947.0	0.02	0.1	A
3	939.0	0.03	0.1	A
4	946.0	0.02	0.1	A
5	937.0	0.03	0.1	A
6	941.0	0.01	0.0	A
7	941.0	0.02	0.1	A
8	941.0	0.02	0.1	A
9	942.0	0.06	0.2	A
10	945.0	0.13	0.5	A
Average:	**942.5**	**0.03**	**0.1**	**A**
SB on State Route 46: Superlink ID 4				
1	1,257.0	0.11	0.3	A
2	1,264.0	0.16	0.5	A
3	1,261.0	0.12	0.3	A
4	1,255.0	0.14	0.4	A
5	1,259.0	0.12	0.3	A
6	1,259.0	0.12	0.3	A
7	1,255.0	0.12	0.3	A
8	1,260.0	0.12	0.3	A
9	1,255.0	0.11	0.3	A
10	1,260.0	0.13	0.4	A
Average:	**1,258.5**	**0.13**	**0.3**	**A**
WB on N Beacon Drive: Superlink ID 9				
1	37.0	0.15	14.3	B
2	36.0	0.18	17.6	C
3	37.0	0.17	16.6	C
4	36.0	0.17	17.0	C
5	38.0	0.21	19.7	C
6	35.0	0.22	22.8	C
7	35.0	0.24	24.9	C
8	37.0	0.26	25.6	D
9	35.0	0.15	15.1	C

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	36.0	0.14	13.8	B
Average:	**36.2**	**0.19**	**18.7**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on Norte Dame Avenue: Superlink ID 5				
1	73.0	0.31	15.5	B
2	72.0	0.28	14.2	B
3	73.0	0.30	15.0	B
4	73.0	0.28	14.0	B
5	73.0	0.38	18.6	B
6	74.0	0.30	14.7	B
7	70.0	0.32	16.4	B
8	73.0	0.29	14.5	B
9	74.0	0.33	15.9	B
10	72.0	0.36	18.0	B
Average:	**72.7**	**0.32**	**15.7**	**B**
NB on State Route 46: Superlink ID 4				
1	962.0	2.10	7.9	A
2	965.0	2.11	7.9	A
3	955.0	2.30	8.7	A
4	958.0	2.20	8.3	A
5	957.0	2.21	8.3	A
6	953.0	2.07	7.8	A
7	950.0	2.14	8.1	A
8	958.0	2.08	7.8	A
9	955.0	1.96	7.4	A
10	962.0	2.08	7.8	A
Average:	**957.5**	**2.13**	**8.0**	**A**
SB on State Route 46: Superlink ID 3				
1	1,229.0	2.79	8.2	A
2	1,233.0	2.49	7.3	A
3	1,228.0	2.79	8.2	A
4	1,220.0	2.50	7.4	A
5	1,229.0	2.65	7.8	A
6	1,231.0	2.74	8.0	A
7	1,219.0	2.70	8.0	A
8	1,221.0	2.76	8.2	A
9	1,223.0	2.67	7.9	A

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,228.0	2.66	7.8	A
Average:	**1,226.1**	**2.68**	**7.9**	**A**
WB on Willow Crest Drive: Superlink ID 2				
1	190.0	0.94	17.8	B
2	188.0	0.74	14.3	B
3	190.0	0.96	18.1	B
4	188.0	0.92	17.7	B
5	188.0	0.86	16.5	B
6	186.0	0.83	16.0	B
7	188.0	0.85	16.3	B
8	188.0	0.99	18.9	B
9	185.0	0.90	17.5	B
10	186.0	0.85	16.4	B
Average:	**187.7**	**0.88**	**17.0**	**B**

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.0	0.0	0.0	0.1	10
S	State Route 46	4	0.1	0.0	0.1	0.2	10
W	N Beacon Drive	9	0.2	0.0	0.1	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	0.3	0.0	0.3	0.4	10
N	State Route 46	4	2.1	0.1	2.0	2.3	10
S	State Route 46	3	2.7	0.1	2.5	2.8	10
W	Willow Crest Drive	2	0.9	0.1	0.7	1.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
N	State Route 46	6	0.1	0.1	0.0	0.5	10
S	State Route 46	4	0.3	0.1	0.3	0.5	10
W	N Beacon Drive	9	18.7	4.3	13.8	25.6	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	Norte Dame Avenue	5	15.7	1.6	14.0	18.6	10
N	State Route 46	4	8.0	0.4	7.4	8.7	10
S	State Route 46	3	7.9	0.3	7.3	8.2	10
W	Willow Crest Drive	2	17.0	1.3	14.3	18.9	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,240.0	0.26	0.4	A
2	2,247.0	0.36	0.6	A
3	2,237.0	0.31	0.5	A
4	2,237.0	0.33	0.5	A
5	2,234.0	0.36	0.6	A
6	2,235.0	0.35	0.6	A
7	2,231.0	0.38	0.6	A
8	2,238.0	0.40	0.6	A
9	2,232.0	0.31	0.5	A
10	2,241.0	0.40	0.6	A
Average:	**2,237.2**	**0.35**	**0.6**	**A**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,454.0	6.14	9.0	A
2	2,458.0	5.62	8.2	A
3	2,446.0	6.35	9.3	A
4	2,439.0	5.91	8.7	A
5	2,447.0	6.10	9.0	A
6	2,444.0	5.94	8.7	A
7	2,427.0	6.00	8.9	A
8	2,440.0	6.13	9.0	A
9	2,437.0	5.86	8.7	A
10	2,448.0	5.95	8.8	A
Average:	**2,444.0**	**6.00**	**8.8**	**A**

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.3	0.0	0.3	0.4	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	6.0	0.2	5.6	6.4	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
17	State Route 46 & N Beacon Drive	Stop	0.6	0.1	0.4	0.6	10
11	State Route 46, Willow Crest Drive & Norte Dame Avenue	Actuated	8.8	0.3	8.2	9.3	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on State Route 46: Superlink ID 6				
1	430.0	0.00	0.0	A
2	434.0	0.01	0.1	A
3	429.0	0.02	0.1	A
4	425.0	0.02	0.1	A
5	422.0	0.00	0.0	A
6	414.0	0.00	0.0	A
7	413.0	0.00	0.0	A
8	437.0	0.02	0.1	A
9	428.0	0.01	0.1	A
10	435.0	0.00	0.0	A
Average:	**426.7**	**0.01**	**0.1**	**A**
NB TR on State Route 46: Superlink ID 6				
1	516.0	0.00	0.0	A
2	513.0	0.01	0.1	A
3	510.0	0.01	0.1	A
4	521.0	0.01	0.0	A
5	515.0	0.03	0.2	A
6	527.0	0.00	0.0	A
7	528.0	0.02	0.1	A
8	504.0	0.01	0.0	A
9	514.0	0.05	0.3	A
10	510.0	0.13	0.9	A
Average:	**515.8**	**0.03**	**0.2**	**A**
SB L on State Route 46: Superlink ID 4				
1	30.0	0.08	10.0	B
2	33.0	0.14	15.1	C
3	31.0	0.09	10.2	B
4	31.0	0.12	14.1	B
5	32.0	0.10	11.5	B
6	30.0	0.10	11.7	B
7	31.0	0.10	11.0	B
8	31.0	0.10	11.8	B
9	29.0	0.08	10.3	B
10	31.0	0.12	14.0	B
Average:	**30.9**	**0.10**	**12.0**	**B**

STATE ROUTE 46 & N BEACON DRIVE -- UNSIGNALIZED — NODE: 17

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Superlink ID 4				
1	1,227.0	0.03	0.1	A
2	1,231.0	0.02	0.1	A
3	1,230.0	0.03	0.1	A
4	1,224.0	0.02	0.0	A
5	1,227.0	0.01	0.0	A
6	1,229.0	0.02	0.1	A
7	1,224.0	0.02	0.1	A
8	1,229.0	0.02	0.0	A
9	1,226.0	0.03	0.1	A
10	1,229.0	0.01	0.0	A
Average:	**1,227.6**	**0.02**	**0.1**	**A**
WB LR on N Beacon Drive: Superlink ID 9				
1	37.0	0.15	14.3	B
2	36.0	0.18	17.6	C
3	37.0	0.17	16.6	C
4	36.0	0.17	17.0	C
5	38.0	0.21	19.7	C
6	35.0	0.22	22.8	C
7	35.0	0.24	24.9	C
8	37.0	0.26	25.6	D
9	35.0	0.15	15.1	C
10	36.0	0.14	13.8	B
Average:	**36.2**	**0.19**	**18.7**	**C**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED — NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LTR on Norte Dame Avenue: Superlink ID 5				
1	73.0	0.31	15.5	B
2	72.0	0.28	14.2	B
3	73.0	0.30	15.0	B
4	73.0	0.28	14.0	B
5	73.0	0.38	18.6	B
6	74.0	0.30	14.7	B
7	70.0	0.32	16.4	B
8	73.0	0.29	14.5	B
9	74.0	0.33	15.9	B
10	72.0	0.36	18.0	B
Average:	**72.7**	**0.32**	**15.7**	**B**

NB L on State Route 46: Superlink ID 4

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	53.0	0.38	25.7	C
2	55.0	0.49	31.8	C
3	50.0	0.42	30.1	C
4	53.0	0.46	31.0	C
5	50.0	0.46	33.2	C
6	51.0	0.39	27.8	C
7	51.0	0.40	28.3	C
8	52.0	0.44	30.7	C
9	53.0	0.44	29.6	C
10	55.0	0.37	24.3	C
Average:	**52.3**	**0.43**	**29.3**	**C**

NB T on State Route 46: Superlink ID 4

1	419.0	0.83	7.1	A
2	408.0	0.72	6.4	A
3	414.0	0.88	7.7	A
4	428.0	0.82	6.9	A
5	422.0	0.82	7.0	A
6	416.0	0.71	6.1	A
7	400.0	0.82	7.4	A
8	428.0	0.74	6.2	A
9	397.0	0.68	6.2	A
10	408.0	0.77	6.8	A
Average:	**414.0**	**0.78**	**6.8**	**A**

NB TR on State Route 46: Superlink ID 4

1	490.0	0.90	6.6	A
2	502.0	0.90	6.4	A
3	491.0	1.00	7.3	A
4	477.0	0.92	6.9	A
5	485.0	0.93	6.9	A
6	486.0	0.97	7.2	A
7	499.0	0.92	6.6	A
8	478.0	0.90	6.8	A
9	505.0	0.84	6.0	A
10	499.0	0.94	6.8	A
Average:	**491.2**	**0.92**	**6.8**	**A**

SB L on State Route 46: Superlink ID 3

1	73.0	0.45	22.2	C
2	73.0	0.39	19.4	B
3	72.0	0.44	21.8	C
4	73.0	0.42	20.6	C

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	73.0	0.47	23.1	C
6	74.0	0.41	19.8	B
7	72.0	0.40	19.9	B
8	73.0	0.47	23.1	C
9	73.0	0.42	20.7	C
10	72.0	0.49	24.7	C
Average:	**72.8**	**0.44**	**21.5**	**C**
SB T on State Route 46: Superlink ID 3				
1	583.0	1.13	7.0	A
2	586.0	1.05	6.4	A
3	570.0	1.18	7.5	A
4	583.0	1.11	6.8	A
5	577.0	1.04	6.5	A
6	572.0	1.12	7.0	A
7	569.0	1.16	7.3	A
8	583.0	1.20	7.4	A
9	582.0	1.17	7.2	A
10	583.0	1.14	7.0	A
Average:	**578.8**	**1.13**	**7.0**	**A**
SB TR on State Route 46: Superlink ID 3				
1	573.0	1.21	7.6	A
2	574.0	1.04	6.5	A
3	586.0	1.17	7.2	A
4	564.0	0.97	6.2	A
5	579.0	1.14	7.1	A
6	585.0	1.22	7.5	A
7	578.0	1.14	7.1	A
8	565.0	1.10	7.0	A
9	568.0	1.08	6.9	A
10	573.0	1.03	6.5	A
Average:	**574.5**	**1.11**	**7.0**	**A**
WB LTR on Willow Crest Drive: Superlink ID 2				
1	190.0	0.94	17.8	B
2	188.0	0.74	14.3	B
3	190.0	0.96	18.1	B
4	188.0	0.92	17.7	B
5	188.0	0.86	16.5	B
6	186.0	0.83	16.0	B
7	188.0	0.85	16.3	B
8	188.0	0.99	18.9	B

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE -- SIGNALIZED **NODE: 11**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	185.0	0.90	17.5	B
10	186.0	0.85	16.4	B
Average:	**187.7**	**0.88**	**17.0**	**B**

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.0	0.0	0.0	0.0	10
NB TR	State Route 46	6	0.0	0.0	0.0	0.1	10
SB L	State Route 46	4	0.1	0.0	0.1	0.1	10
SB T	State Route 46	4	0.0	0.0	0.0	0.0	10
WB LR	N Beacon Drive	9	0.2	0.0	0.1	0.3	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	0.3	0.0	0.3	0.4	10
NB L	State Route 46	4	0.4	0.0	0.4	0.5	10
NB T	State Route 46	4	0.8	0.1	0.7	0.9	10
NB TR	State Route 46	4	0.9	0.0	0.8	1.0	10
SB L	State Route 46	3	0.4	0.0	0.4	0.5	10
SB T	State Route 46	3	1.1	0.1	1.0	1.2	10
SB TR	State Route 46	3	1.1	0.1	1.0	1.2	10
WB LTR	Willow Crest Drive	2	0.9	0.1	0.7	1.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB T	State Route 46	6	0.1	0.1	0.0	0.1	10
NB TR	State Route 46	6	0.2	0.3	0.0	0.9	10
SB L	State Route 46	4	12.0	1.8	10.0	15.1	10
SB T	State Route 46	4	0.1	0.1	0.0	0.1	10
WB LR	N Beacon Drive	9	18.7	4.3	13.8	25.6	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LTR	Norte Dame Avenue	5	15.7	1.6	14.0	18.6	10
NB L	State Route 46	4	29.3	2.8	24.3	33.2	10
NB T	State Route 46	4	6.8	0.5	6.1	7.7	10
NB TR	State Route 46	4	6.8	0.4	6.0	7.3	10
SB L	State Route 46	3	21.5	1.7	19.4	24.7	10
SB T	State Route 46	3	7.0	0.4	6.4	7.5	10
SB TR	State Route 46	3	7.0	0.4	6.2	7.6	10
WB LTR	Willow Crest Drive	2	17.0	1.3	14.3	18.9	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

15, 13, 14, 12, 11, 17, 10 & 16

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on New Road - Lane ID 79						
1	121.0	19.3	0.7	84.1	3.0	0.0%
2	120.0	18.6	0.7	85.9	3.0	0.0%
3	120.0	15.5	0.6	75.4	3.0	0.0%
4	120.0	16.8	0.8	74.3	3.0	0.0%
5	120.0	25.2	0.9	111.3	3.0	0.0%
6	120.0	15.1	0.6	77.8	3.0	0.0%
7	120.0	15.0	0.6	76.9	3.0	0.0%
8	120.0	16.9	0.7	75.1	3.0	0.0%
9	120.0	15.6	0.7	76.2	3.0	0.0%
10	120.0	14.9	0.6	74.6	2.0	0.0%
Average:	**120.1**	**17.3**	**0.7**	**81.2**	**2.9**	**0.0%**
NB T on State Route 46 - Lane ID 72						
1	121.0	42.6	1.7	158.8	6.0	0.0%
2	120.0	32.5	1.3	127.9	5.0	0.0%
3	120.0	40.7	1.6	128.9	5.0	0.0%
4	120.0	38.0	1.5	173.2	6.0	0.0%
5	120.0	52.3	2.0	189.4	7.0	0.0%
6	120.0	31.4	1.2	129.4	5.0	0.0%
7	120.0	40.2	1.6	173.8	6.0	0.0%
8	120.0	29.6	1.2	116.5	4.0	0.0%
9	120.0	35.2	1.4	126.6	5.0	0.0%
10	120.0	34.3	1.4	138.2	5.0	0.0%
Average:	**120.1**	**37.7**	**1.5**	**146.3**	**5.4**	**0.0%**
NB T on State Route 46 - Lane ID 73						
1	121.0	5.7	0.3	38.7	2.0	0.0%
2	120.0	3.8	0.2	20.5	1.0	0.0%
3	120.0	5.3	0.3	21.6	1.0	0.0%
4	120.0	4.9	0.2	27.1	1.0	0.0%
5	120.0	8.2	0.4	49.8	2.0	0.0%
6	120.0	5.4	0.3	25.0	1.0	0.0%
7	120.0	6.4	0.3	43.2	2.0	0.0%
8	120.0	7.5	0.4	43.1	2.0	0.0%
9	120.0	4.8	0.3	21.5	1.0	0.0%
10	120.0	3.7	0.2	18.5	1.0	0.0%

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 73						
Average:	**120.1**	**5.6**	**0.3**	**30.9**	**1.4**	**0.0%**
SB T on State Route 46 - Lane ID 76						
1	121.0	55.8	2.0	215.5	8.0	0.0%
2	120.0	68.3	2.5	269.7	9.0	0.0%
3	120.0	46.2	1.7	231.3	8.0	0.0%
4	120.0	59.6	2.2	242.4	8.0	0.0%
5	120.0	67.2	2.5	236.9	9.0	0.0%
6	120.0	66.5	2.4	297.7	11.0	0.0%
7	120.0	84.7	2.9	348.7	12.0	0.0%
8	120.0	77.6	2.8	282.3	10.0	0.0%
9	120.0	79.3	2.9	285.3	10.0	0.0%
10	120.0	64.5	2.3	286.1	10.0	0.0%
Average:	**120.1**	**67.0**	**2.4**	**269.6**	**9.5**	**0.0%**
SB T on State Route 46 - Lane ID 77						
1	121.0	7.4	0.3	46.6	2.0	0.0%
2	120.0	5.2	0.3	25.2	1.0	0.0%
3	120.0	8.2	0.3	45.6	2.0	0.0%
4	120.0	5.5	0.3	39.1	2.0	0.0%
5	120.0	6.7	0.3	45.1	2.0	0.0%
6	120.0	4.4	0.2	23.4	1.0	0.0%
7	120.0	7.1	0.3	44.2	2.0	0.0%
8	120.0	9.9	0.4	66.7	2.0	0.0%
9	120.0	8.5	0.4	47.3	2.0	0.0%
10	120.0	5.9	0.3	40.4	2.0	0.0%
Average:	**120.1**	**6.9**	**0.3**	**42.4**	**1.8**	**0.0%**
WB T on New Road - Lane ID 69						
1	121.0	13.4	0.6	72.9	3.0	0.0%
2	120.0	10.3	0.5	52.1	2.0	0.0%
3	120.0	9.7	0.4	49.5	2.0	0.0%
4	120.0	16.9	0.6	76.1	3.0	0.0%
5	120.0	8.2	0.4	48.6	2.0	0.0%
6	120.0	10.0	0.5	49.0	2.0	0.0%
7	120.0	11.9	0.5	71.5	3.0	0.0%
8	120.0	9.5	0.4	48.1	2.0	0.0%
9	120.0	11.0	0.5	68.8	3.0	0.0%
10	120.0	6.9	0.3	39.5	2.0	0.0%
Average:	**120.1**	**10.8**	**0.5**	**57.6**	**2.4**	**0.0%**

Lane Queue by Intersection

31, NEW RD DRIVE WEST & 32 NODE: 28

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on New Rd Drive West - Lane ID 113						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on New Rd Drive West - Lane ID 96						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB L on [Unnamed Street] - Lane ID 110						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on State Route 46 - Lane ID 54						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on State Route 46 - Lane ID 55						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB L on State Route 46 - Lane ID 105						
1	121.0	0.8	0.1	6.4	1.0	0.0%
2	120.0	1.2	0.1	7.3	1.0	0.0%
3	120.0	0.7	0.1	5.9	1.0	0.0%
4	120.0	0.7	0.1	6.8	1.0	0.0%
5	120.0	0.6	0.1	5.6	1.0	0.0%
6	120.0	0.6	0.1	6.3	1.0	0.0%
7	120.0	0.5	0.1	5.7	1.0	0.0%
8	120.0	0.5	0.1	5.3	1.0	0.0%
9	120.0	0.3	0.1	3.9	1.0	0.0%
10	120.0	1.0	0.1	6.5	1.0	0.0%
Average:	**120.1**	**0.7**	**0.1**	**6.0**	**1.0**	**0.0%**
SB T on State Route 46 - Lane ID 106						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on State Route 46 - Lane ID 106						
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on State Route 46 - Lane ID 107						
1	121.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB LR on N Beacon Drive - Lane ID 23						
1	121.0	2.7	0.2	18.2	1.0	0.0%
2	120.0	2.8	0.2	17.1	1.0	0.0%
3	120.0	2.0	0.1	16.3	1.0	0.0%
4	120.0	3.4	0.2	17.8	1.0	0.0%
5	120.0	3.9	0.2	17.8	1.0	0.0%
6	120.0	2.9	0.2	16.8	1.0	0.0%
7	120.0	4.9	0.3	18.0	1.0	0.0%
8	120.0	5.5	0.3	18.3	1.0	0.0%
9	120.0	3.7	0.2	19.3	1.0	0.0%
10	120.0	1.9	0.1	16.3	1.0	0.0%
Average:	**120.1**	**3.4**	**0.2**	**17.6**	**1.0**	**0.0%**

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
1	121.0	5.7	0.3	19.2	1.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LTR on Norte Dame Avenue - Lane ID 18						
2	120.0	5.4	0.3	35.7	2.0	0.0%
3	120.0	4.9	0.3	24.2	1.0	0.0%
4	120.0	5.0	0.3	18.3	1.0	0.0%
5	120.0	6.3	0.4	22.3	1.0	0.0%
6	120.0	6.1	0.3	37.0	2.0	0.0%
7	120.0	7.0	0.3	39.6	2.0	0.0%
8	120.0	4.7	0.3	18.1	1.0	0.0%
9	120.0	5.6	0.3	18.6	1.0	0.0%
10	120.0	5.2	0.3	31.3	2.0	0.0%
Average:	**120.1**	**5.6**	**0.3**	**26.4**	**1.4**	**0.0%**
NB L on State Route 46 - Lane ID 14						
1	121.0	5.0	0.4	36.1	1.0	0.0%
2	120.0	5.9	0.5	30.8	2.0	0.0%
3	120.0	4.4	0.4	28.4	2.0	0.0%
4	120.0	5.2	0.4	30.4	2.0	0.0%
5	120.0	4.8	0.4	27.2	2.0	0.0%
6	120.0	4.8	0.4	30.7	2.0	0.0%
7	120.0	4.0	0.3	17.3	1.0	0.0%
8	120.0	5.6	0.4	36.9	2.0	0.0%
9	120.0	5.1	0.4	34.5	2.0	0.0%
10	120.0	3.8	0.3	17.3	1.0	0.0%
Average:	**120.1**	**4.9**	**0.4**	**29.0**	**1.7**	**0.0%**
NB T on State Route 46 - Lane ID 15						
1	121.0	15.7	0.7	92.5	3.0	0.0%
2	120.0	12.4	0.6	52.8	2.0	0.0%
3	120.0	15.2	0.7	71.8	3.0	0.0%
4	120.0	13.8	0.6	92.1	4.0	0.0%
5	120.0	12.3	0.5	75.3	3.0	0.0%
6	120.0	7.3	0.3	48.4	2.0	0.0%
7	120.0	14.6	0.6	92.7	3.0	0.0%
8	120.0	8.0	0.4	51.0	2.0	0.0%
9	120.0	10.2	0.5	64.9	3.0	0.0%
10	120.0	10.1	0.5	48.9	2.0	0.0%
Average:	**120.1**	**12.0**	**0.5**	**69.0**	**2.7**	**0.0%**
NB TR on State Route 46 - Lane ID 16						
1	121.0	15.9	0.7	98.4	3.0	0.0%
2	120.0	12.1	0.6	66.8	3.0	0.0%
3	120.0	18.5	0.8	98.1	4.0	0.0%

Lane Queue by Intersection

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB TR on State Route 46 - Lane ID 16						
4	120.0	15.0	0.6	92.7	3.0	0.0%
5	120.0	14.5	0.6	78.5	3.0	0.0%
6	120.0	9.6	0.4	72.3	3.0	0.0%
7	120.0	13.9	0.6	78.2	3.0	0.0%
8	120.0	10.9	0.5	71.5	3.0	0.0%
9	120.0	15.3	0.7	89.2	4.0	0.0%
10	120.0	15.1	0.7	70.4	3.0	0.0%
Average:	**120.1**	**14.1**	**0.6**	**81.6**	**3.2**	**0.0%**
SB L on State Route 46 - Lane ID 62						
1	121.0	5.8	0.5	32.4	1.0	0.0%
2	120.0	3.8	0.4	16.7	1.0	0.0%
3	120.0	4.9	0.4	17.6	1.0	0.0%
4	120.0	5.6	0.4	28.9	2.0	0.0%
5	120.0	5.0	0.4	18.8	1.0	0.0%
6	120.0	3.3	0.4	16.2	1.0	0.0%
7	120.0	3.9	0.4	19.2	1.0	0.0%
8	120.0	4.7	0.5	17.8	1.0	0.0%
9	120.0	4.7	0.4	19.9	1.0	0.0%
10	120.0	5.4	0.4	18.9	1.0	0.0%
Average:	**120.1**	**4.7**	**0.4**	**20.6**	**1.1**	**0.0%**
SB T on State Route 46 - Lane ID 63						
1	121.0	20.1	0.8	101.3	4.0	0.0%
2	120.0	16.1	0.7	74.6	3.0	0.0%
3	120.0	19.1	0.8	108.0	4.0	0.0%
4	120.0	16.7	0.7	92.2	4.0	0.0%
5	120.0	16.0	0.7	78.9	3.0	0.0%
6	120.0	9.8	0.4	68.4	3.0	0.0%
7	120.0	17.8	0.8	100.0	4.0	0.0%
8	120.0	15.8	0.6	91.4	4.0	0.0%
9	120.0	16.9	0.7	91.7	4.0	0.0%
10	120.0	20.3	0.8	102.5	4.0	0.0%
Average:	**120.1**	**16.9**	**0.7**	**90.9**	**3.7**	**0.0%**
SB TR on State Route 46 - Lane ID 64						
1	121.0	20.2	0.9	100.5	4.0	0.0%
2	120.0	14.6	0.6	72.8	3.0	0.0%
3	120.0	22.5	0.9	108.2	4.0	0.0%
4	120.0	13.9	0.6	77.8	3.0	0.0%
5	120.0	19.5	0.8	91.4	4.0	0.0%

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB TR on State Route 46 - Lane ID 64						
6	120.0	10.8	0.5	67.3	3.0	0.0%
7	120.0	16.4	0.7	75.4	3.0	0.0%
8	120.0	13.3	0.5	74.7	3.0	0.0%
9	120.0	20.5	0.8	118.2	4.0	0.0%
10	120.0	18.5	0.8	94.9	4.0	0.0%
Average:	**120.1**	**17.0**	**0.7**	**88.1**	**3.5**	**0.0%**
WB LTR on Willow Crest Drive - Lane ID 4						
1	121.0	17.6	0.8	67.6	3.0	0.0%
2	120.0	14.8	0.7	50.1	2.0	0.0%
3	120.0	16.6	0.8	73.6	3.0	0.0%
4	120.0	18.8	0.9	74.3	3.0	0.0%
5	120.0	14.5	0.7	65.8	3.0	0.0%
6	120.0	18.0	0.8	72.8	3.0	0.0%
7	120.0	15.8	0.7	70.1	3.0	0.0%
8	120.0	20.1	1.0	71.5	3.0	0.0%
9	120.0	17.9	0.9	75.6	3.0	0.0%
10	120.0	15.1	0.7	70.7	3.0	0.0%
Average:	**120.1**	**16.9**	**0.8**	**69.2**	**2.9**	**0.0%**

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	10.8	2.8	6.9	16.9	10
EB R	79	New Road	17.3	3.2	14.9	25.2	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	37.7	6.7	29.6	52.3	10
NB T	73	State Route 46	5.6	1.5	3.7	8.2	10
SB T	76	State Route 46	67.0	11.5	46.2	84.7	10
SB T	77	State Route 46	6.9	1.7	4.4	9.9	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	3.4	1.2	1.9	5.5	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.7	0.3	0.3	1.2	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	5.6	0.7	4.7	7.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	4.9	0.7	3.8	5.9	10
NB T	15	State Route 46	12.0	3.0	7.3	15.7	10
NB TR	16	State Route 46	14.1	2.6	9.6	18.5	10
SB L	62	State Route 46	4.7	0.8	3.3	5.8	10
SB T	63	State Route 46	16.9	3.0	9.8	20.3	10
SB TR	64	State Route 46	17.0	3.8	10.8	22.5	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	16.9	1.9	14.5	20.1	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	0.5	0.1	0.3	0.6	10
EB R	79	New Road	0.7	0.1	0.6	0.9	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	1.5	0.2	1.2	2.0	10
NB T	73	State Route 46	0.3	0.1	0.2	0.4	10
SB T	76	State Route 46	2.4	0.4	1.7	2.9	10
SB T	77	State Route 46	0.3	0.1	0.2	0.4	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.2	0.1	0.1	0.3	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.1	0.0	0.1	0.1	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.3	0.0	0.3	0.4	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.4	0.1	0.3	0.5	10
NB T	15	State Route 46	0.5	0.1	0.3	0.7	10
NB TR	16	State Route 46	0.6	0.1	0.4	0.8	10
SB L	62	State Route 46	0.4	0.0	0.4	0.5	10
SB T	63	State Route 46	0.7	0.1	0.4	0.8	10
SB TR	64	State Route 46	0.7	0.2	0.5	0.9	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.8	0.1	0.7	1.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	57.6	13.2	39.5	76.1	10
EB R	79	New Road	81.2	11.3	74.3	111.3	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	146.3	25.3	116.5	189.4	10
NB T	73	State Route 46	30.9	11.6	18.5	49.8	10
SB T	76	State Route 46	269.6	39.3	215.5	348.7	10
SB T	77	State Route 46	42.4	12.1	23.4	66.7	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	17.6	1.0	16.3	19.3	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	6.0	0.9	3.9	7.3	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	26.4	8.6	18.1	39.6	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	29.0	6.9	17.3	36.9	10
NB T	15	State Route 46	69.0	18.6	48.4	92.7	10
NB TR	16	State Route 46	81.6	12.0	66.8	98.4	10
SB L	62	State Route 46	20.6	5.5	16.2	32.4	10
SB T	63	State Route 46	90.9	13.1	68.4	108.0	10
SB TR	64	State Route 46	88.1	17.1	67.3	118.2	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	69.2	7.4	50.1	75.6	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	2.4	0.5	2.0	3.0	10
EB R	79	New Road	2.9	0.3	2.0	3.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	5.4	0.8	4.0	7.0	10
NB T	73	State Route 46	1.4	0.5	1.0	2.0	10
SB T	76	State Route 46	9.5	1.4	8.0	12.0	10
SB T	77	State Route 46	1.8	0.4	1.0	2.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	1.0	0.0	1.0	1.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	1.0	0.0	1.0	1.0	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	1.4	0.5	1.0	2.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	1.7	0.5	1.0	2.0	10
NB T	15	State Route 46	2.7	0.7	2.0	4.0	10
NB TR	16	State Route 46	3.2	0.4	3.0	4.0	10
SB L	62	State Route 46	1.1	0.3	1.0	2.0	10
SB T	63	State Route 46	3.7	0.5	3.0	4.0	10
SB TR	64	State Route 46	3.5	0.5	3.0	4.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	2.9	0.3	2.0	3.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	69	New Road	0.0	0.0	0.0	0.0	10
EB R	79	New Road	0.0	0.0	0.0	0.0	10

15, 13, 14, 12, 11, 17, 10 & 16 — NODE: 9

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	72	State Route 46	0.0	0.0	0.0	0.0	10
NB T	73	State Route 46	0.0	0.0	0.0	0.0	10
SB T	76	State Route 46	0.0	0.0	0.0	0.0	10
SB T	77	State Route 46	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	110	[Unnamed Street]	0.0	0.0	0.0	0.0	10

31, NEW RD DRIVE WEST & 32 — NODE: 28

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	96	New Rd Drive West	0.0	0.0	0.0	0.0	10
NB R	113	New Rd Drive West	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LR	23	N Beacon Drive	0.0	0.0	0.0	0.0	10

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	54	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	55	State Route 46	0.0	0.0	0.0	0.0	10
SB L	105	State Route 46	0.0	0.0	0.0	0.0	10
SB T	106	State Route 46	0.0	0.0	0.0	0.0	10
SB T	107	State Route 46	0.0	0.0	0.0	0.0	10

Lane Queue by Intersection

STATE ROUTE 46 & N BEACON DRIVE — NODE: 17

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LTR	18	Norte Dame Avenue	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	14	State Route 46	0.0	0.0	0.0	0.0	10
NB T	15	State Route 46	0.0	0.0	0.0	0.0	10
NB TR	16	State Route 46	0.0	0.0	0.0	0.0	10
SB L	62	State Route 46	0.0	0.0	0.0	0.0	10
SB T	63	State Route 46	0.0	0.0	0.0	0.0	10
SB TR	64	State Route 46	0.0	0.0	0.0	0.0	10

STATE ROUTE 46, WILLOW CREST DRIVE & NORTE DAME AVENUE — NODE: 11

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	4	Willow Crest Drive	0.0	0.0	0.0	0.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on New Road: Lane ID 79				
1	409.0	1.05	9.3	A
2	407.0	1.23	10.9	B
3	407.0	1.03	9.2	A
4	410.0	1.00	8.8	A
5	407.0	1.27	11.3	B
6	408.0	1.20	10.6	B
7	407.0	1.08	9.5	A
8	404.0	1.07	9.6	A
9	409.0	1.12	9.9	A
10	408.0	1.04	9.2	A
Average:	**407.0**	**1.11**	**9.8**	**A**
NB T on State Route 46: Lane ID 72				
1	505.0	2.56	18.3	C
2	505.0	2.28	16.2	C
3	495.0	2.22	16.2	C
4	500.0	2.37	17.1	C
5	492.0	2.87	21.0	C
6	504.0	2.07	14.8	B
7	495.0	2.76	20.1	C
8	509.0	2.24	15.8	C
9	496.0	2.15	15.6	C
10	508.0	2.27	16.1	C
Average:	**500.0**	**2.38**	**17.1**	**C**
NB T on State Route 46: Lane ID 73				
1	265.0	0.64	8.8	A
2	263.0	0.56	7.7	A
3	273.0	0.61	8.0	A
4	271.0	0.61	8.1	A
5	281.0	0.66	8.5	A
6	266.0	0.62	8.4	A
7	275.0	0.66	8.7	A
8	258.0	0.60	8.3	A
9	275.0	0.66	8.6	A
10	265.0	0.59	8.0	A
Average:	**269.0**	**0.62**	**8.3**	**A**

Roundabout LOS by Lane

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT — NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on State Route 46: Lane ID 76				
1	807.0	5.10	22.8	C
2	823.0	5.66	24.8	C
3	818.0	4.76	21.0	C
4	809.0	5.78	25.7	D
5	826.0	5.43	23.7	C
6	819.0	6.23	27.4	D
7	813.0	6.49	28.7	D
8	815.0	5.96	26.3	D
9	841.0	6.20	26.5	D
10	825.0	6.39	27.9	D
Average:	**819.0**	**5.80**	**25.5**	**D**
SB T on State Route 46: Lane ID 77				
1	429.0	0.94	7.9	A
2	406.0	0.90	8.0	A
3	419.0	0.91	7.8	A
4	418.0	0.98	8.4	A
5	414.0	0.89	7.8	A
6	412.0	0.96	8.4	A
7	407.0	0.94	8.3	A
8	416.0	0.91	7.9	A
9	388.0	0.88	8.1	A
10	405.0	0.95	8.4	A
Average:	**411.0**	**0.93**	**8.1**	**A**
WB T on New Road: Lane ID 69				
1	544.0	1.10	7.3	A
2	542.0	1.05	7.0	A
3	538.0	0.97	6.5	A
4	543.0	1.18	7.8	A
5	538.0	0.98	6.5	A
6	540.0	0.99	6.6	A
7	542.0	1.04	6.9	A
8	543.0	1.03	6.8	A
9	540.0	1.04	6.9	A
10	542.0	0.94	6.2	A
Average:	**541.0**	**1.03**	**6.9**	**A**

Roundabout LOS by Lane

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	69	New Road	1.0	0.1	0.9	1.2	10
NB T	72	State Route 46	2.4	0.3	2.1	2.9	10
NB T	73	State Route 46	0.6	0.0	0.6	0.7	10
SB T	76	State Route 46	5.8	0.6	4.8	6.5	10
SB T	77	State Route 46	0.9	0.0	0.9	1.0	10
EB R	79	New Road	1.1	0.1	1.0	1.3	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

15, 13, 14, 12, 11, 17, 10 & 16 **NODE: 9**

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	69	New Road	6.9	0.5	6.2	7.8	10
NB T	72	State Route 46	17.1	2.0	14.8	21.0	10
NB T	73	State Route 46	8.3	0.4	7.7	8.8	10
SB T	76	State Route 46	25.5	2.4	21.0	28.7	10
SB T	77	State Route 46	8.1	0.3	7.8	8.4	10
EB R	79	New Road	9.8	0.8	8.8	11.3	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

15, 13, 14, 12, 11, 17, 10 & 16 -- ROUNDABOUT

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,959.0	11.40	13.9	B
2	2,946.0	11.68	14.3	B
3	2,950.0	10.51	12.8	B
4	2,951.0	11.92	14.5	B
5	2,958.0	12.11	14.7	B
6	2,949.0	12.06	14.7	B
7	2,939.0	12.97	15.9	C
8	2,945.0	11.81	14.4	B
9	2,949.0	12.05	14.7	B
10	2,953.0	12.18	14.9	B
Average:	**2,949.9**	**11.87**	**14.5**	**B**

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	11.9	0.6	10.5	13.0	10

Project: 2 Lane w Bank Drives
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
9	15, 13, 14, 12, 11, 17, 10 & 16	Roundabout	14.5	0.8	12.8	15.9	10

EMH&T

Engineers, Surveyors, Planners, Scientists

APPENDIX G

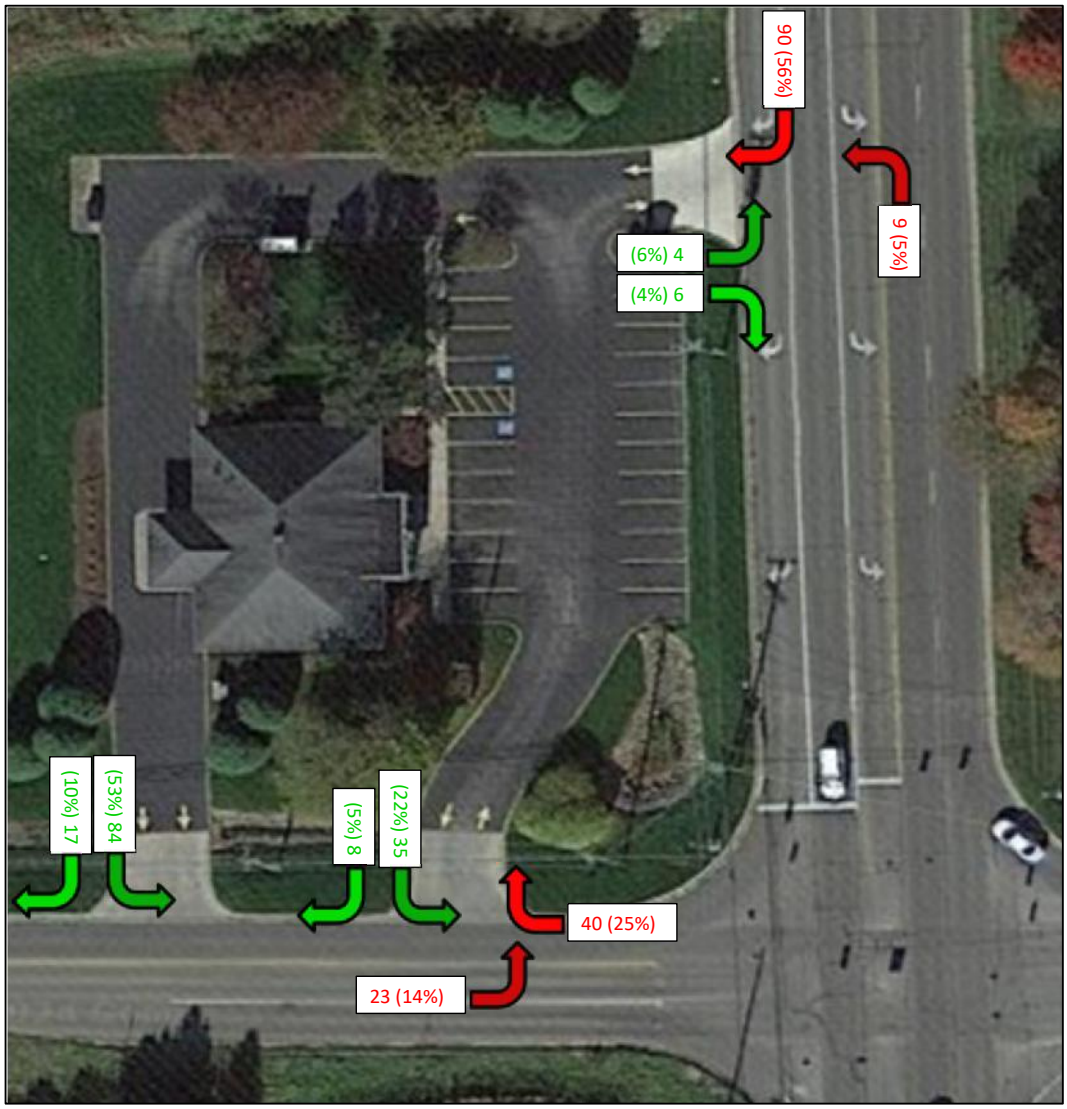
Credit Union Driveways

Traffic Volume Data

Peak Hour of Generator	AM Peak			PM Peak		
	Enter	Exit	Total	Enter	Exit	Total
ITE Volumes (LUC 912)	25	22	47	33	34	67
MAH-46 Credit Union Volumes	26	29	55	32	35	67
Difference	-1	-7	-8	1	-1	0

Peak Hour of Adjacent Street	AM Peak (7am-9am)			PM Peak (4pm-6pm)		
	Enter	Exit	Total	Enter	Exit	Total
ITE Volumes (LUC 912)	14	18	32	33	34	67
MAH-46 Credit Union Volumes	22	12	34	25	25	50
Difference	-8	6	-2	8	9	17

Drive Usage	Enter		Exit		Total	
	Volume	% Total of All Trips	Volume	% Total of All Trips	Volume	% Total of All Trips
New Rd Drives	63	39%	144	90%	207	64%
SR-46 Drive	99	61%	16	10%	115	36%
Total	162	-	160	-	322	-



Start Time	Enter	Exit	Total	:00	:15	:30	:45
8:00AM	2	1	3				
8:15AM	5	1	6				
8:30AM	7	6	13	34			
8:45AM	8	4	12		36		
Hour Total	22	12	34			49	
9:00AM	3	2	5				54
9:15AM	10	9	19				
9:30AM	7	11	18	55			
9:45AM	6	7	13		50		
Hour Total	26	29	55			40	
							35
11:00AM	5	4	9				
11:15AM	6	7	13				
11:30AM	11	11	22	59			
11:45AM	8	7	15		67		
Hour Total	30	29	59			70	
12:00PM	8	9	17				60
12:15PM	7	9	16				
12:30PM	6	6	12	57			
12:45PM	6	6	12		40		
Hour Total	27	30	57			40	
							44
3:00PM	7	9	16				
3:15PM	10	6	16				
3:30PM	8	11	19	67			
3:45PM	7	9	16		64		
Hour Total	32	35	67			64	
4:00PM	6	7	13				55
4:15PM	8	8	16				
4:30PM	7	3	10	50			
4:45PM	4	7	11		37		
Hour Total	25	25	50			21	
							11