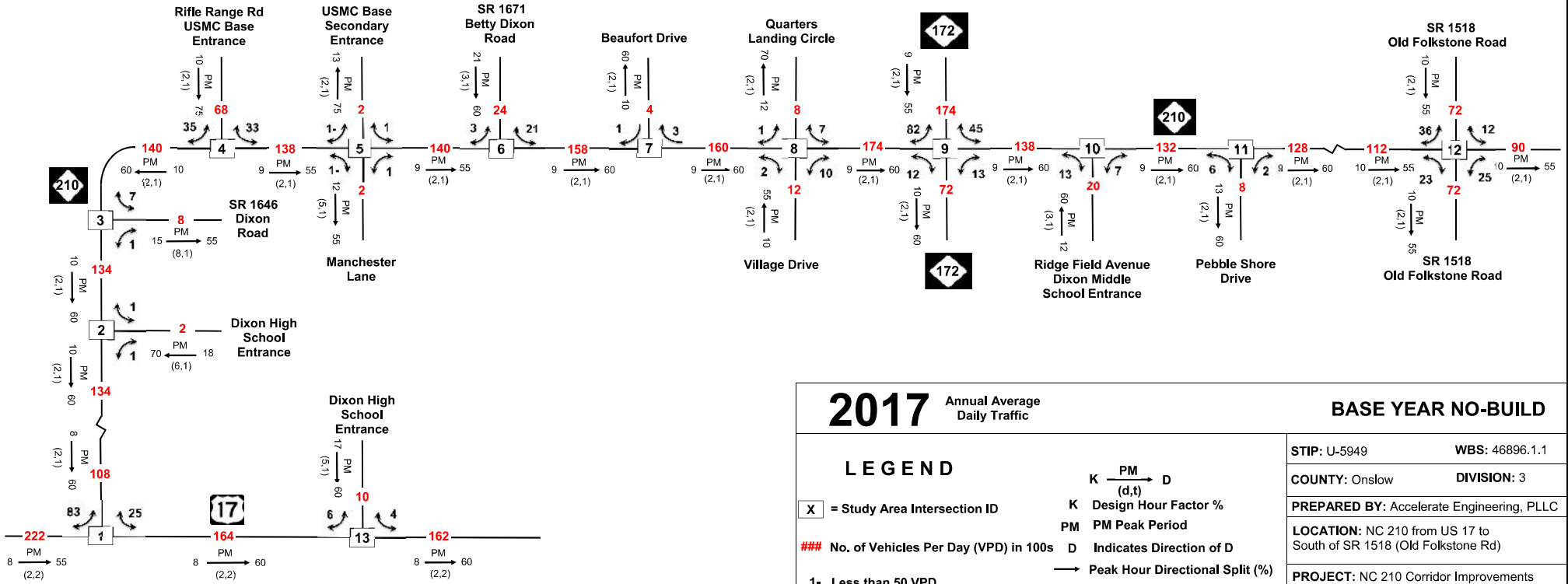
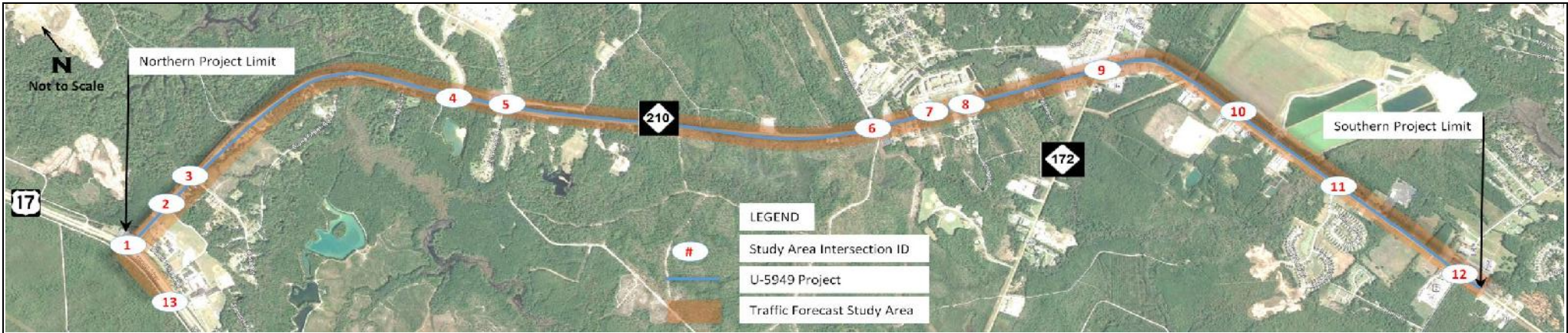
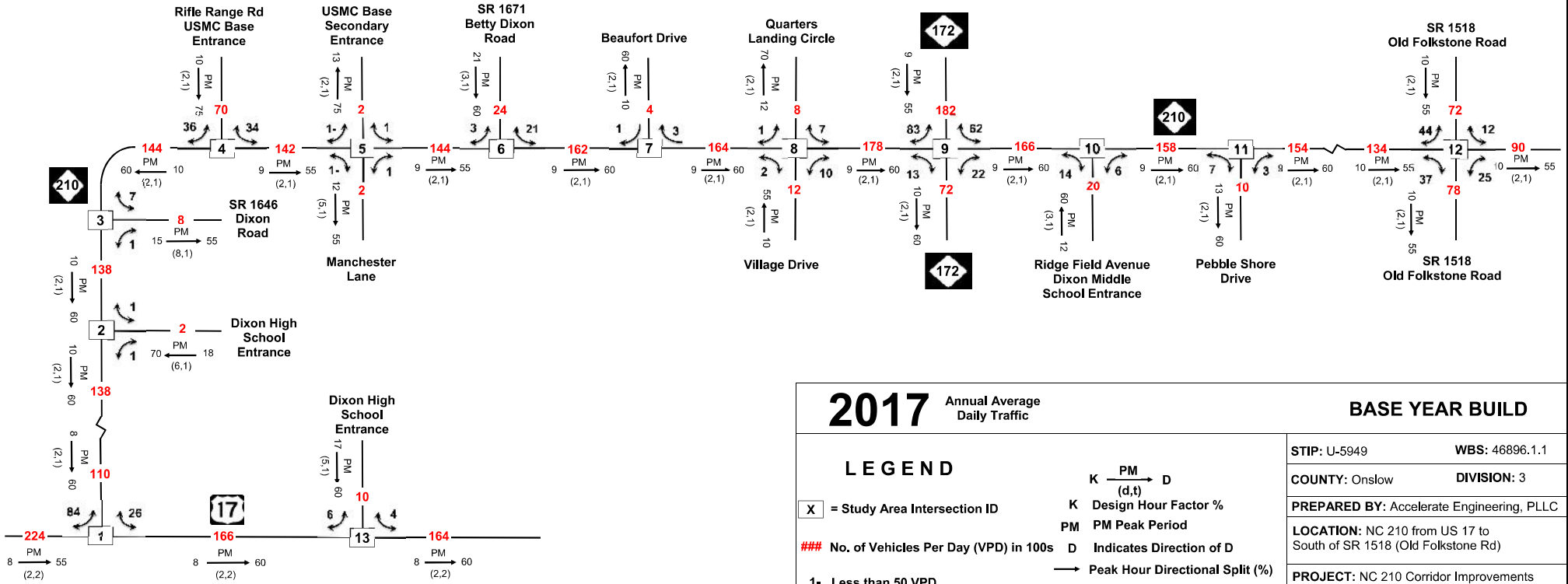
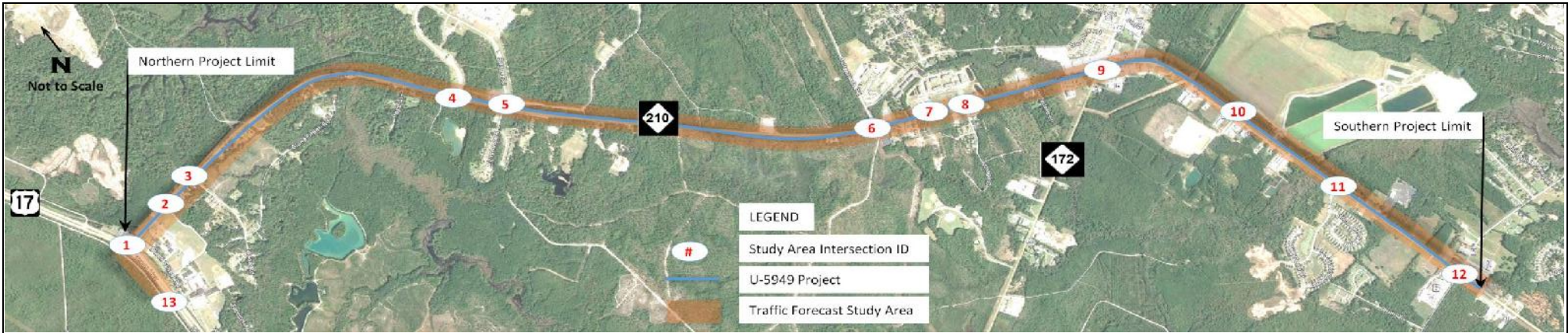


Appendix A

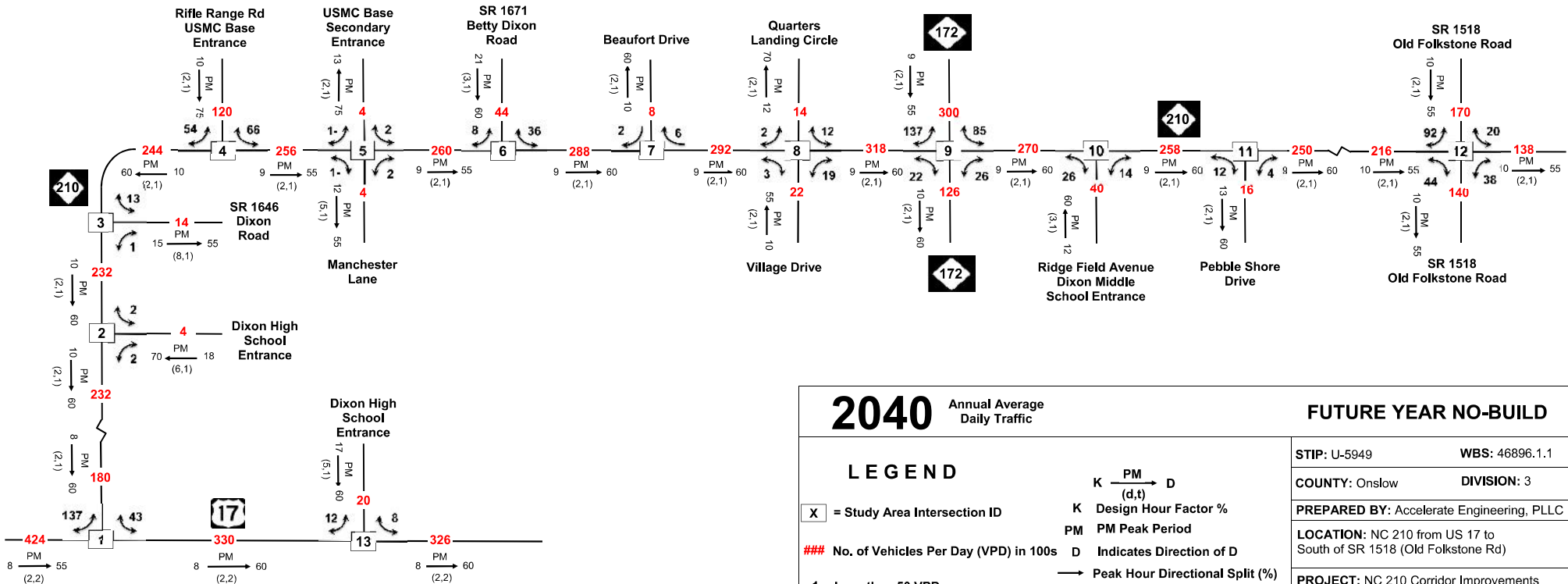
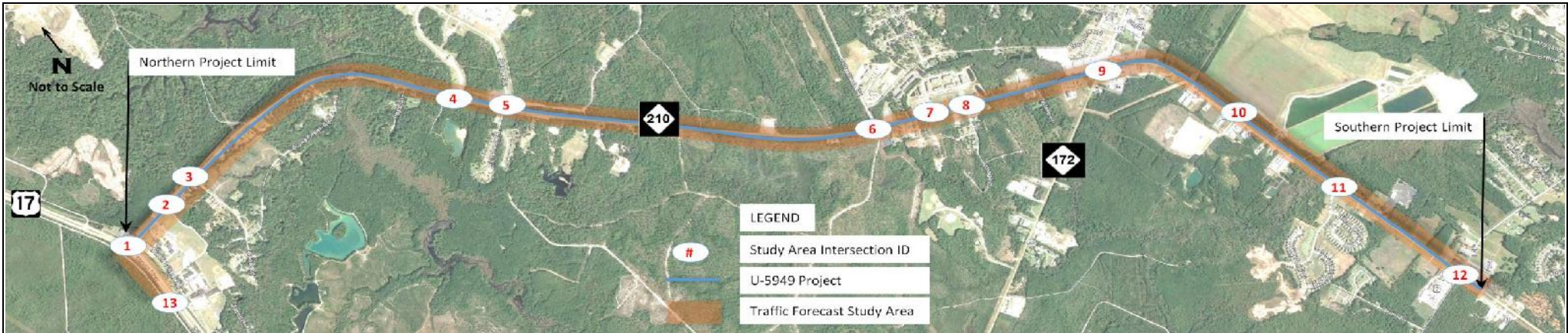
Traffic Forecast & IAU



<h1>2017</h1>	Annual Average Daily Traffic	BASE YEAR NO-BUILD	
	LEGEND	K $\frac{PM}{D}$ (d,t)	STIP: U-5949 WBS: 46896.1.1
X = Study Area Intersection ID	K Design Hour Factor %	PM PM Peak Period	COUNTY: Onslow DIVISION: 3
### No. of Vehicles Per Day (VPD) in 100s	D Indicates Direction of D	→ Peak Hour Directional Split (%)	PREPARED BY: Accelerate Engineering, PLLC
1- Less than 50 VPD	(d,t) Duals, TT-STs (%)		LOCATION: NC 210 from US 17 to South of SR 1518 (Old Folkstone Rd)
			PROJECT: NC 210 Corridor Improvements
			DATE: January 2018



<h1>2017</h1> <p>Annual Average Daily Traffic</p>	BASE YEAR BUILD	
	STIP: U-5949	WBS: 46896.1.1
<p>LEGEND</p> <p>X = Study Area Intersection ID</p> <p>### No. of Vehicles Per Day (VPD) in 100s</p> <p>1- Less than 50 VPD</p>	<p>K $\frac{PM}{D}$ (d,t)</p> <p>K Design Hour Factor %</p> <p>PM PM Peak Period</p> <p>D Indicates Direction of D</p> <p>→ Peak Hour Directional Split (%)</p> <p>(d,t) Duals, TT-STs (%)</p>	<p>PREPARED BY: Accelerate Engineering, PLLC</p> <p>LOCATION: NC 210 from US 17 to South of SR 1518 (Old Folkstone Rd)</p> <p>PROJECT: NC 210 Corridor Improvements</p> <p>DATE: January 2018</p>



2040 Annual Average Daily Traffic

FUTURE YEAR NO-BUILD

LEGEND

X = Study Area Intersection ID

No. of Vehicles Per Day (VPD) in 100s

1- Less than 50 VPD

K $\frac{PM}{D}$ (d,t)

K Design Hour Factor %

PM PM Peak Period

D Indicates Direction of D

→ Peak Hour Directional Split (%)

(d,t) Duals, TT-STs (%)

STIP: U-5949 WBS: 46896.1.1

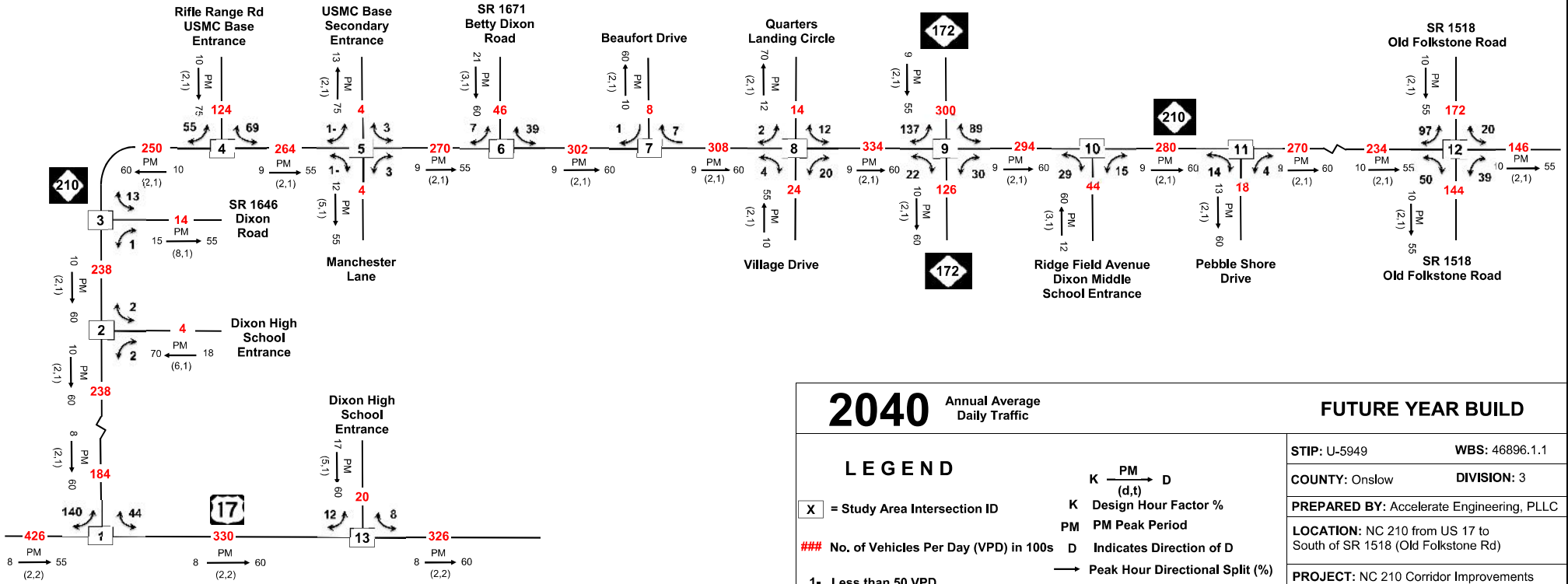
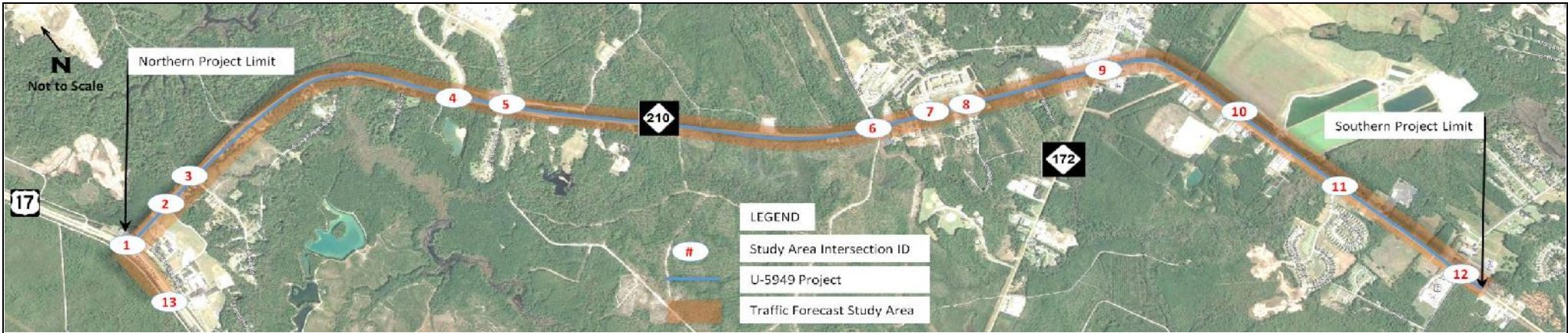
COUNTY: Onslow DIVISION: 3

PREPARED BY: Accelerate Engineering, PLLC

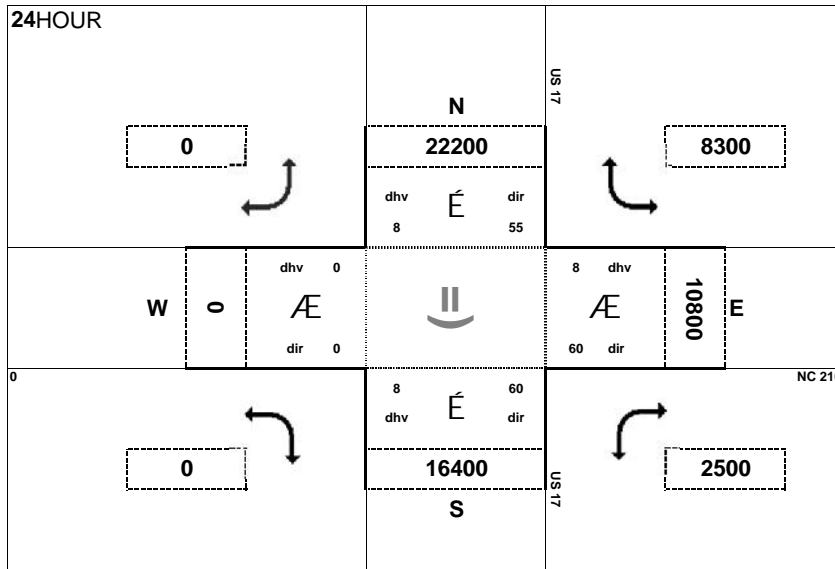
LOCATION: NC 210 from US 17 to South of SR 1518 (Old Folkstone Rd)

PROJECT: NC 210 Corridor Improvements

DATE: January 2018



2040 Annual Average Daily Traffic		FUTURE YEAR BUILD	
LEGEND		STIP: U-5949	WBS: 46896.1.1
X = Study Area Intersection ID	K $\frac{PM}{D}$ (d,t) K Design Hour Factor % PM PM Peak Period D Indicates Direction of D → Peak Hour Directional Split (%) (d,t) Duals, TT-STs (%)	COUNTY: Onslow	DIVISION: 3
### No. of Vehicles Per Day (VPD) in 100s	1- Less than 50 VPD	PREPARED BY: Accelerate Engineering, PLLC	LOCATION: NC 210 from US 17 to South of SR 1518 (Old Folkstone Rd)
		PROJECT: NC 210 Corridor Improvements	DATE: January 2018

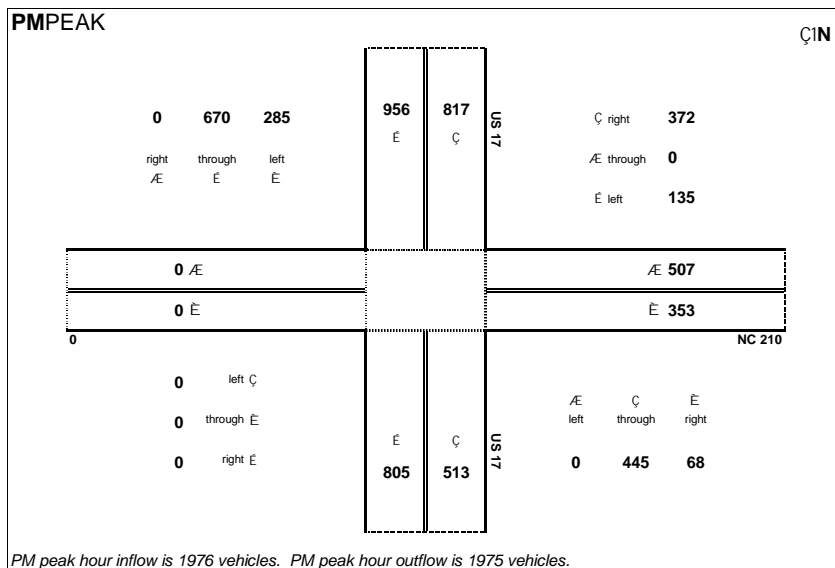
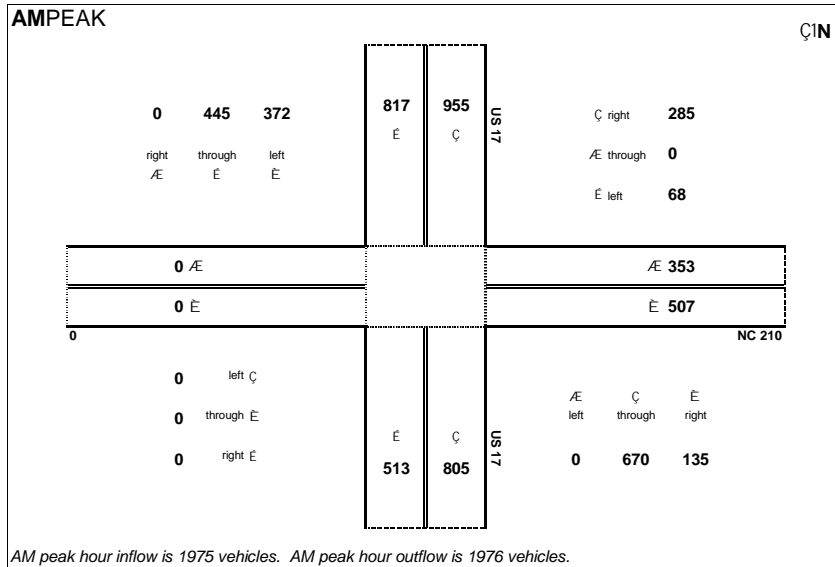


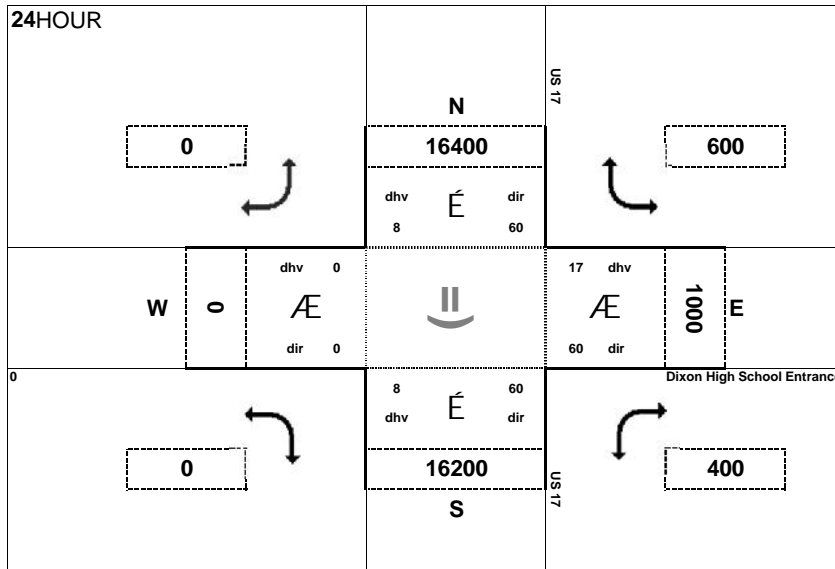
Peak Hour Volume Breakouts Report:
NC 210 at US 17

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



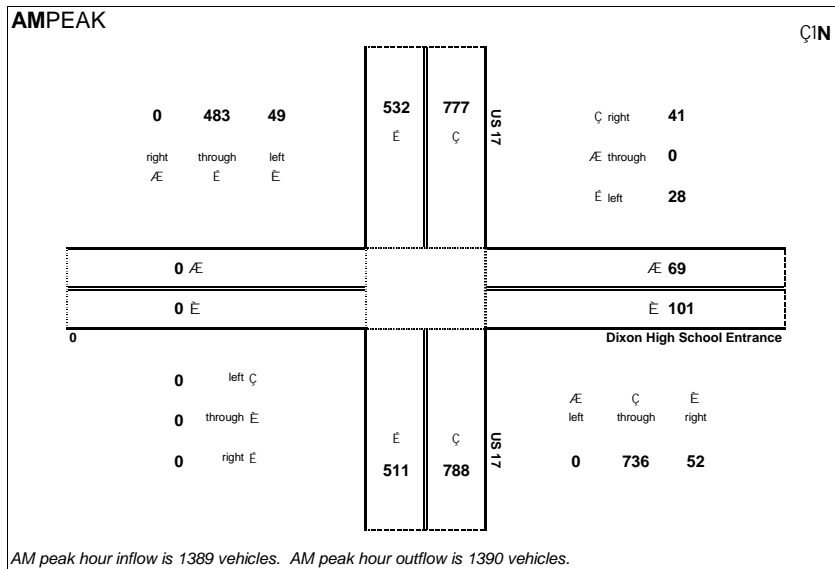


Peak Hour Volume Breakouts Report:
US 17 at Dixon High School Entrance

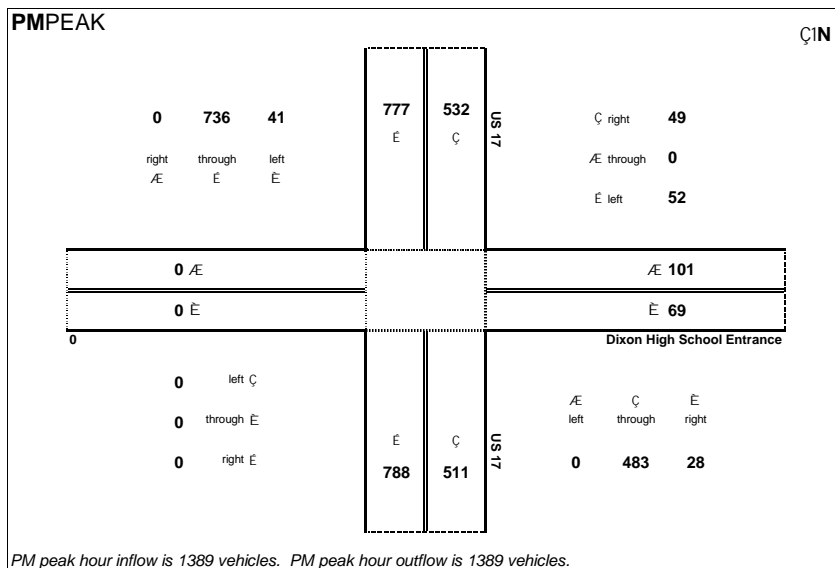
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

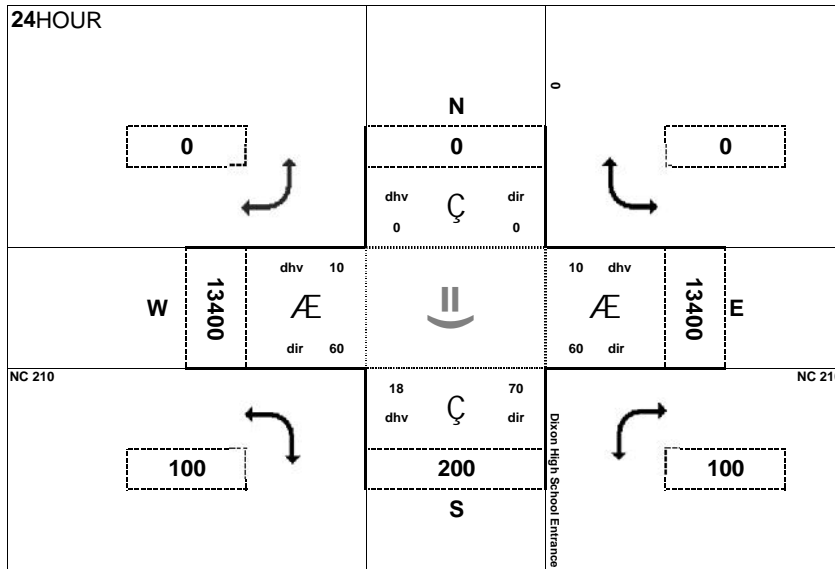
Project:
U-5949



AM peak hour inflow is 1389 vehicles. AM peak hour outflow is 1390 vehicles.



PM peak hour inflow is 1389 vehicles. PM peak hour outflow is 1389 vehicles.

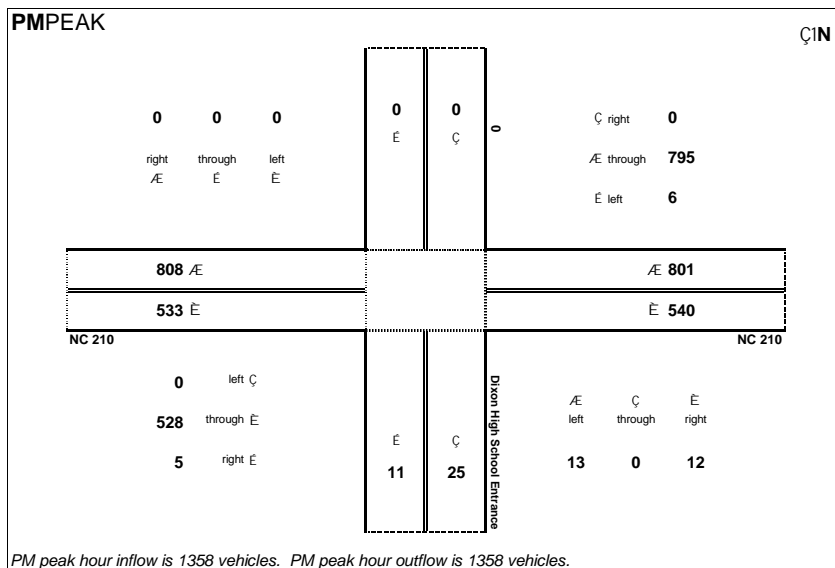
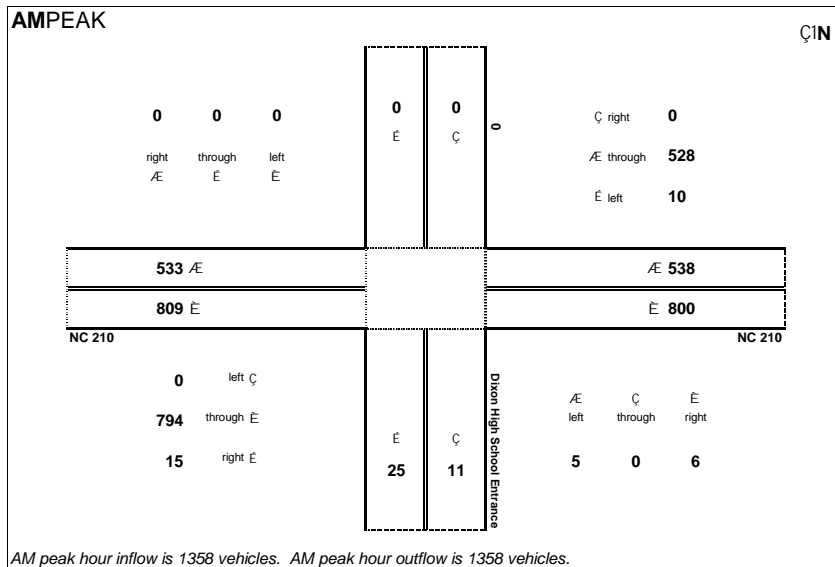


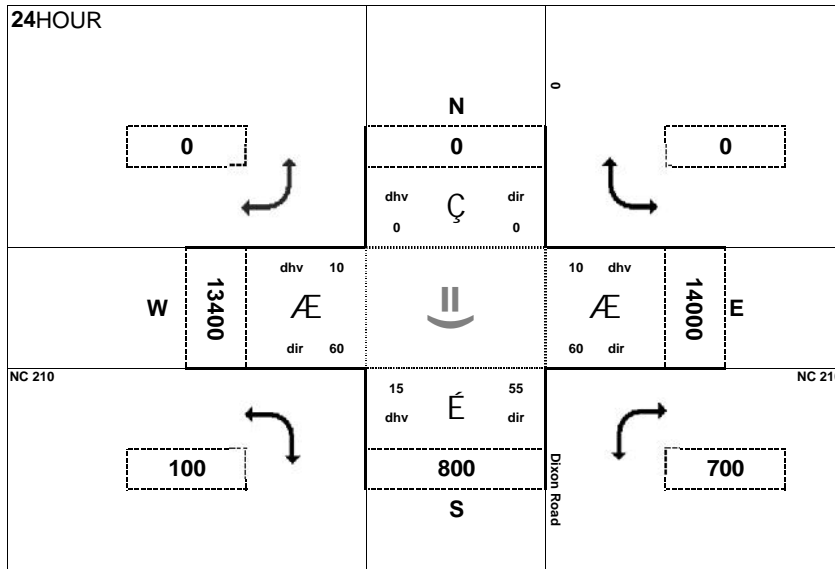
Peak Hour Volume Breakouts Report:
NC 210 at Dixon High School Entrance

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



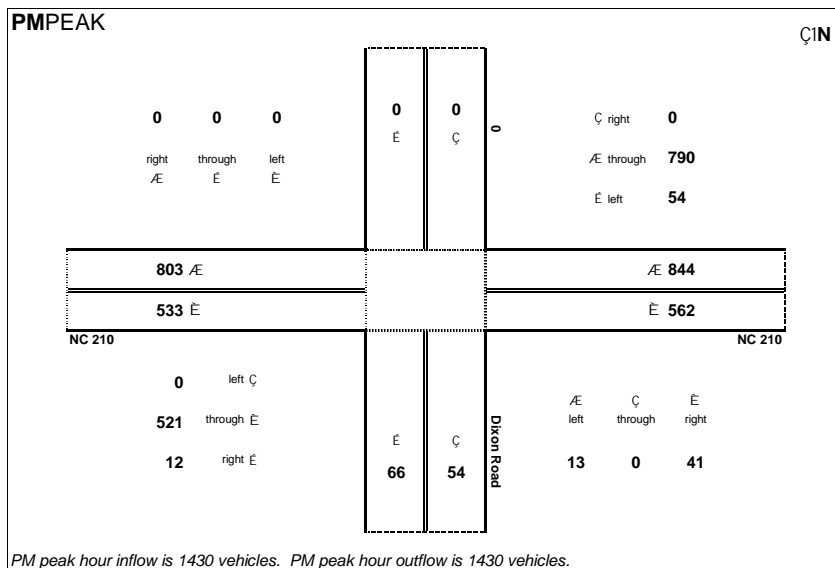
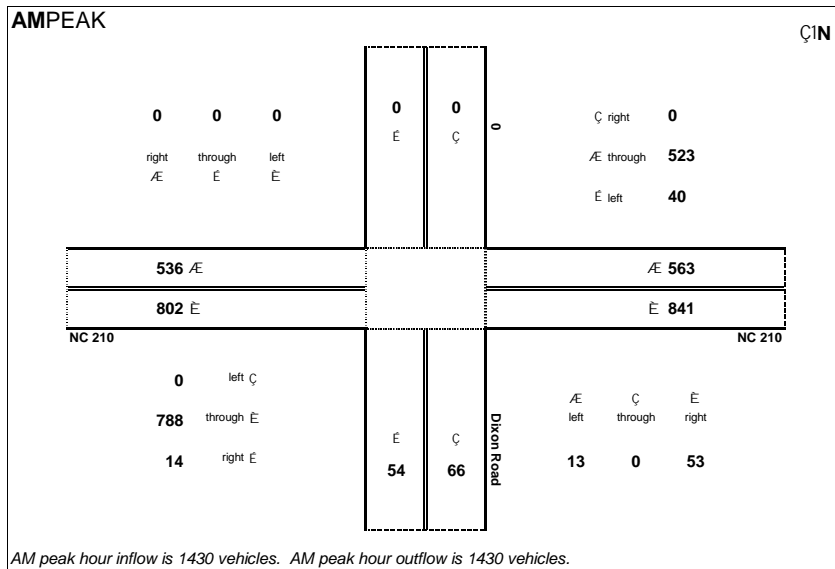


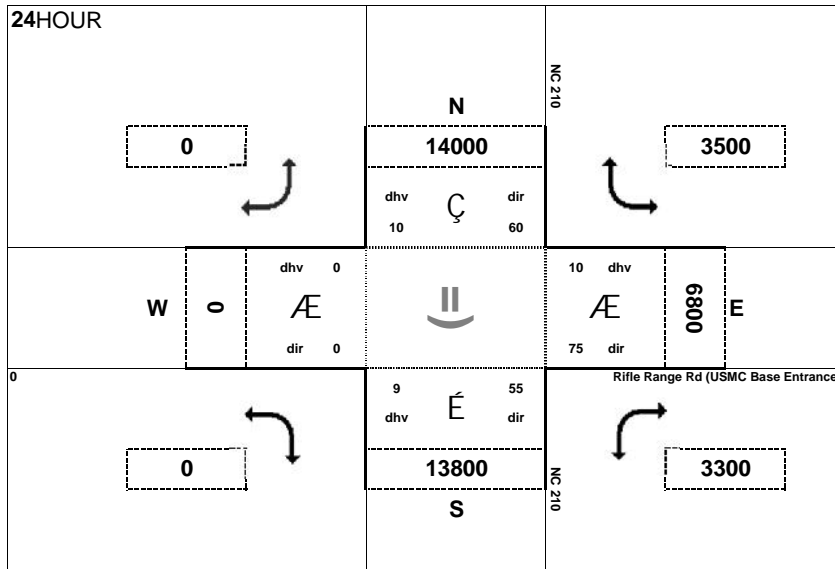
Peak Hour Volume Breakouts Report:
NC 210 at SR 1646 (Dixon Road)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



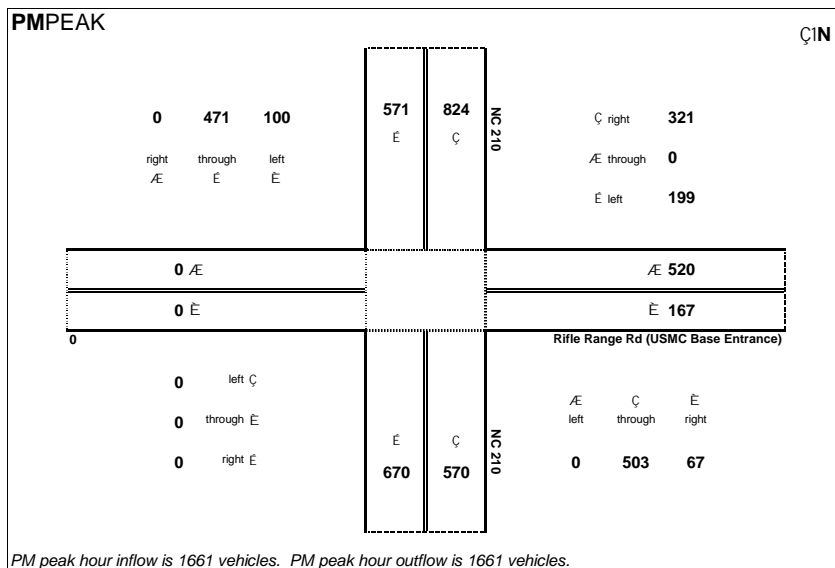
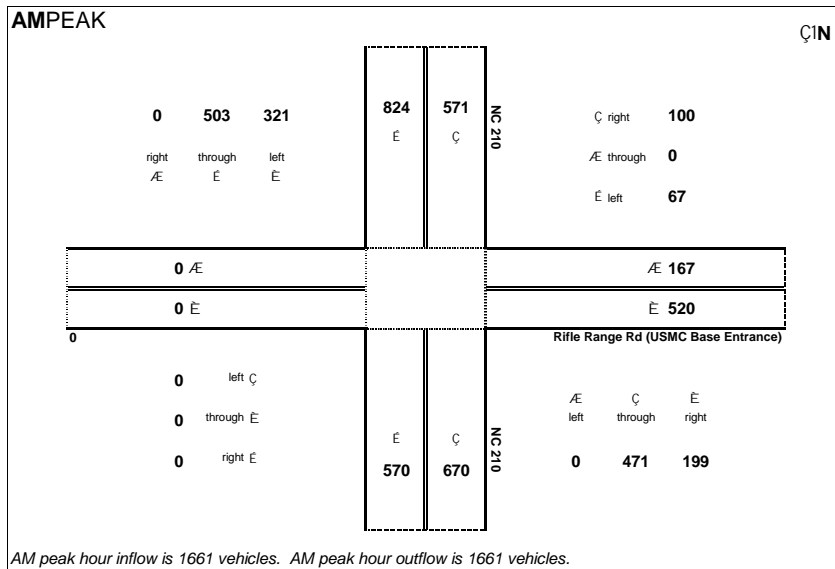


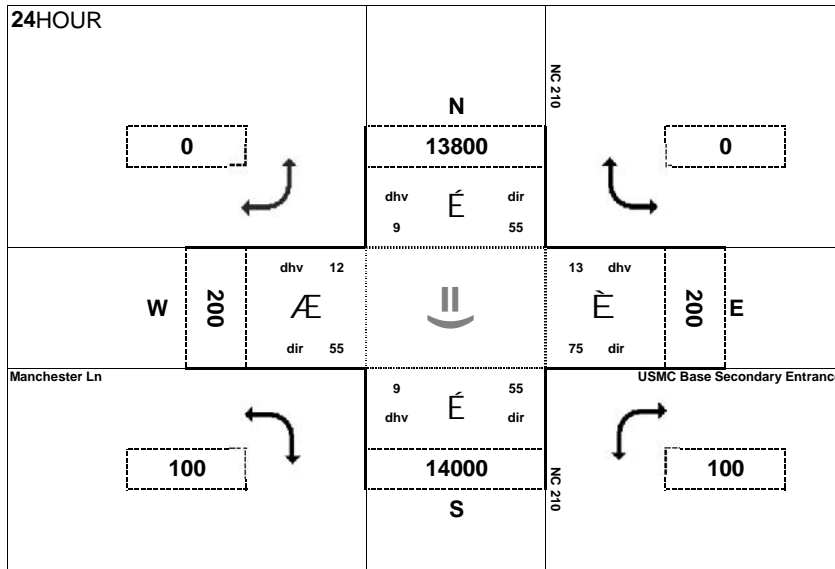
Peak Hour Volume Breakouts Report:
 NC 210 at Rifle Range Rd (USMC Base Entrance)

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 No-Build

Project:
 U-5949



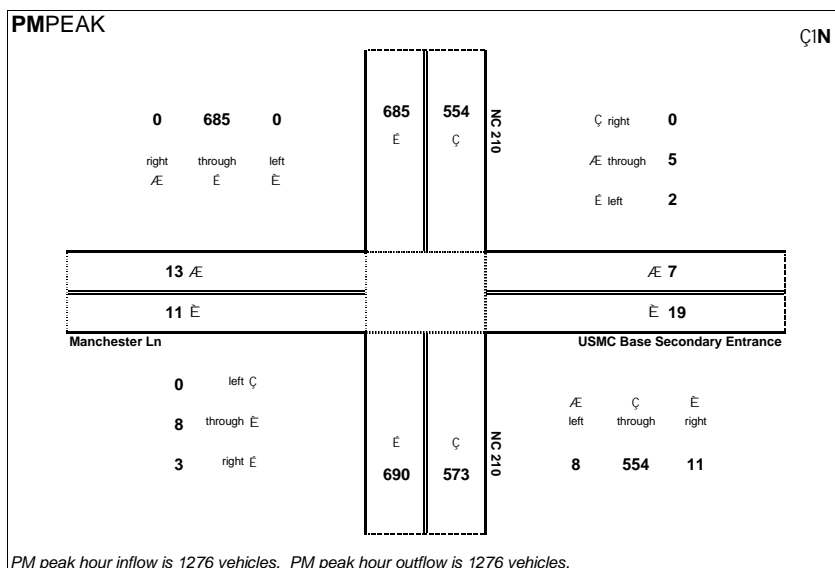
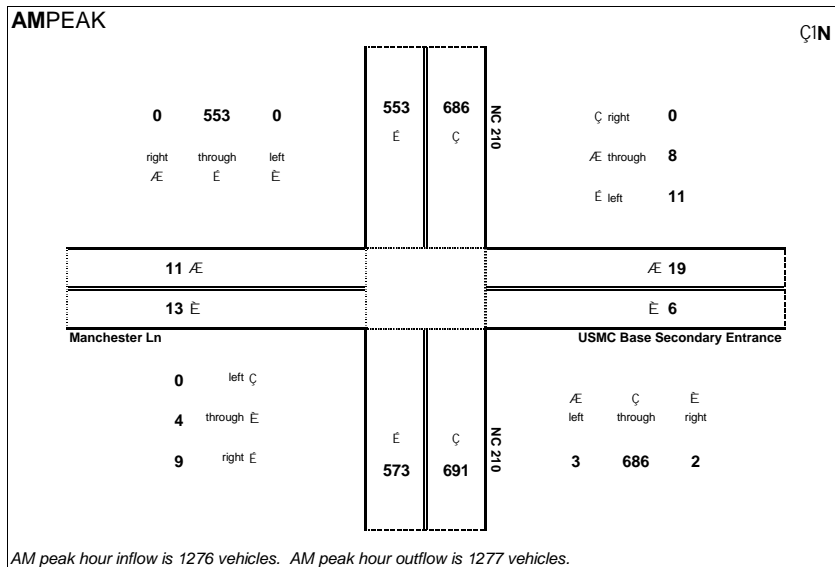


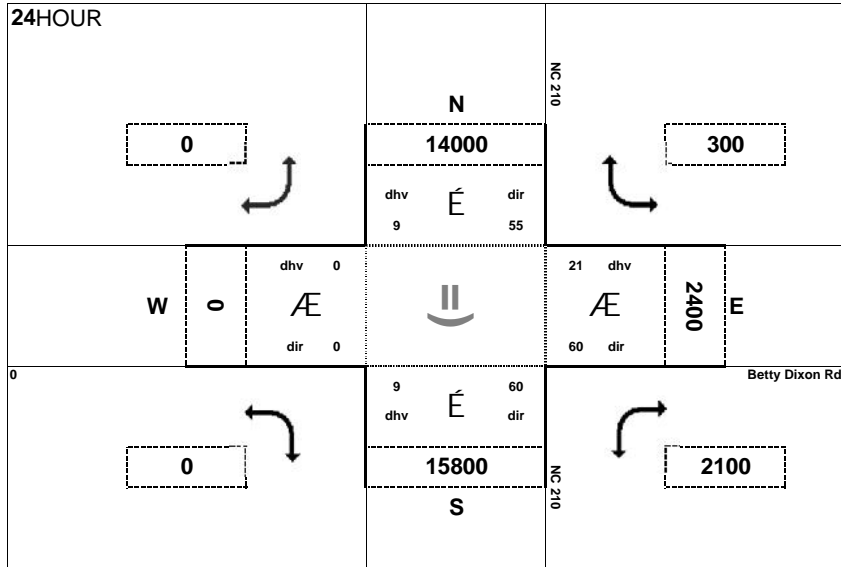
Peak Hour Volume Breakouts Report:
 NC 210 at USMC Base (Secondary Entrance) /
 Manchester Ln

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 No-Build

Project:
 U-5949



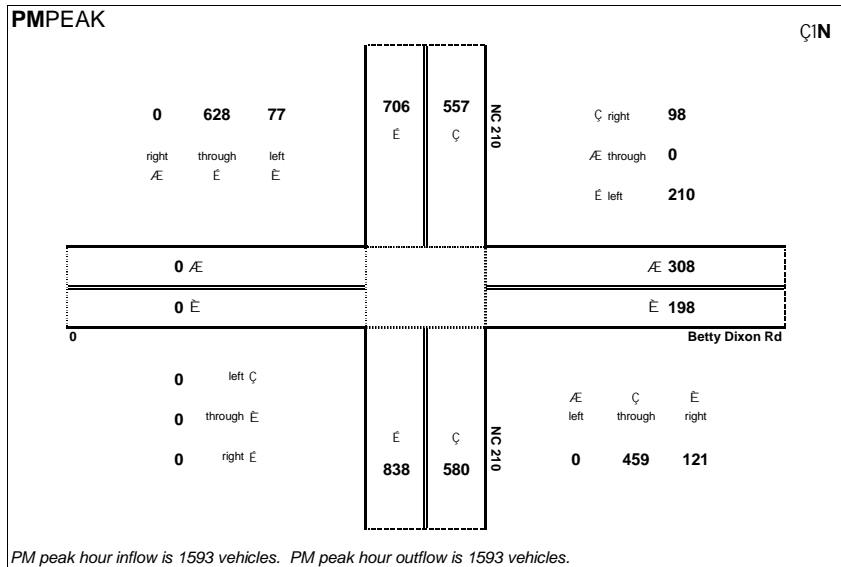
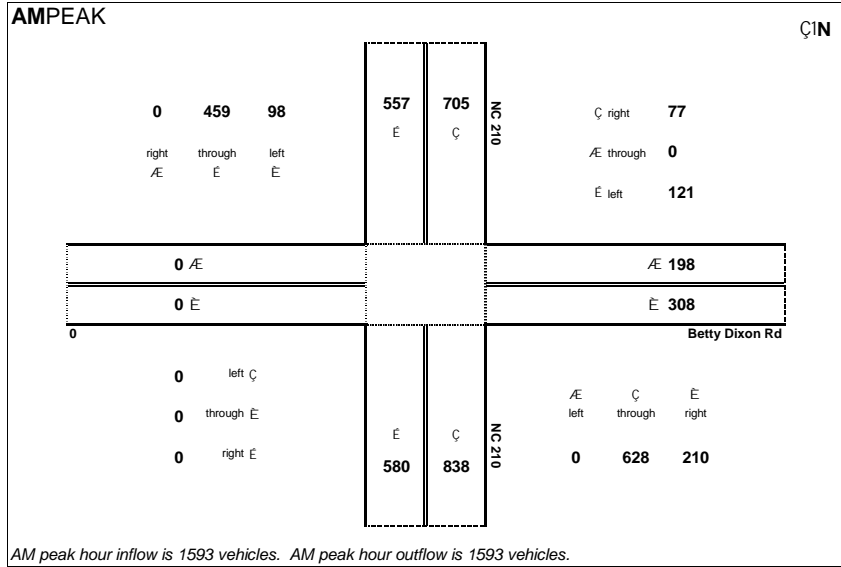


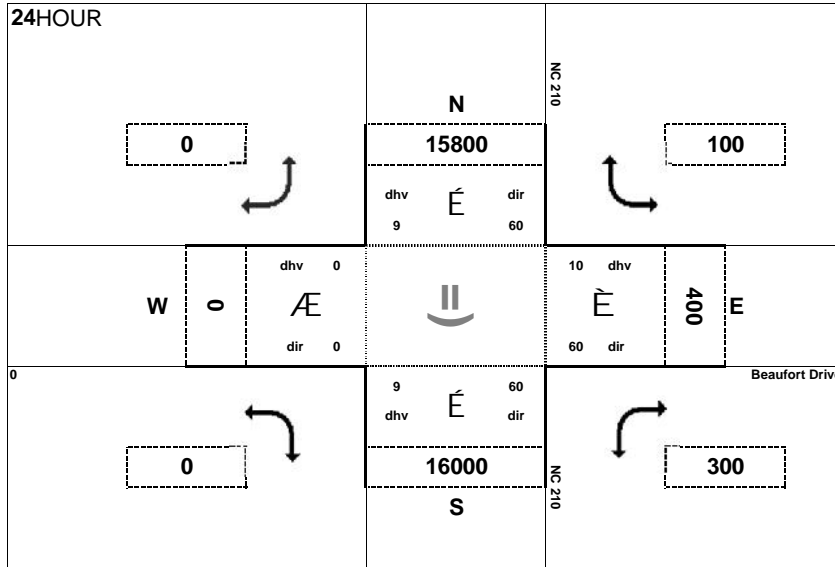
Peak Hour Volume Breakouts Report:
NC 210 at SR 1671 (Betty Dixon Rd)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



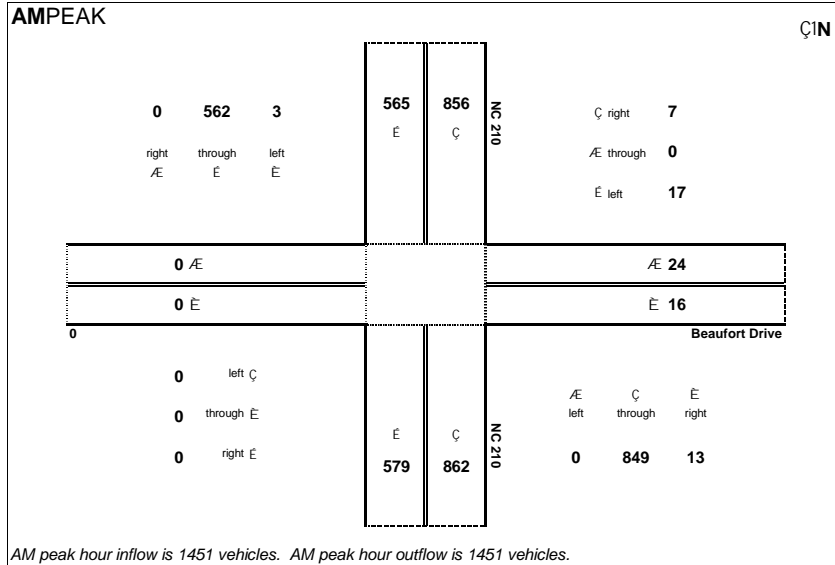


Peak Hour Volume Breakouts Report:
NC 210 at Beaufort Dr

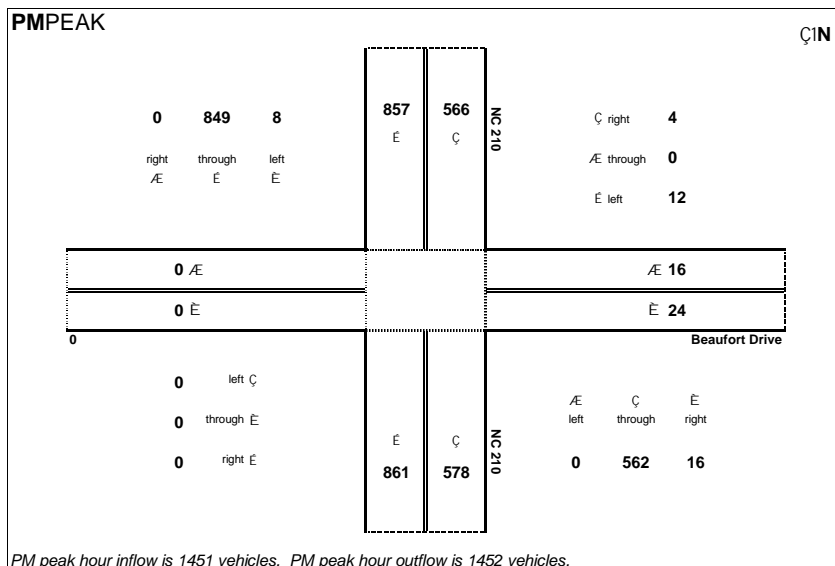
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

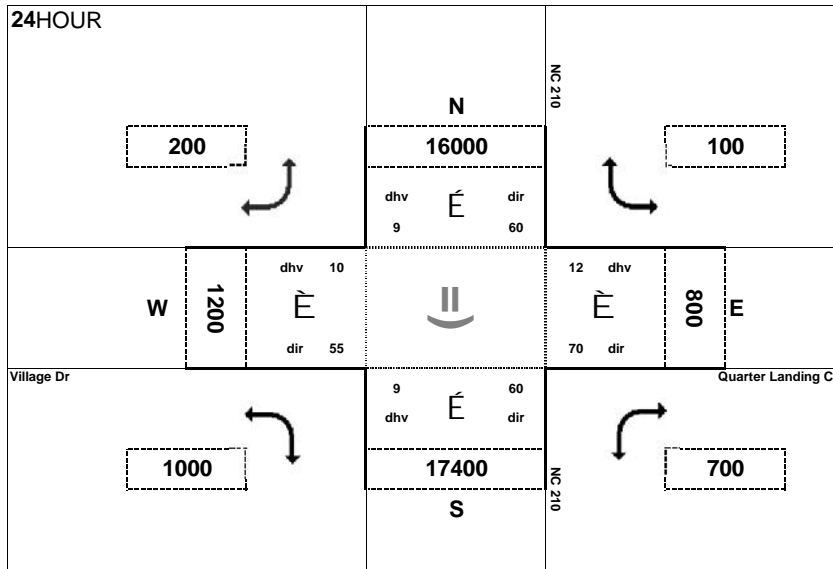
Project:
U-5949



AM peak hour inflow is 1451 vehicles. AM peak hour outflow is 1451 vehicles.



PM peak hour inflow is 1451 vehicles. PM peak hour outflow is 1452 vehicles.

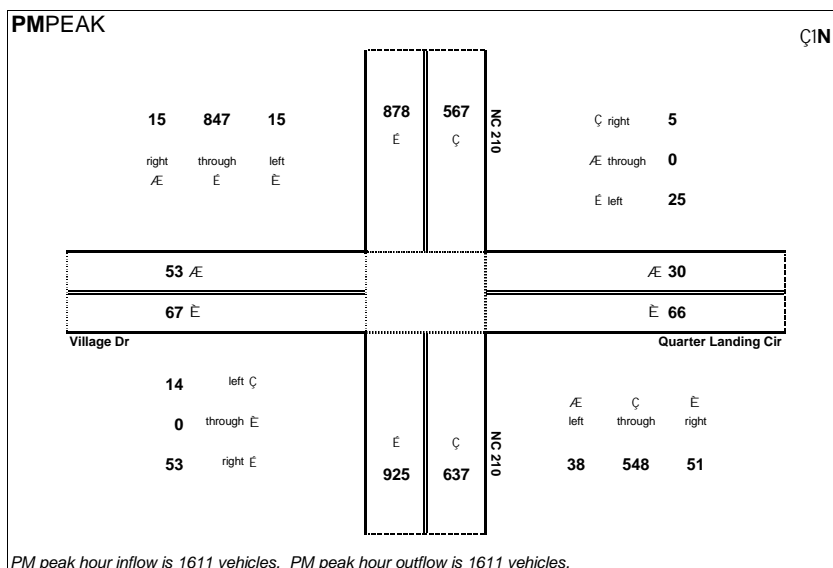
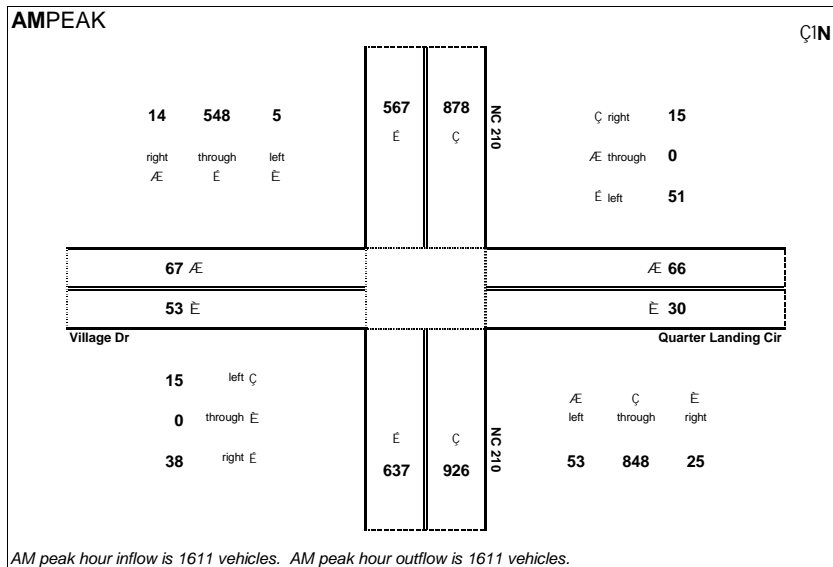


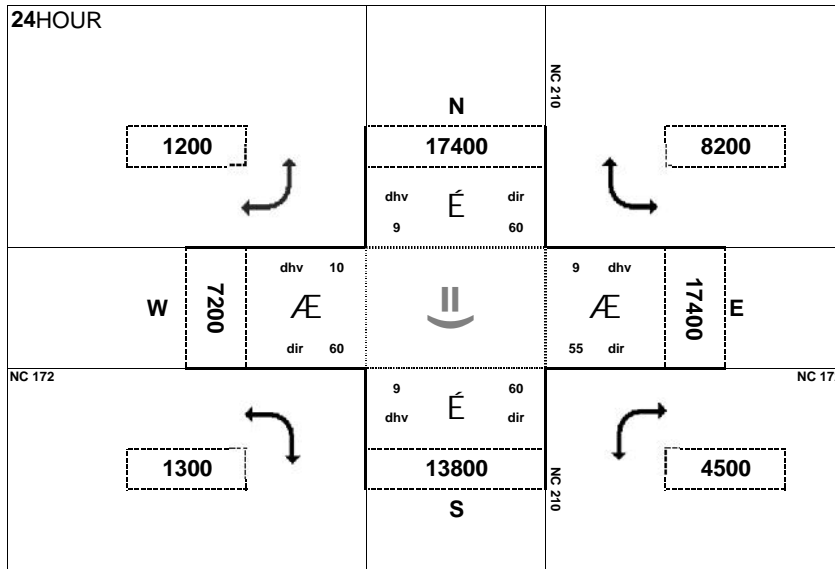
Peak Hour Volume Breakouts Report:
NC 210 at Quarters Landing Cir / Village Dr

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



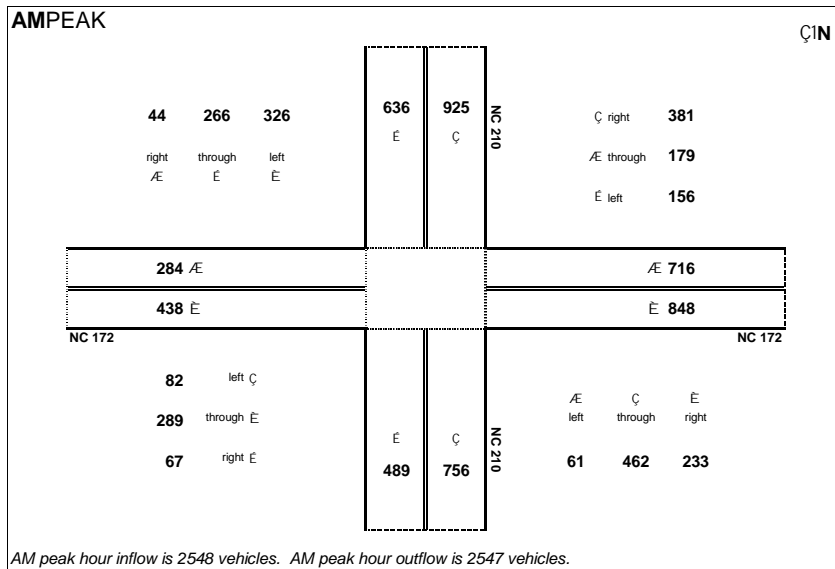


Peak Hour Volume Breakouts Report:
NC 210 at NC 127

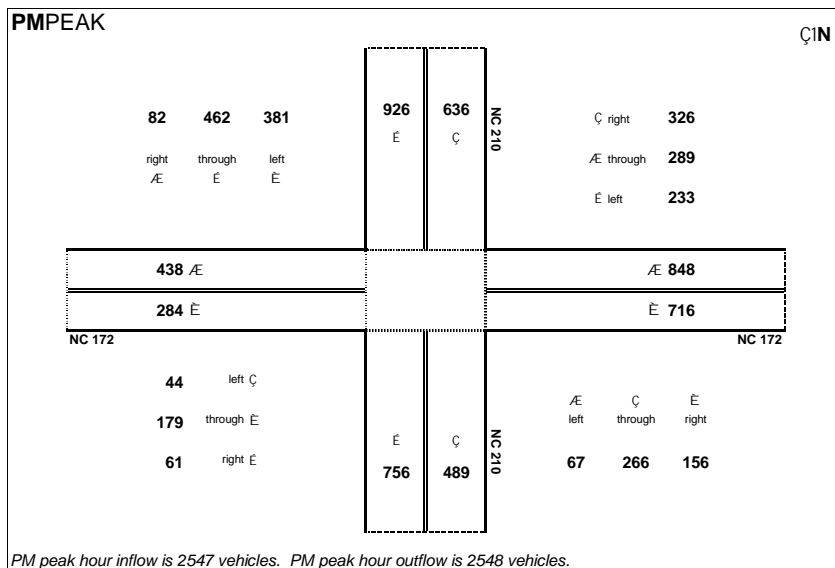
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

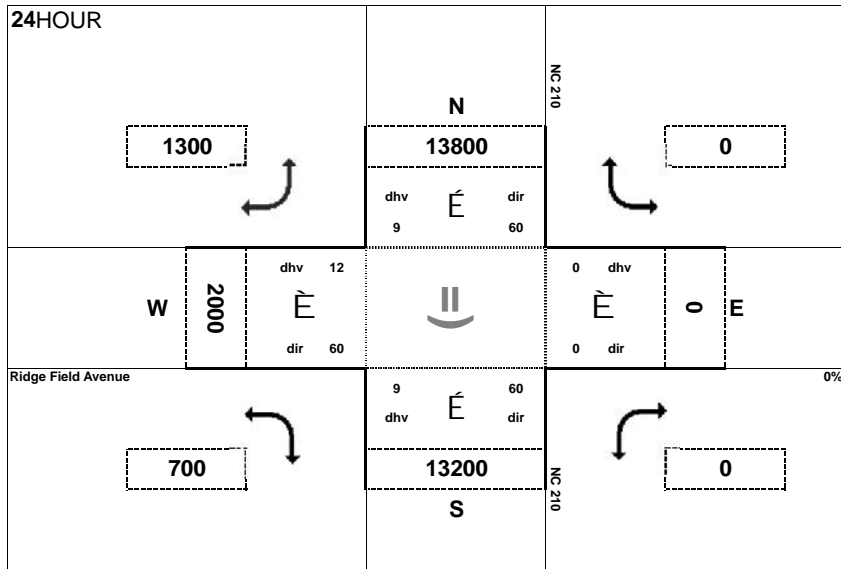
Project:
U-5949



AM peak hour inflow is 2548 vehicles. AM peak hour outflow is 2547 vehicles.



PM peak hour inflow is 2547 vehicles. PM peak hour outflow is 2548 vehicles.

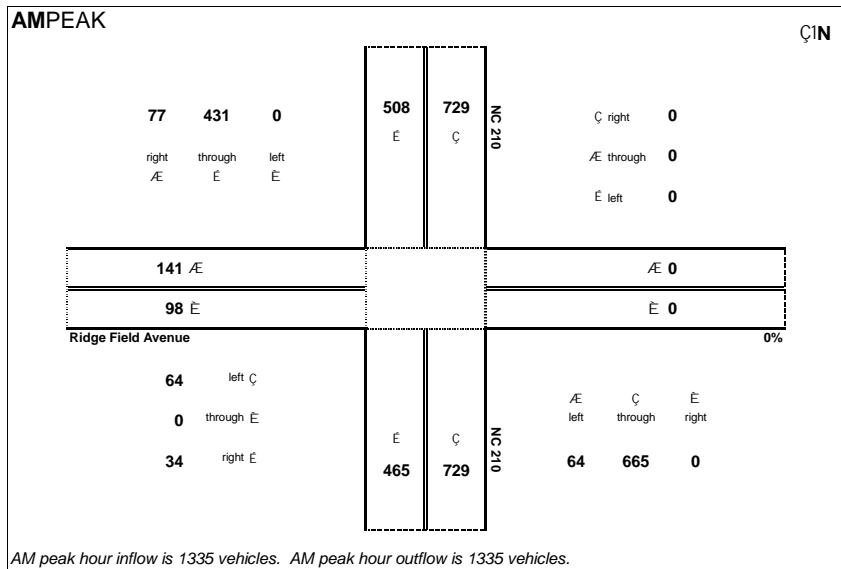


Peak Hour Volume Breakouts Report:
 NC 210 at Ridge Field Avenue (Dixon Middle School Entrance)

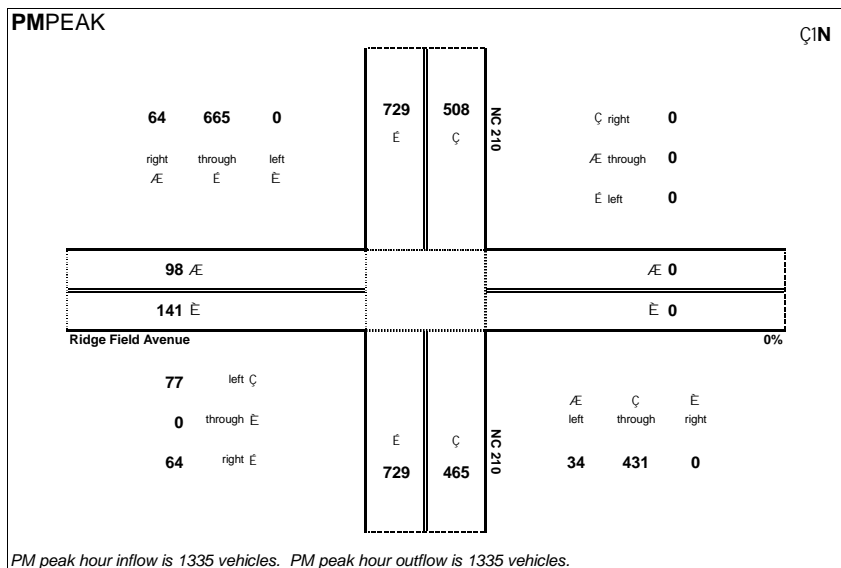
Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 No-Build

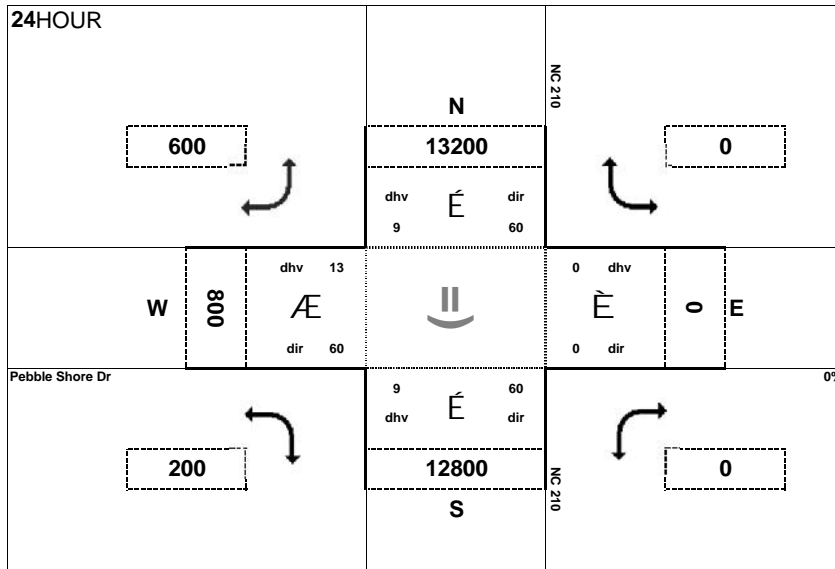
Project:
 U-5949



AM peak hour inflow is 1335 vehicles. AM peak hour outflow is 1335 vehicles.



PM peak hour inflow is 1335 vehicles. PM peak hour outflow is 1335 vehicles.

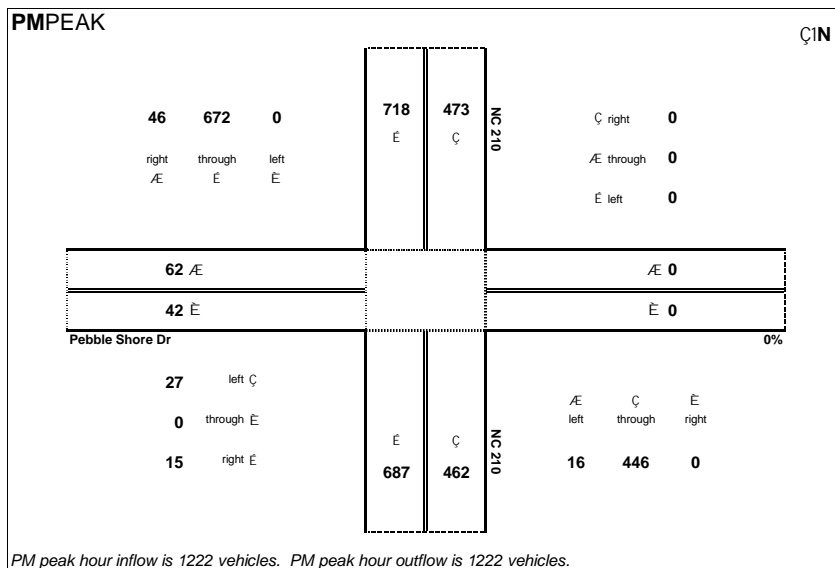
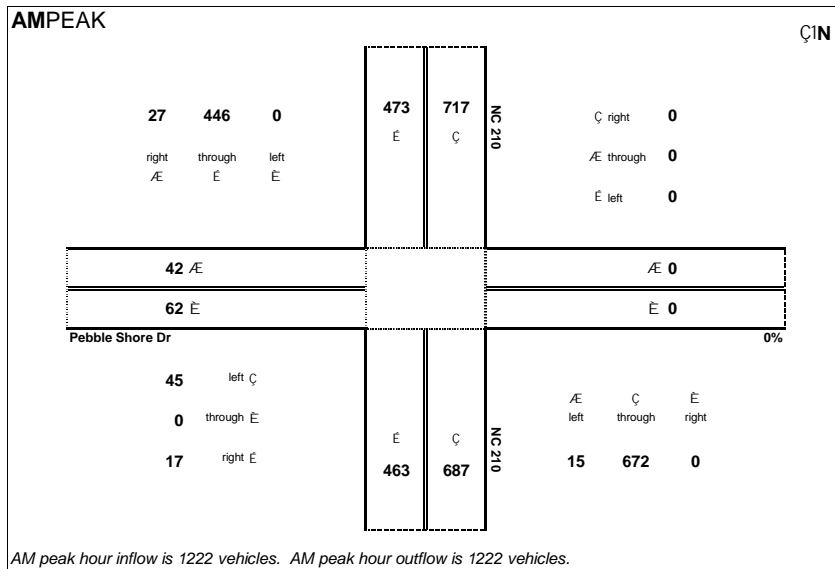


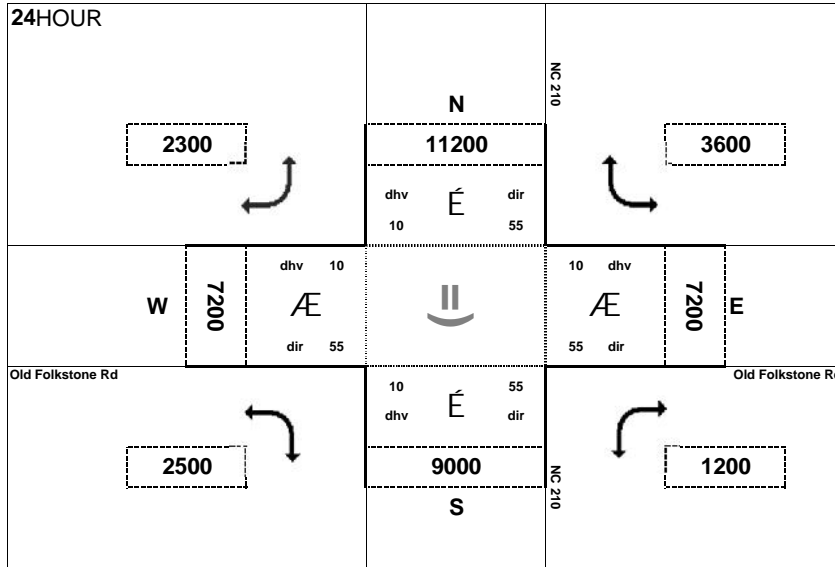
Peak Hour Volume Breakouts Report:
NC 210 at Pebble Shore Dr

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



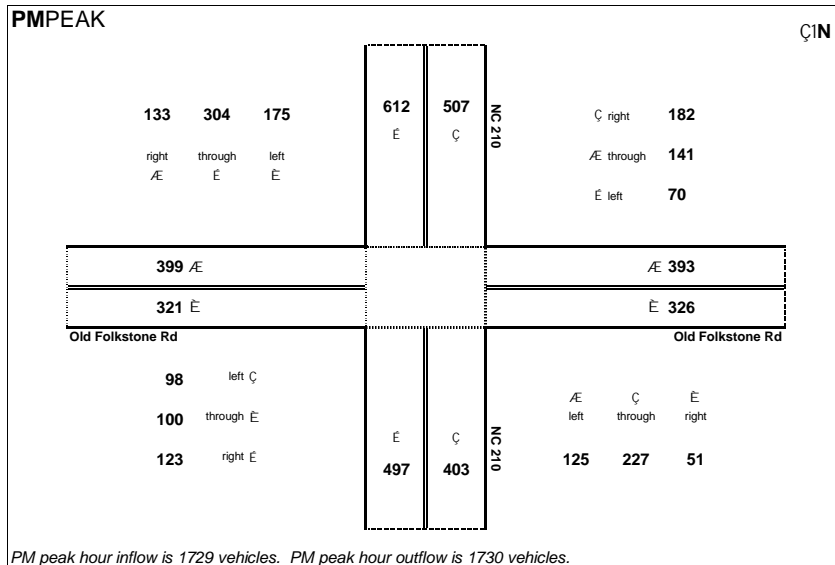
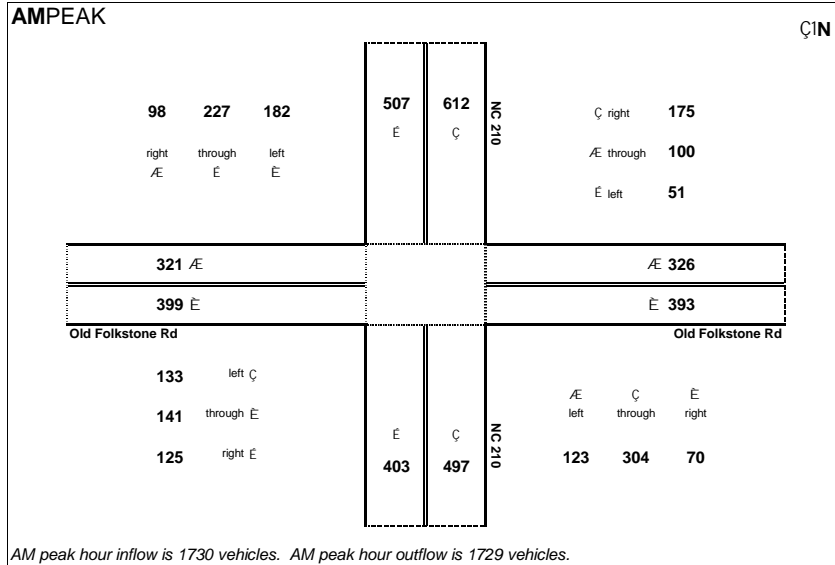


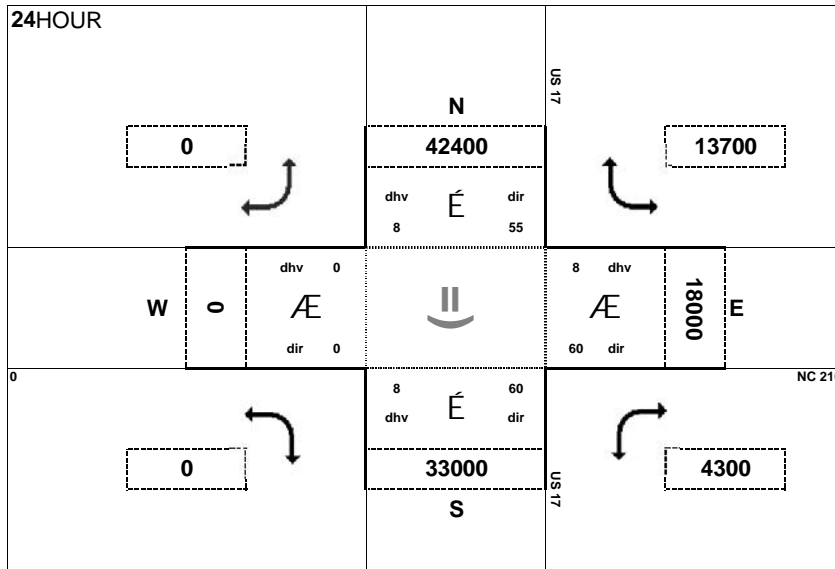
Peak Hour Volume Breakouts Report:
NC 210 at SR 1518 (Old Folkstone Rd)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 No-Build

Project:
U-5949



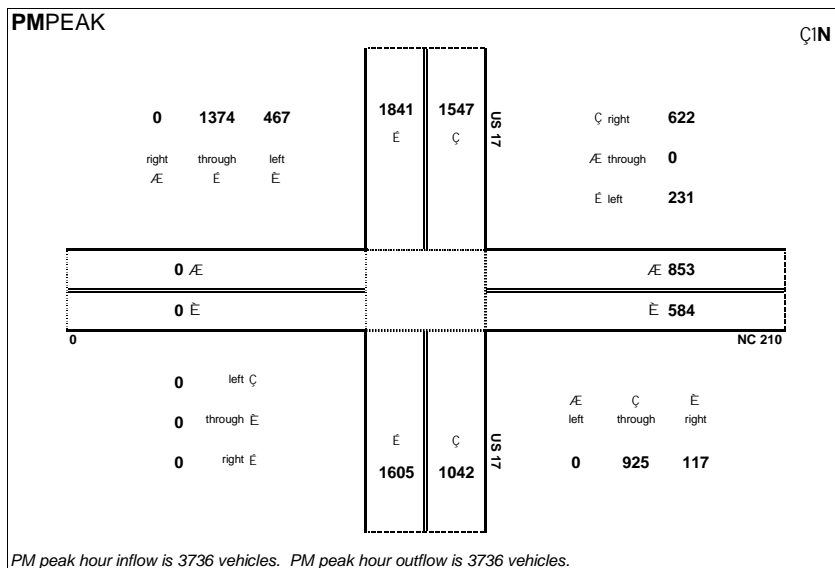
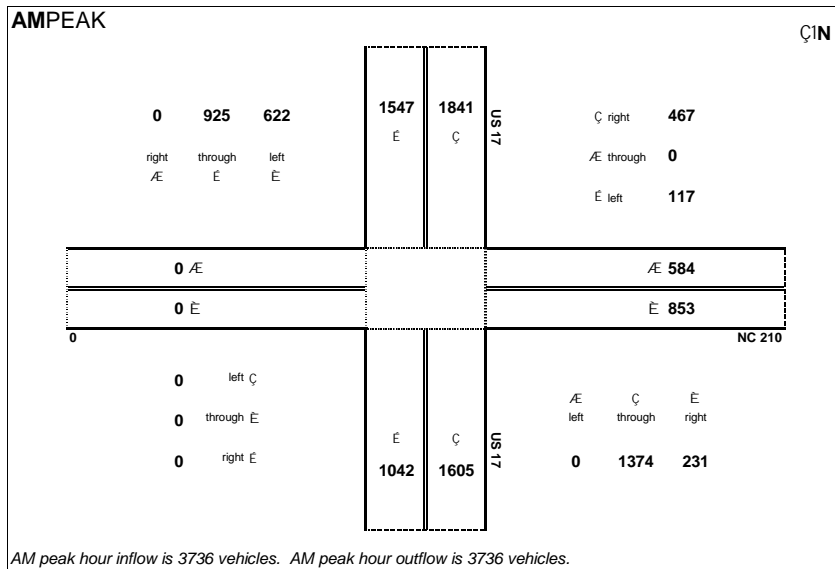


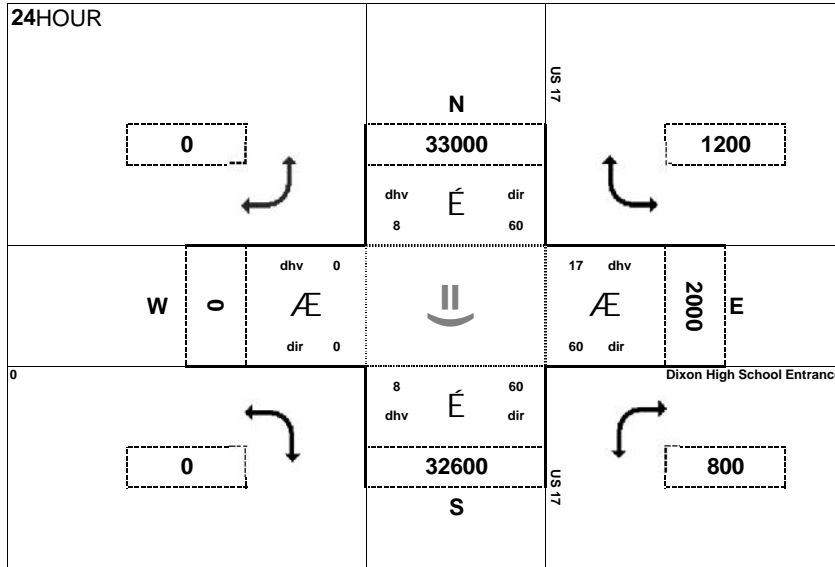
Peak Hour Volume Breakouts Report:
NC 210 at US 17

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

Project:
U-5949



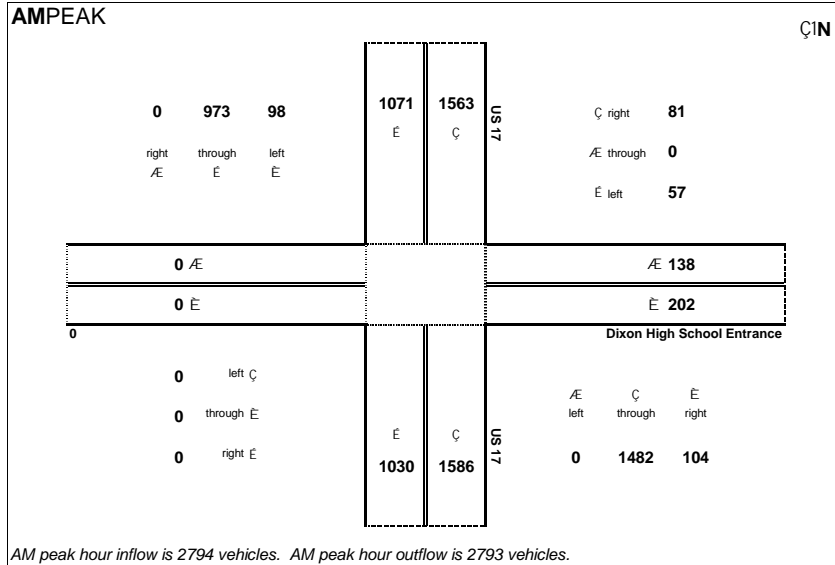


Peak Hour Volume Breakouts Report:
US 17 at Dixon High School Entrance

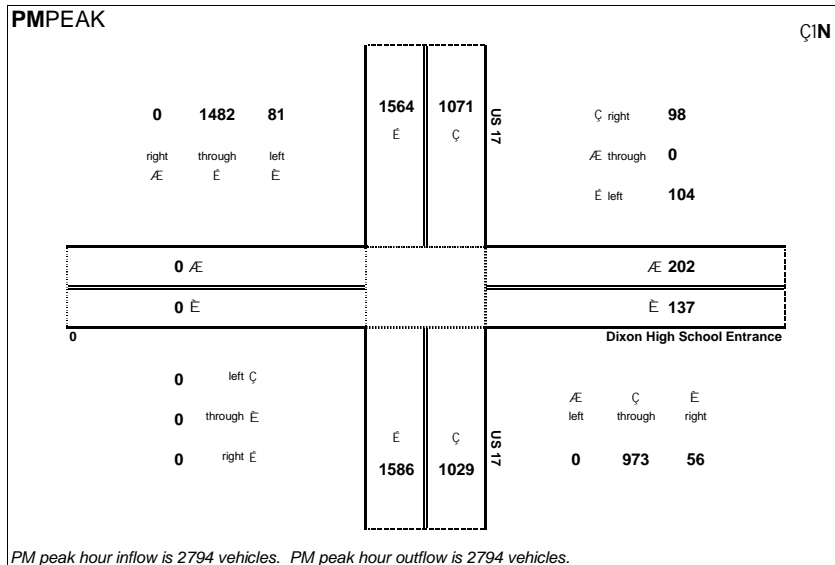
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

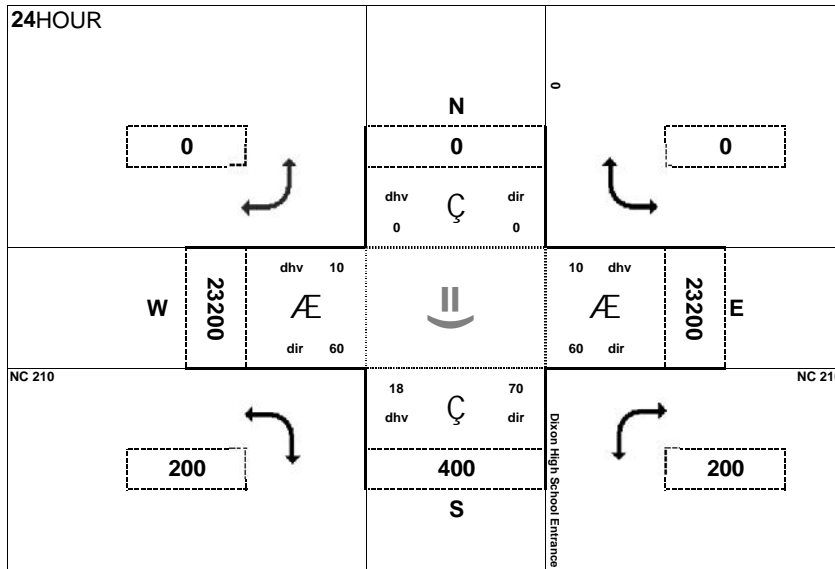
Project:
U-5949



AM peak hour inflow is 2794 vehicles. AM peak hour outflow is 2793 vehicles.



PM peak hour inflow is 2794 vehicles. PM peak hour outflow is 2794 vehicles.

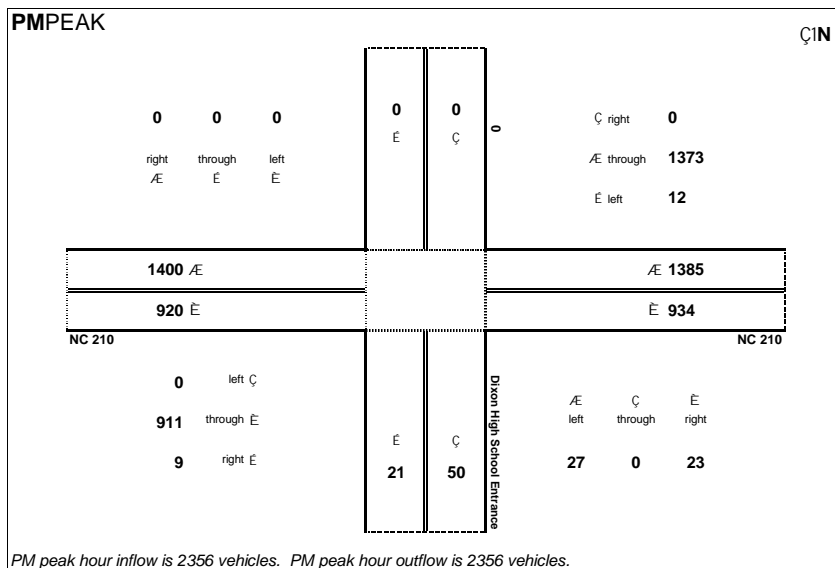
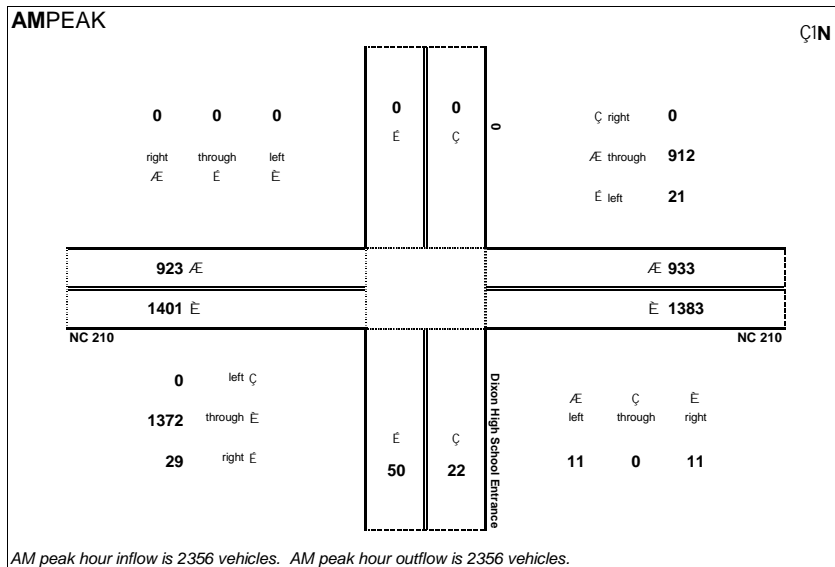


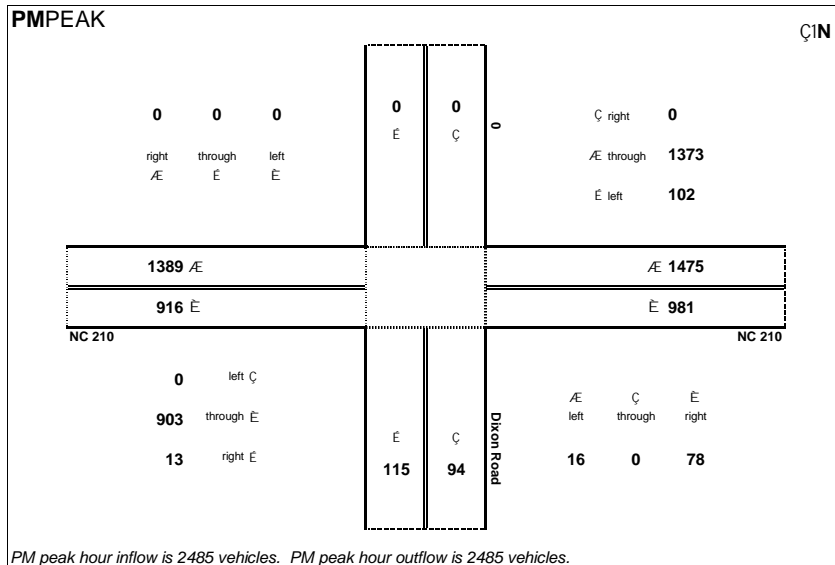
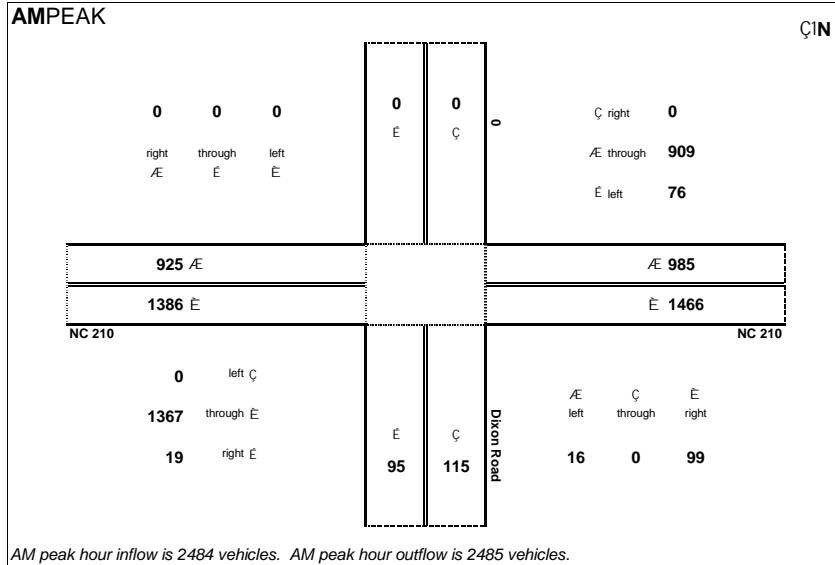
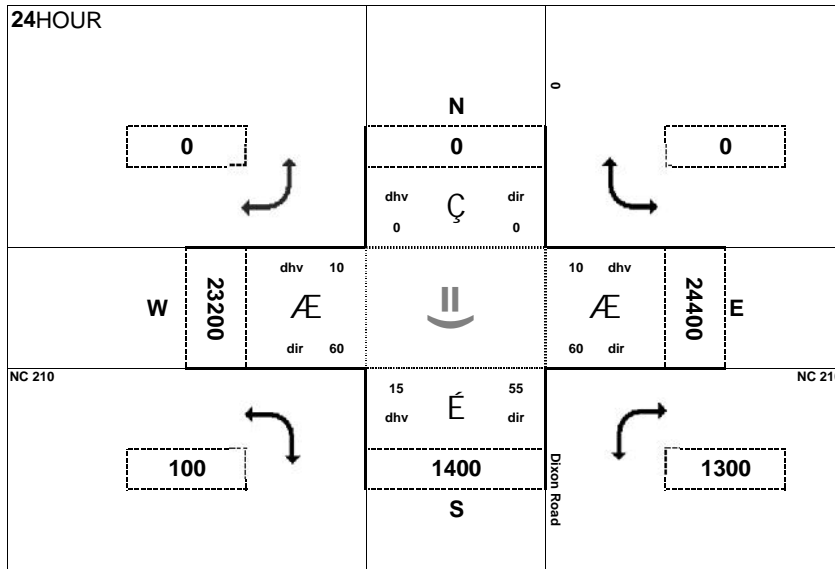
Peak Hour Volume Breakouts Report:
NC 210 at Dixon High School Entrance

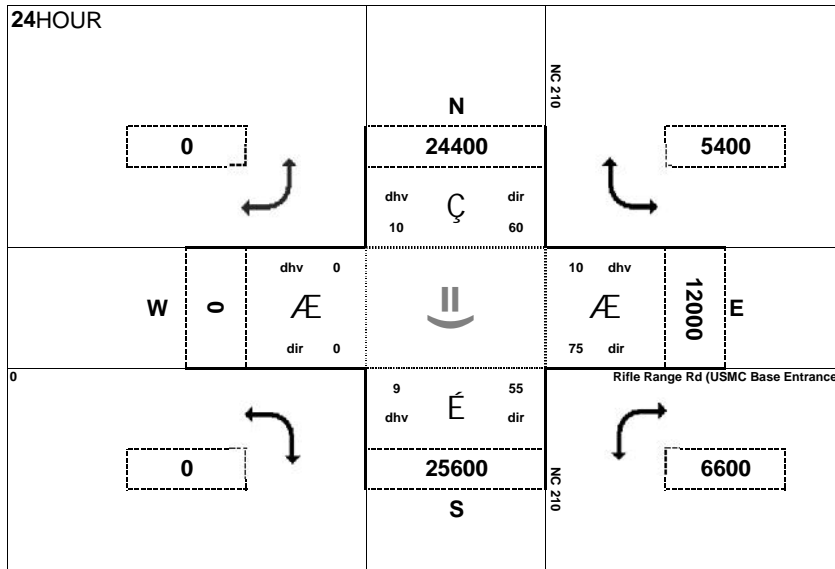
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

Project:
U-5949





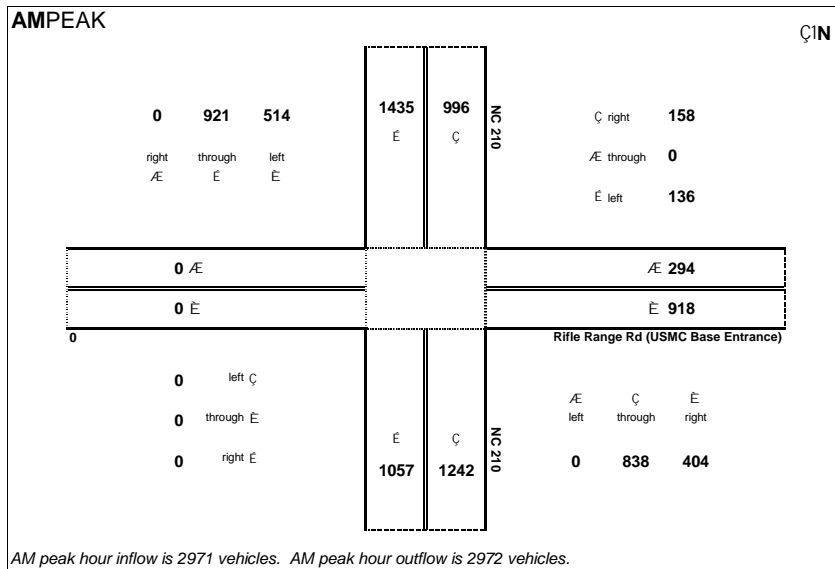


Peak Hour Volume Breakouts Report:
 NC 210 at Rifle Range Rd (USMC Base Entrance)

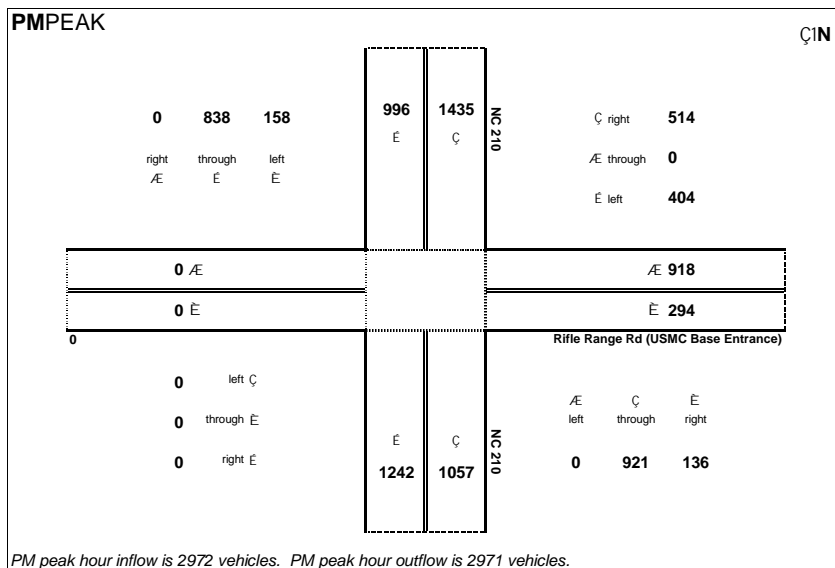
Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 No-Build

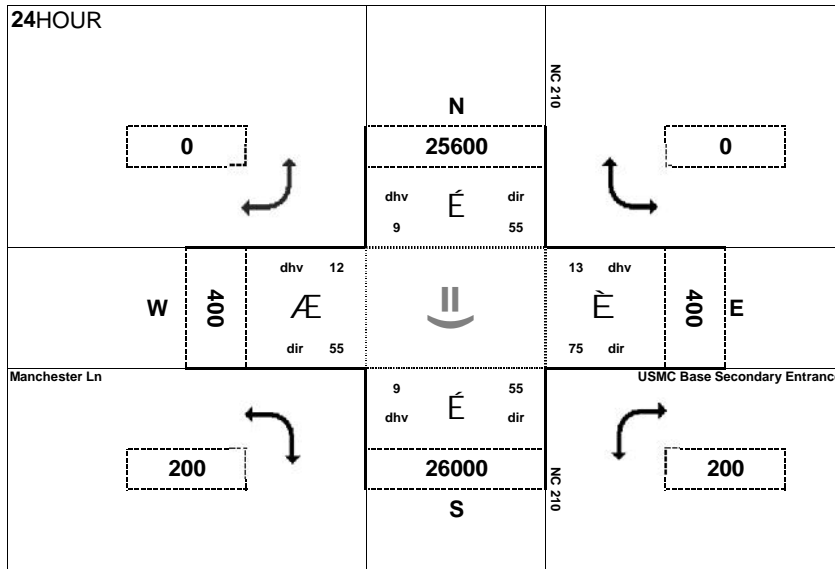
Project:
 U-5949



AM peak hour inflow is 2971 vehicles. AM peak hour outflow is 2972 vehicles.



PM peak hour inflow is 2972 vehicles. PM peak hour outflow is 2971 vehicles.

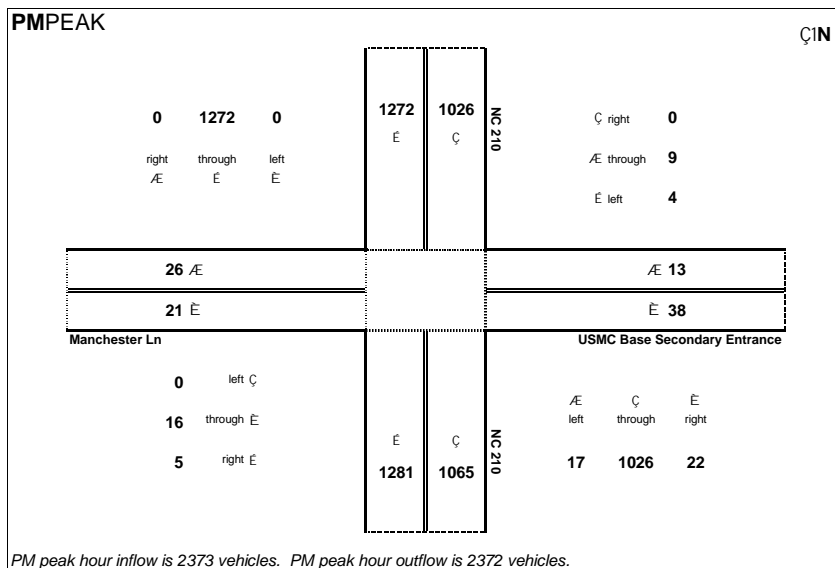
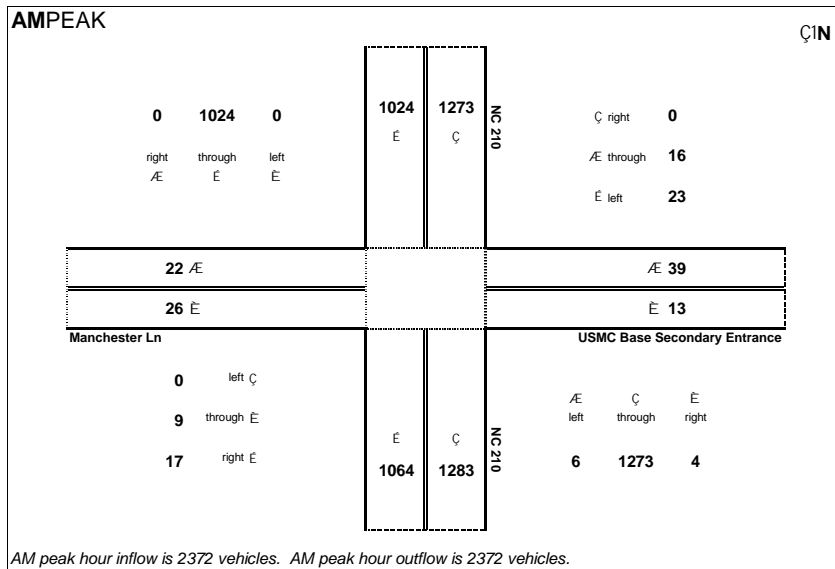


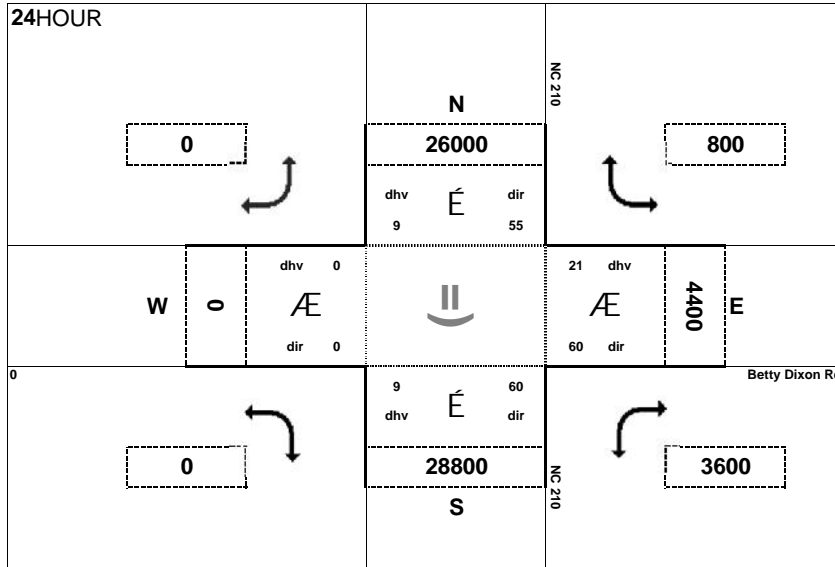
Peak Hour Volume Breakouts Report:
 NC 210 at USMC Base (Secondary Entrance) /
 Manchester Ln

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 No-Build

Project:
 U-5949



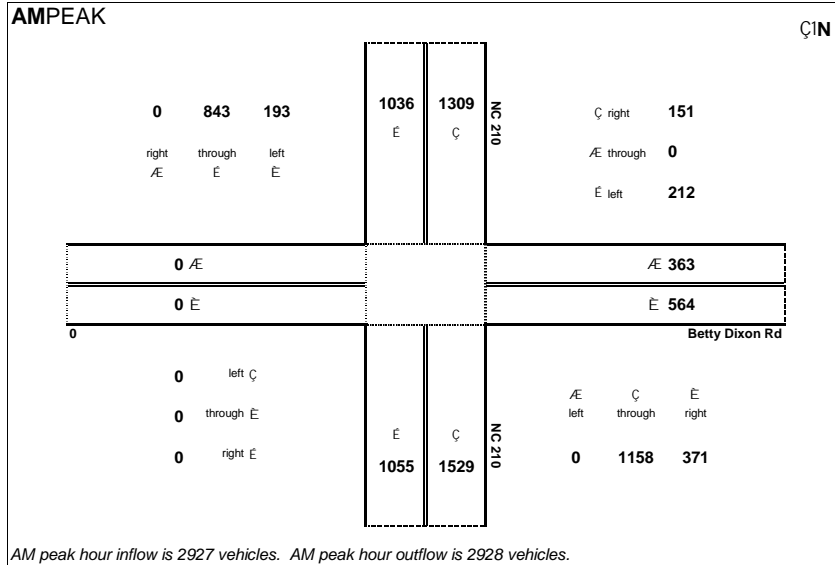


Peak Hour Volume Breakouts Report:
NC 210 at SR 1671 (Betty Dixon Rd)

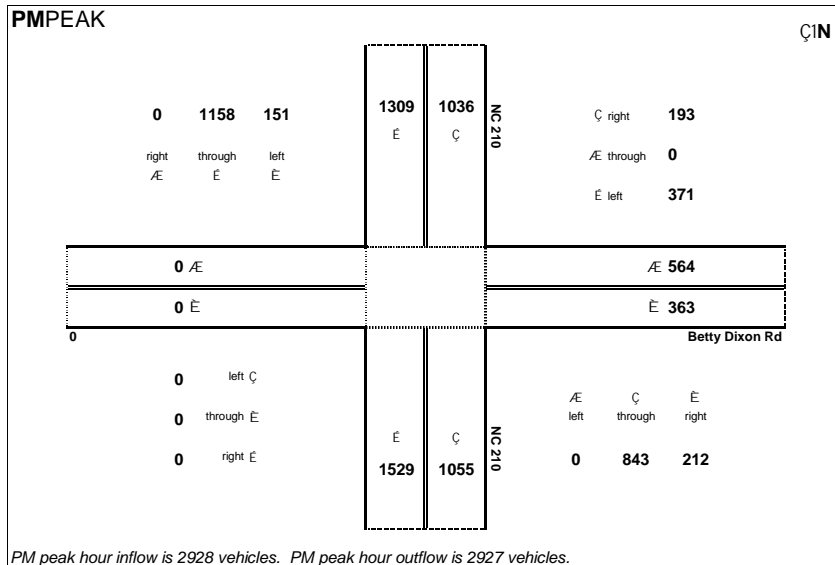
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

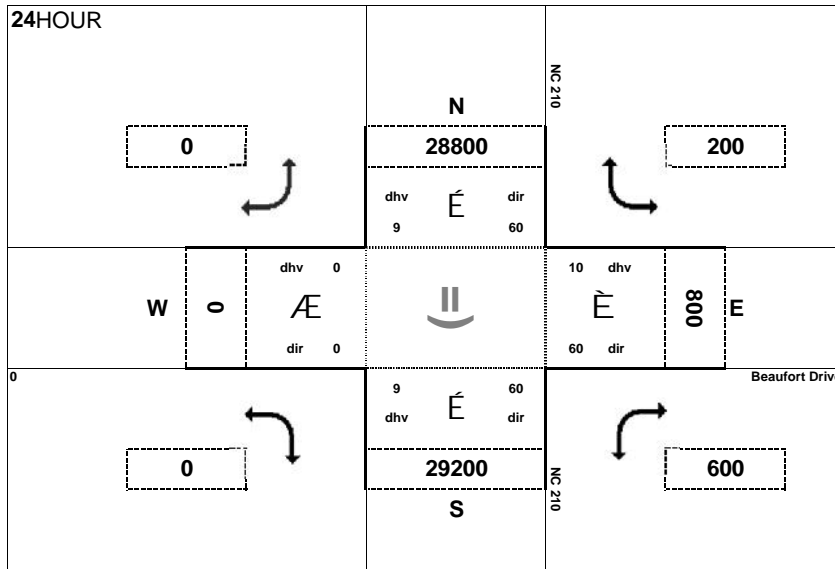
Project:
U-5949



AM peak hour inflow is 2927 vehicles. AM peak hour outflow is 2928 vehicles.



PM peak hour inflow is 2928 vehicles. PM peak hour outflow is 2927 vehicles.

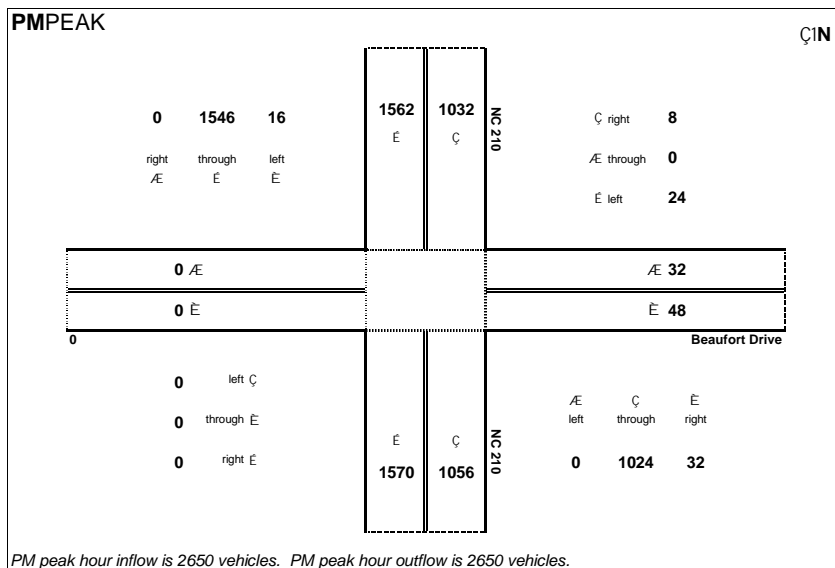
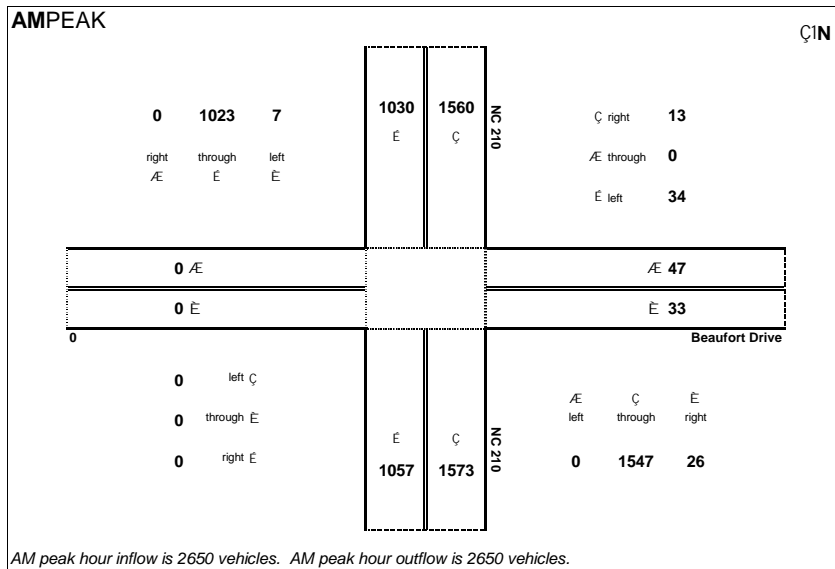


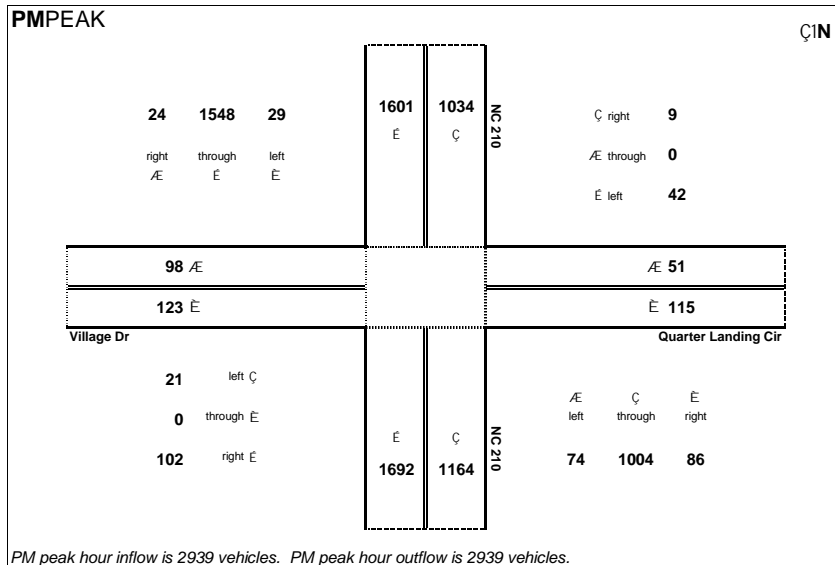
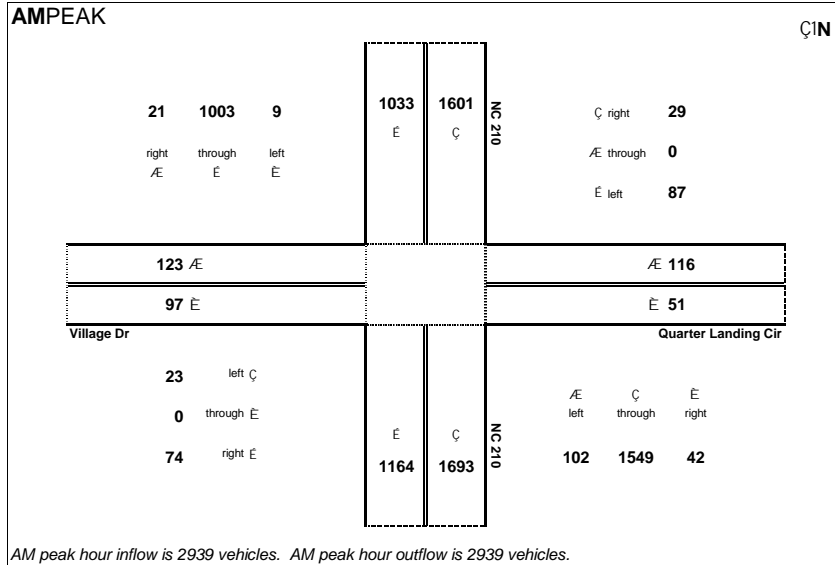
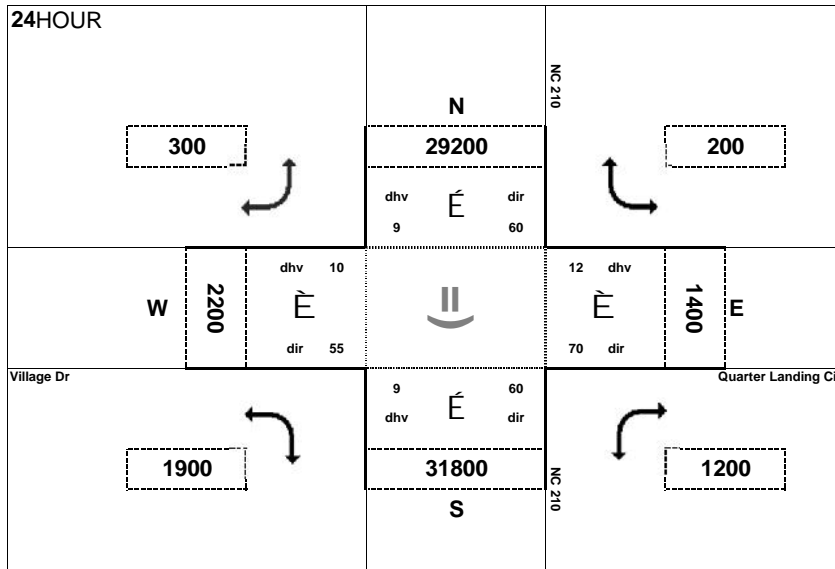
Peak Hour Volume Breakouts Report:
NC 210 at Beaufort Dr

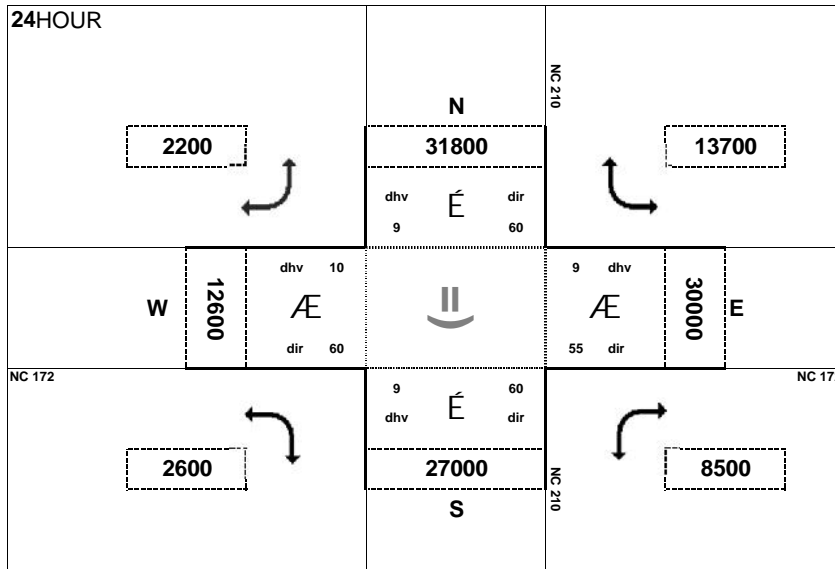
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

Project:
U-5949





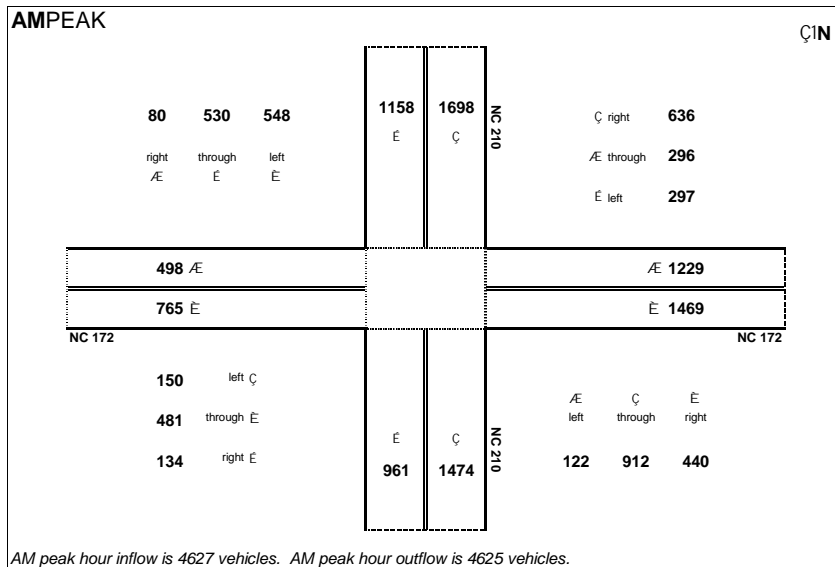


Peak Hour Volume Breakouts Report:
NC 210 at NC 127

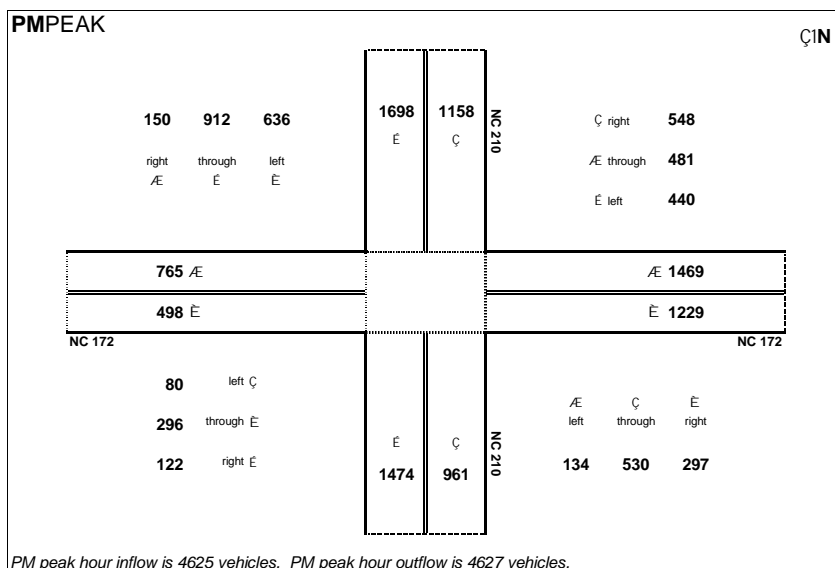
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

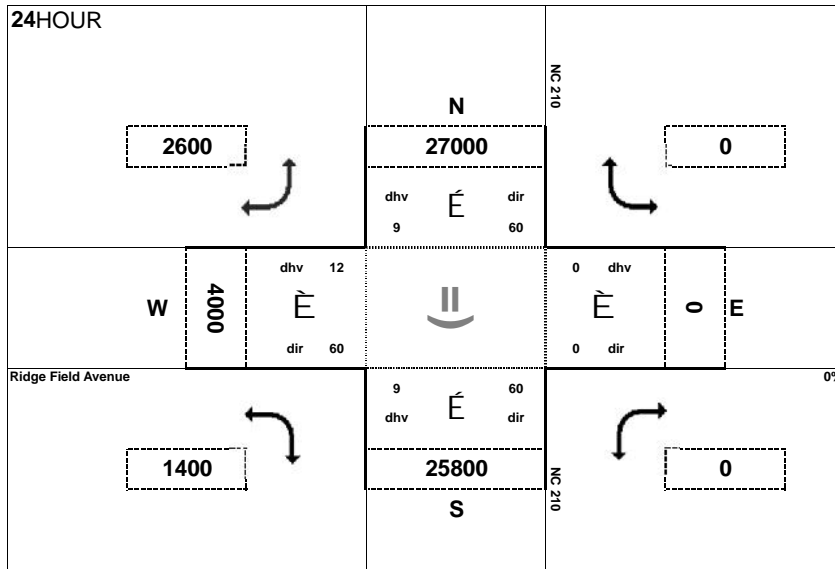
Project:
U-5949



AM peak hour inflow is 4627 vehicles. AM peak hour outflow is 4625 vehicles.



PM peak hour inflow is 4625 vehicles. PM peak hour outflow is 4627 vehicles.

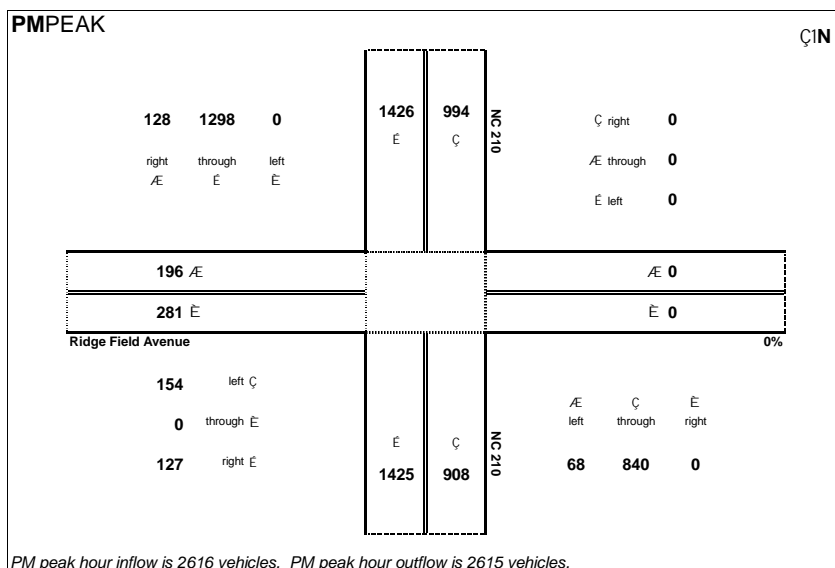
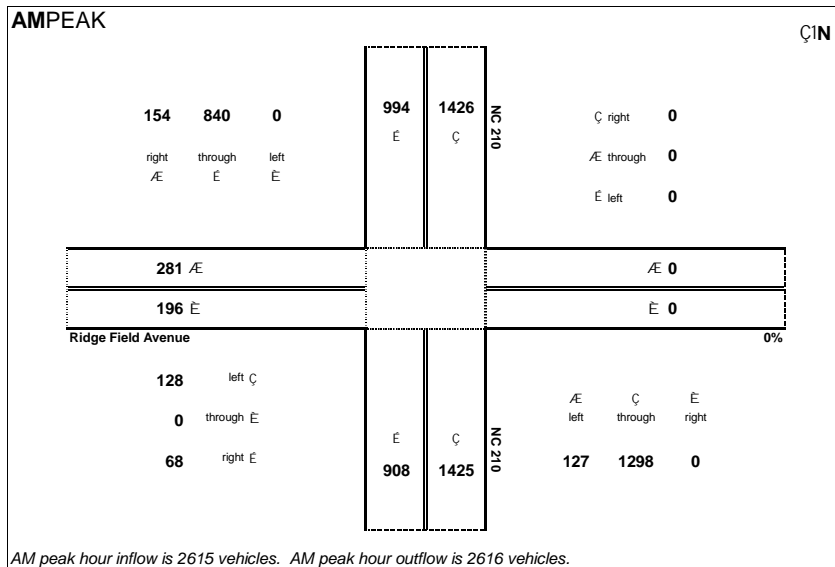


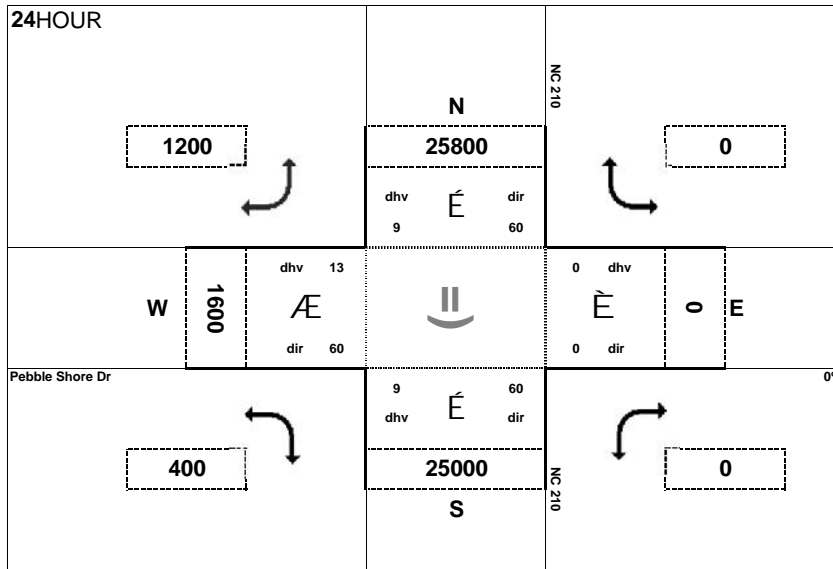
Peak Hour Volume Breakouts Report:
 NC 210 at Ridge Field Avenue (Dixon Middle School Entrance)

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 No-Build

Project:
 U-5949



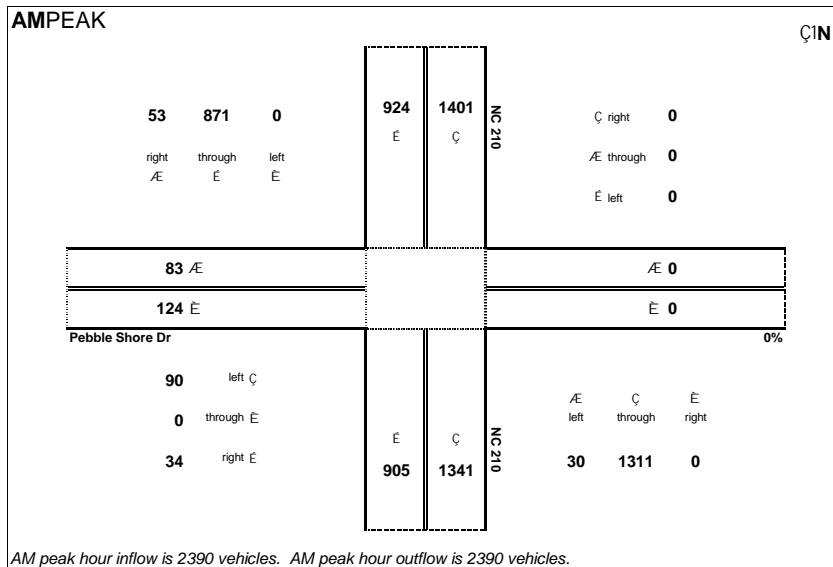


Peak Hour Volume Breakouts Report:
NC 210 at Pebble Shore Dr

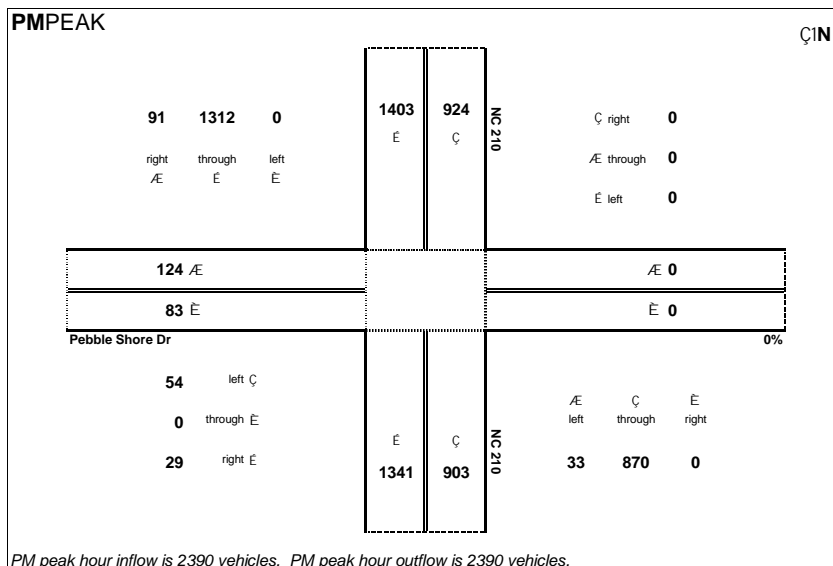
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 No-Build

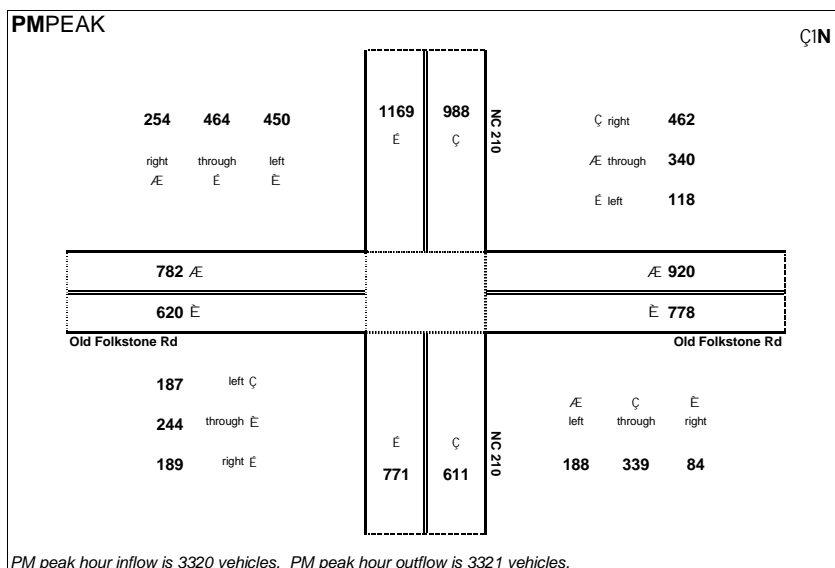
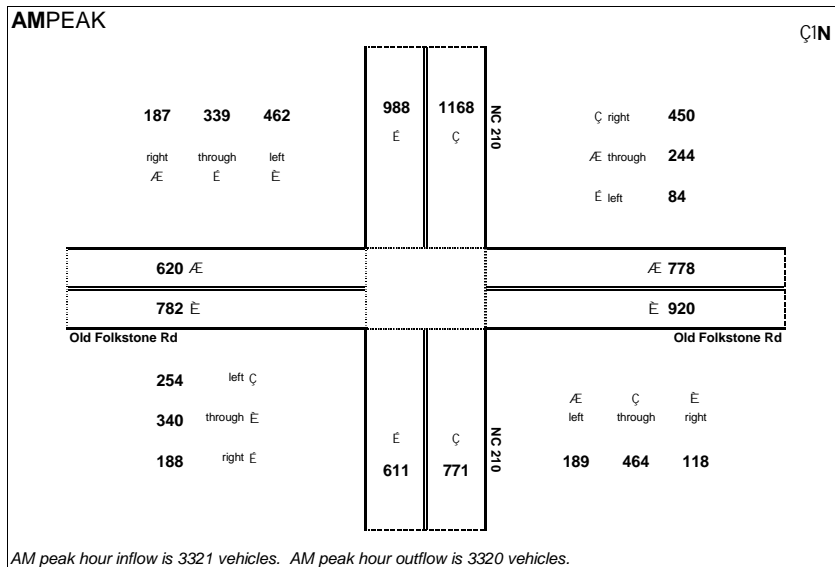
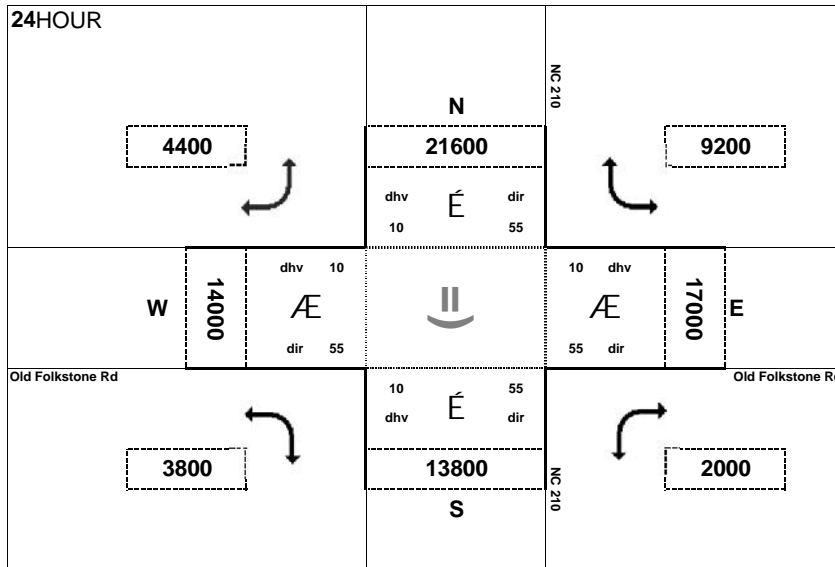
Project:
U-5949

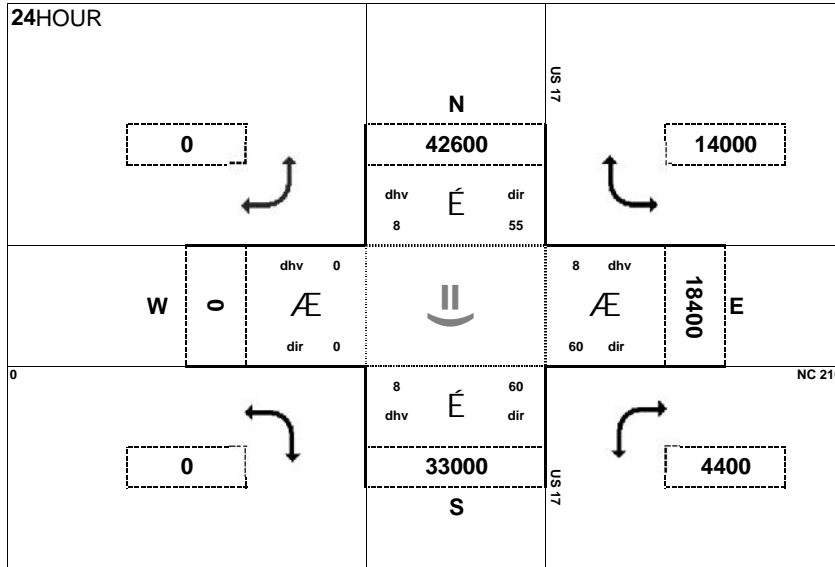


AM peak hour inflow is 2390 vehicles. AM peak hour outflow is 2390 vehicles.



PM peak hour inflow is 2390 vehicles. PM peak hour outflow is 2390 vehicles.



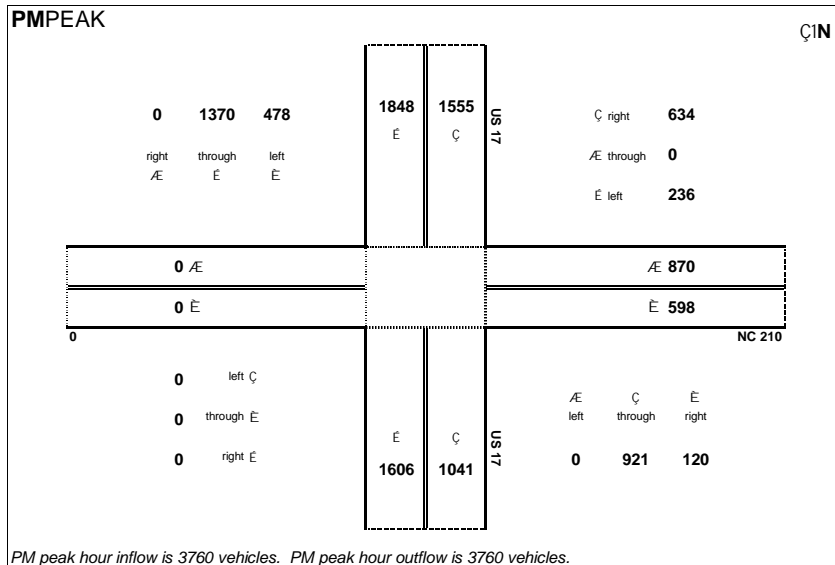
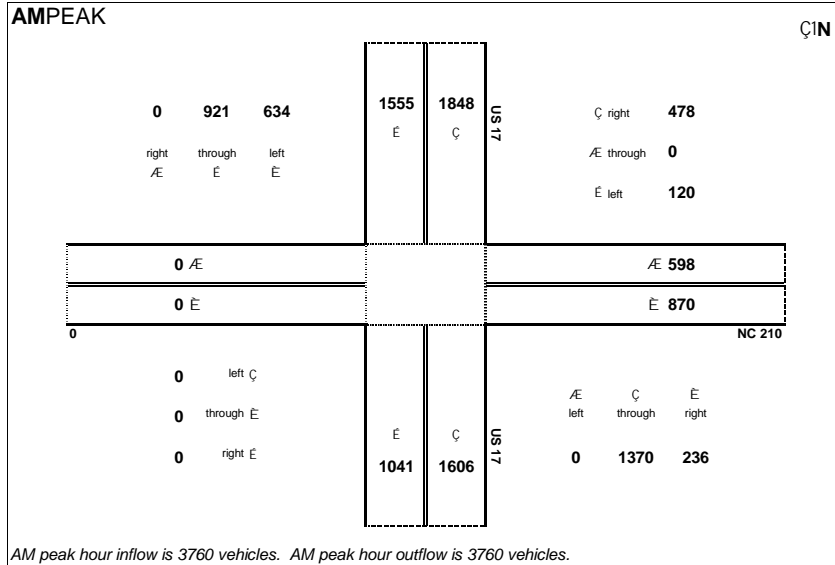


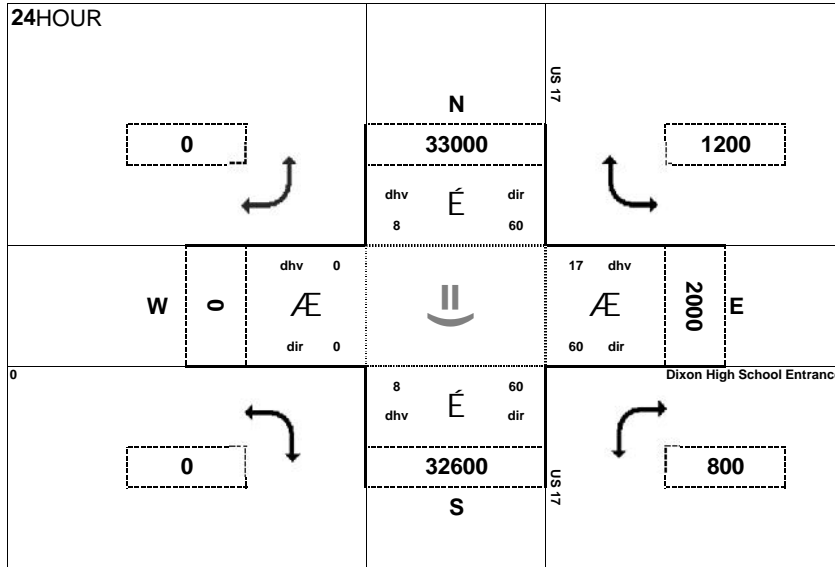
Peak Hour Volume Breakouts Report:
NC 210 at US 17

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949



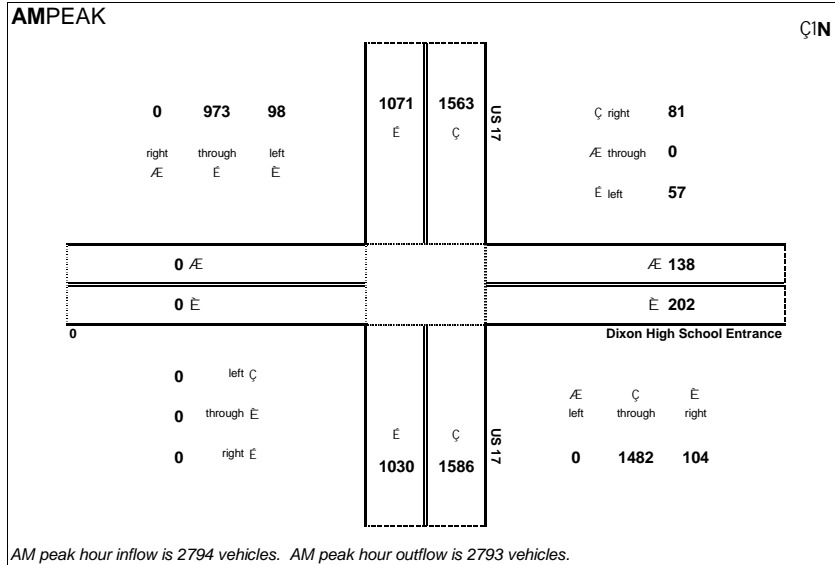


Peak Hour Volume Breakouts Report:
US 17 at Dixon High School Entrance

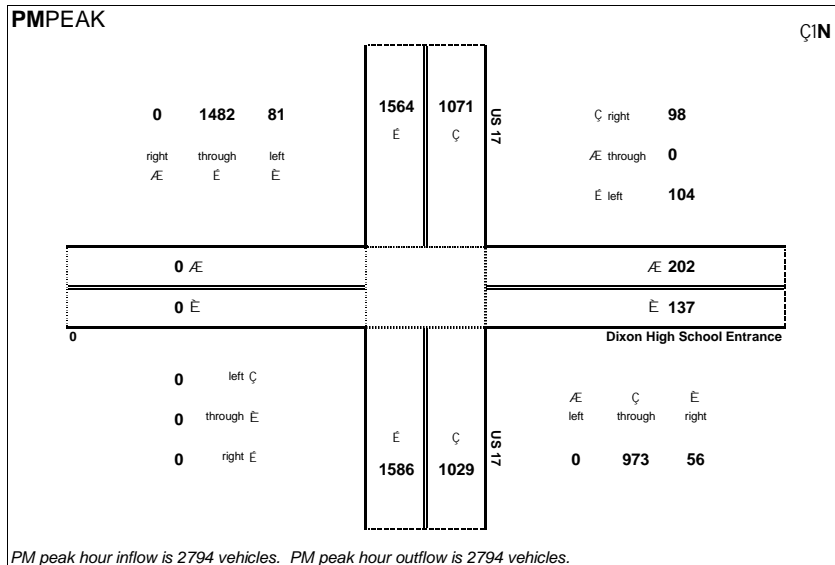
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

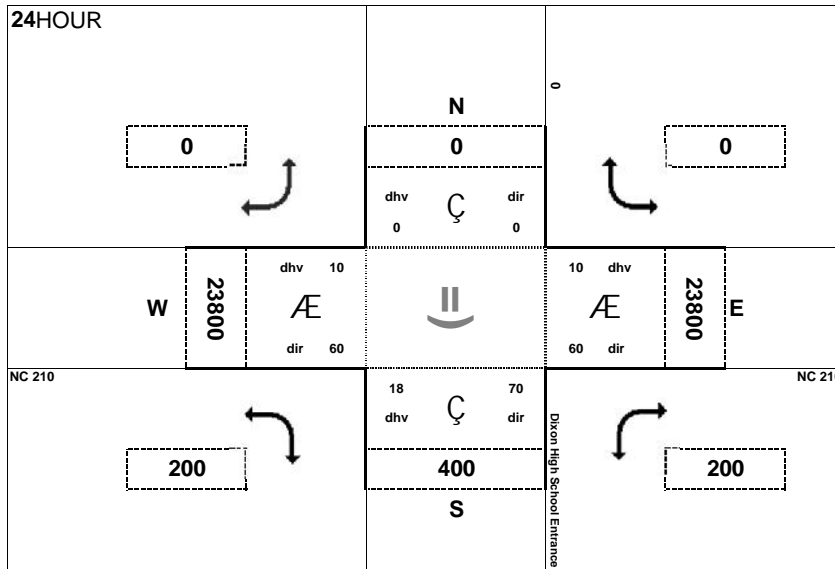
Project:
U-5949



AM peak hour inflow is 2794 vehicles. AM peak hour outflow is 2793 vehicles.



PM peak hour inflow is 2794 vehicles. PM peak hour outflow is 2794 vehicles.

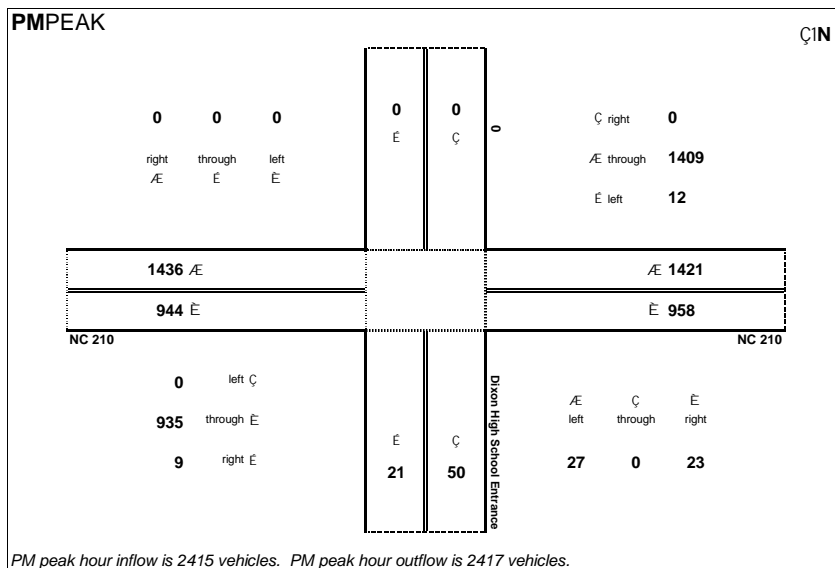
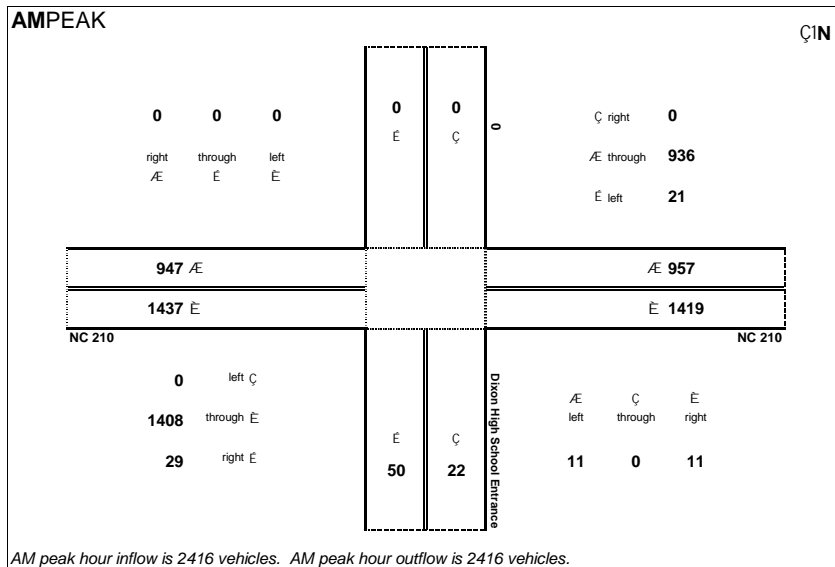


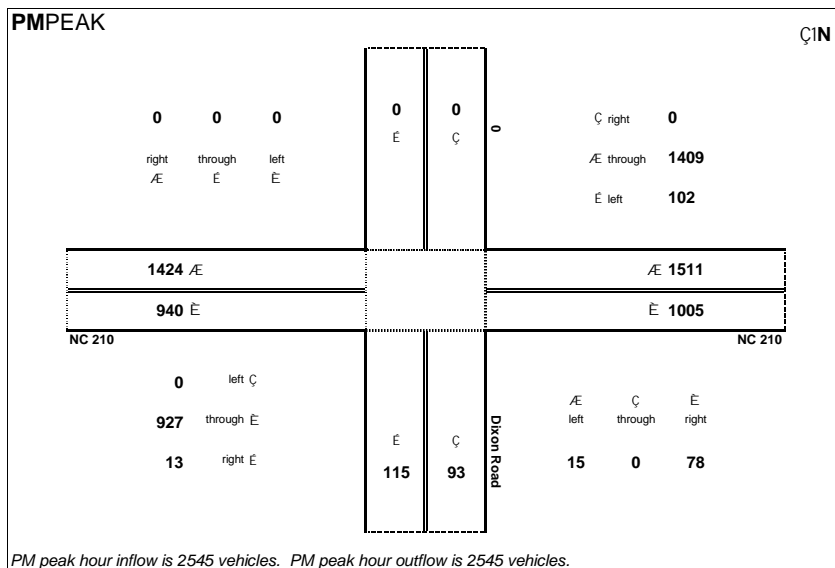
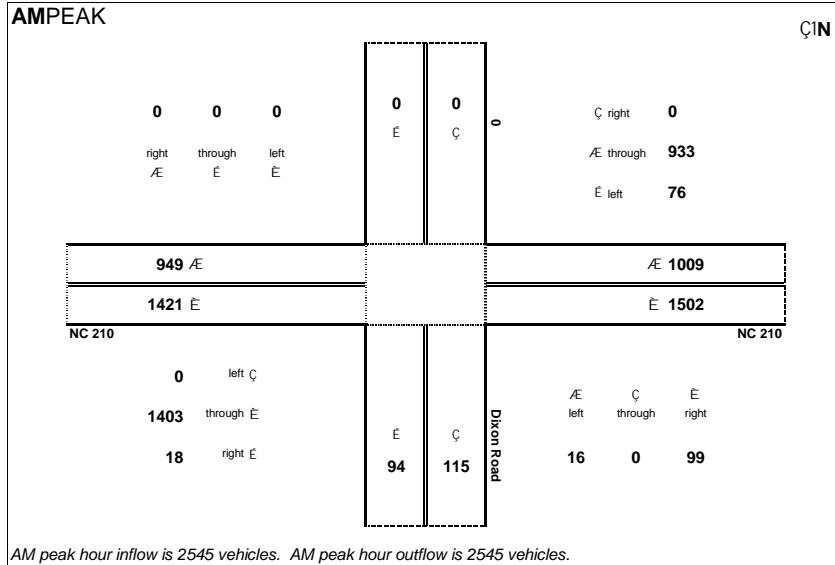
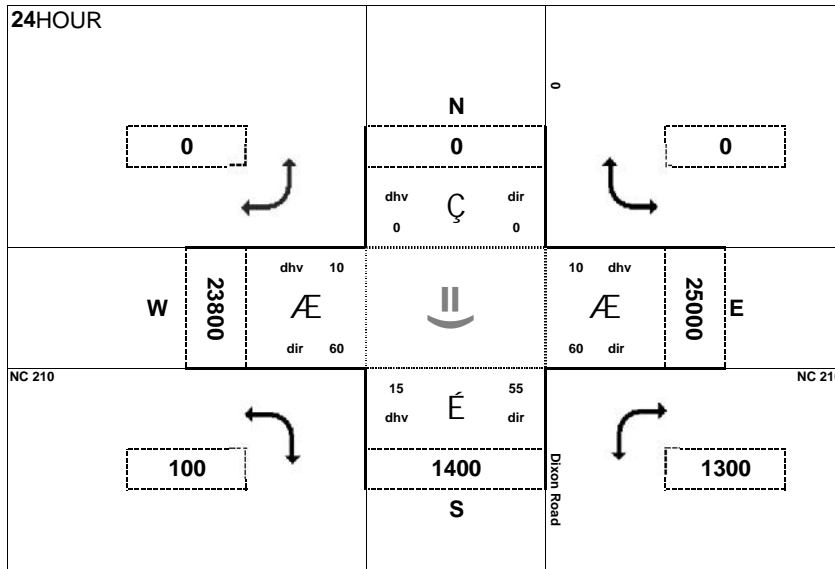
Peak Hour Volume Breakouts Report:
NC 210 at Dixon High School Entrance

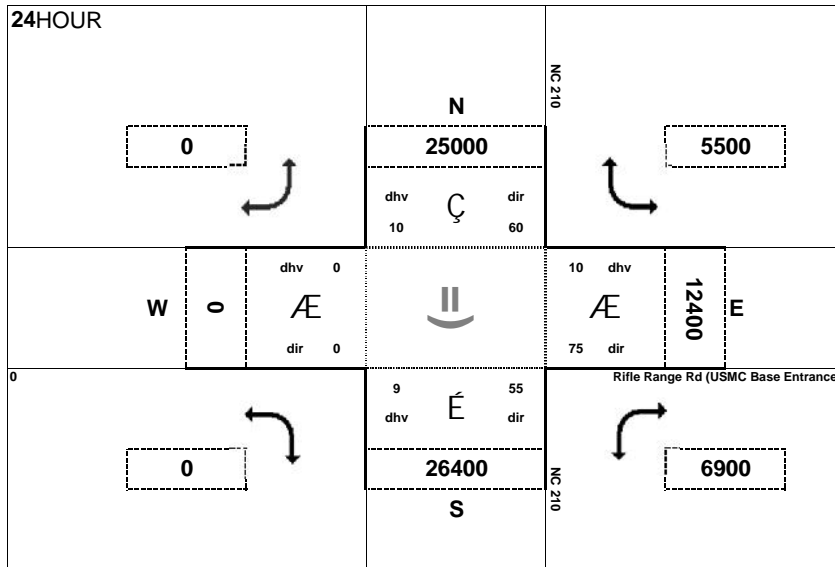
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949





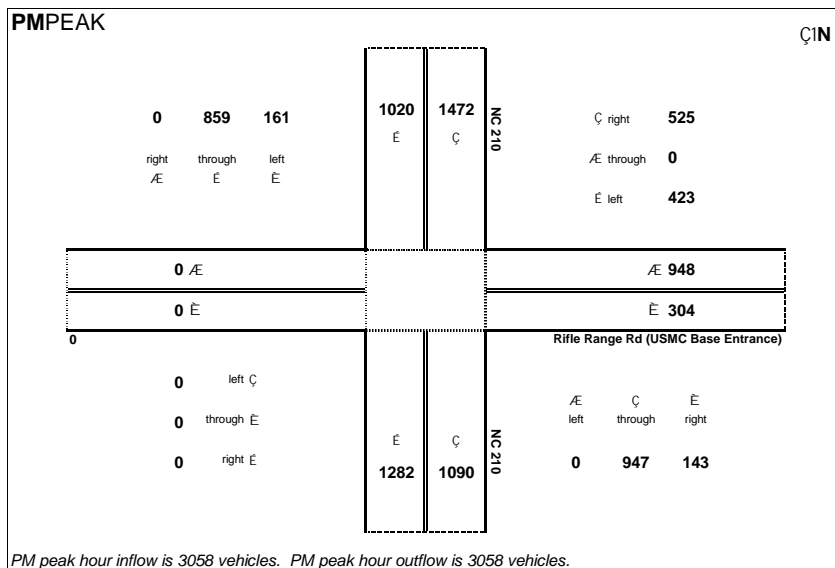
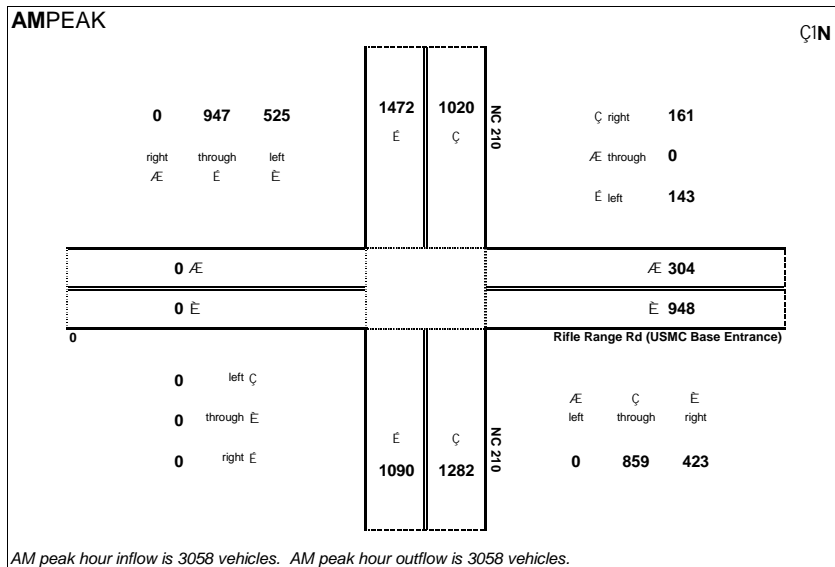


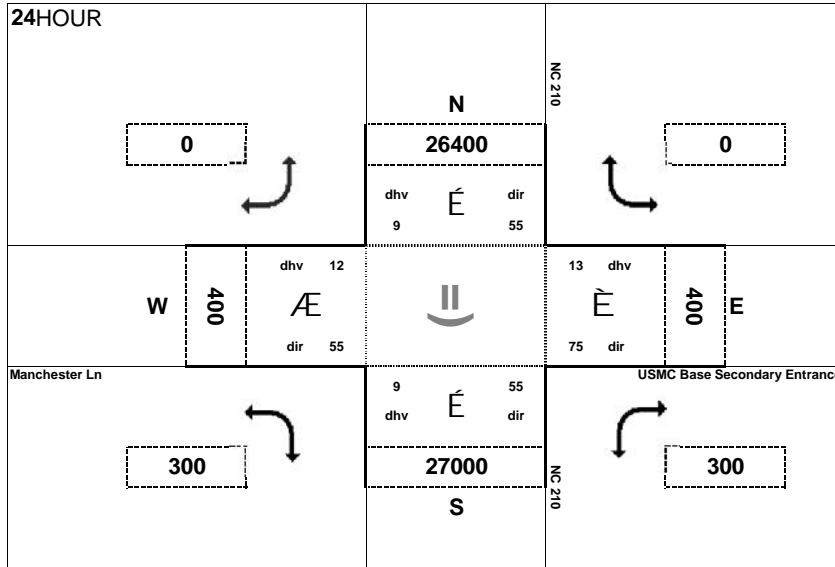
Peak Hour Volume Breakouts Report:
NC 210 at Rifle Range Rd (USMC Base Entrance)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949



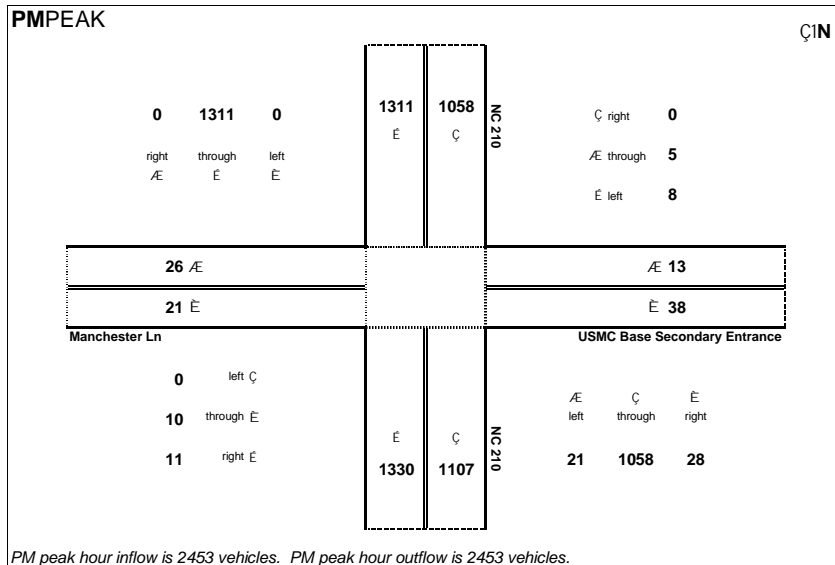
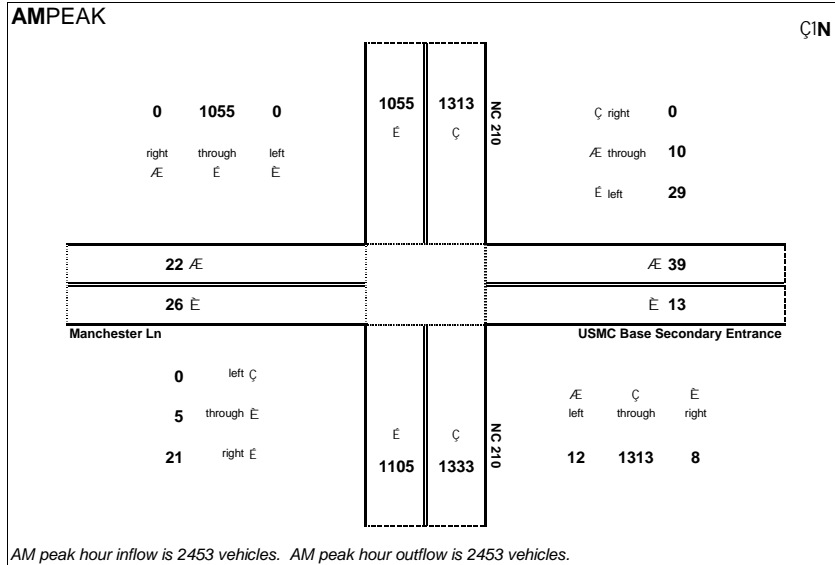


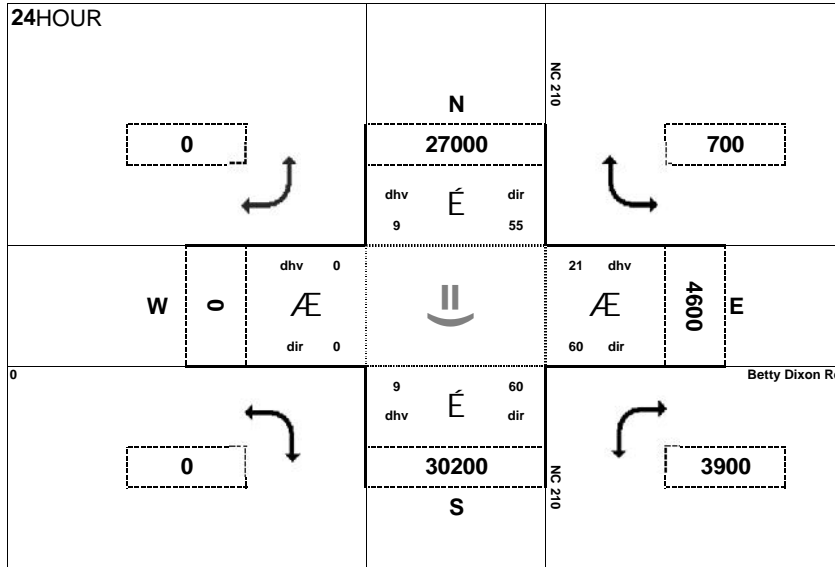
Peak Hour Volume Breakouts Report:
 NC 210 at USMC Base (Secondary Entrance) /
 Manchester Ln

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 Build

Project:
 U-5949



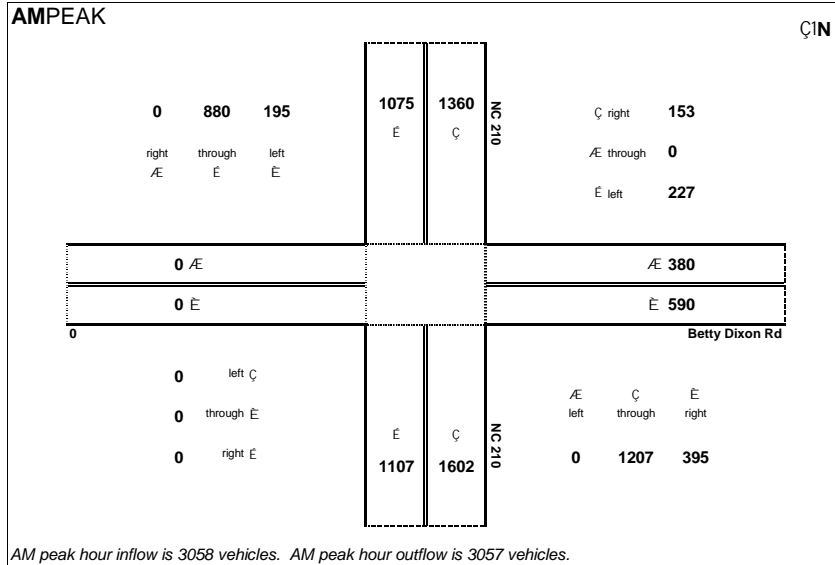


Peak Hour Volume Breakouts Report:
NC 210 at SR 1671 (Betty Dixon Rd)

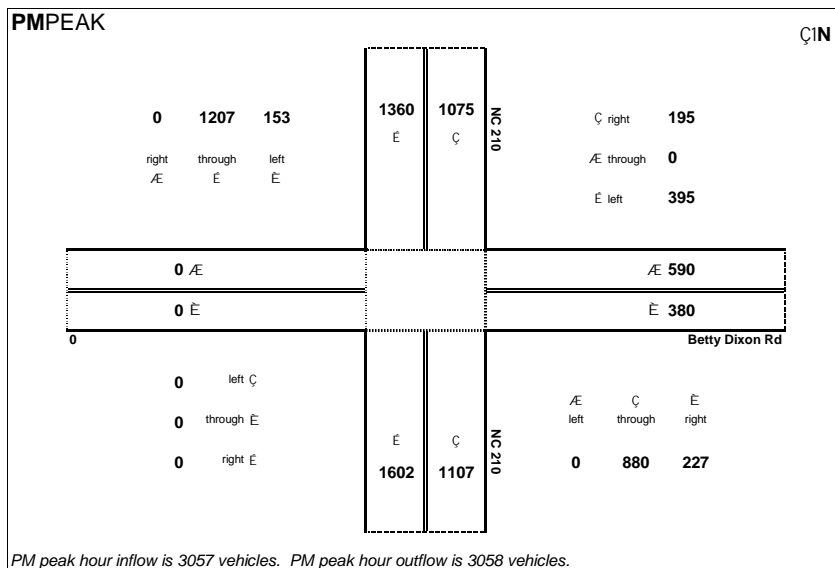
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

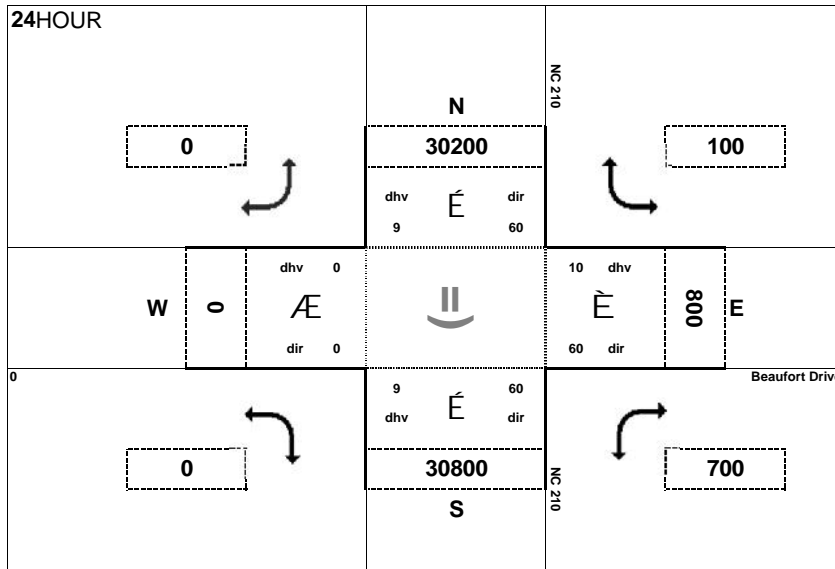
Project:
U-5949



AM peak hour inflow is 3058 vehicles. AM peak hour outflow is 3057 vehicles.



PM peak hour inflow is 3057 vehicles. PM peak hour outflow is 3058 vehicles.

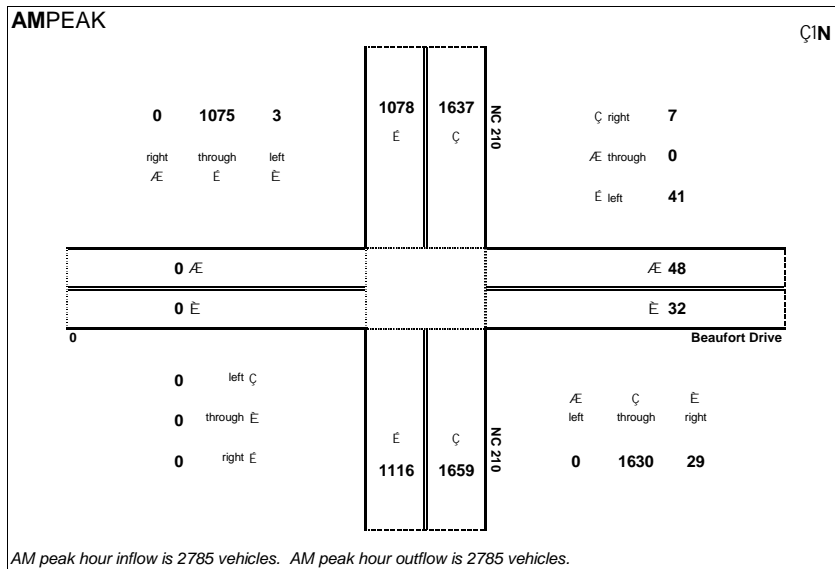


Peak Hour Volume Breakouts Report:
NC 210 at Beaufort Dr

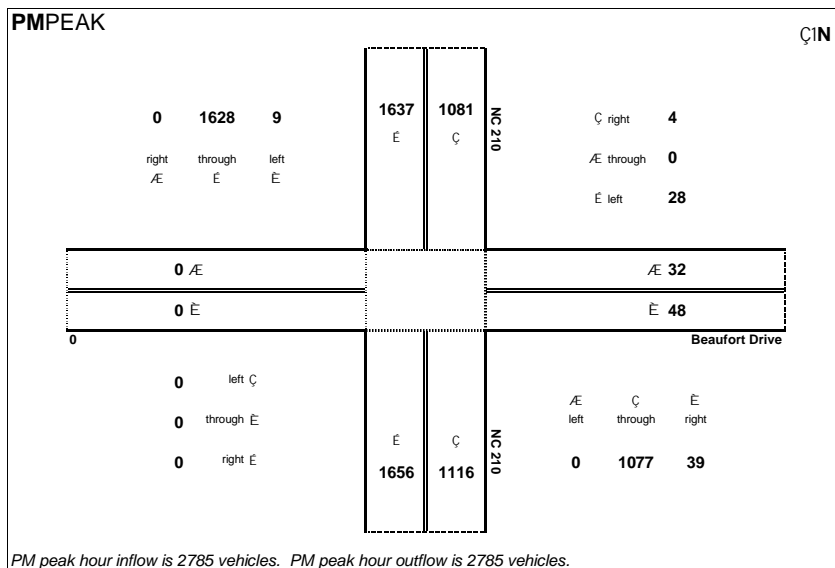
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

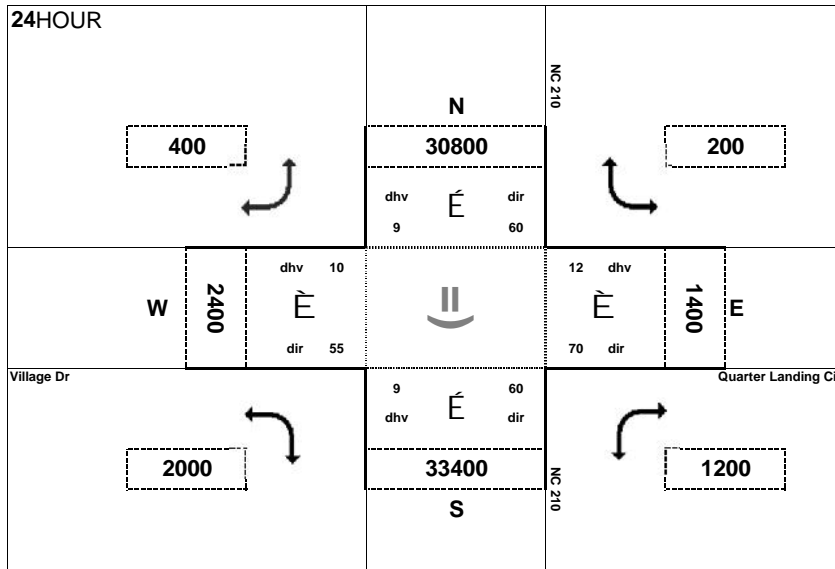
Project:
U-5949



AM peak hour inflow is 2785 vehicles. AM peak hour outflow is 2785 vehicles.



PM peak hour inflow is 2785 vehicles. PM peak hour outflow is 2785 vehicles.

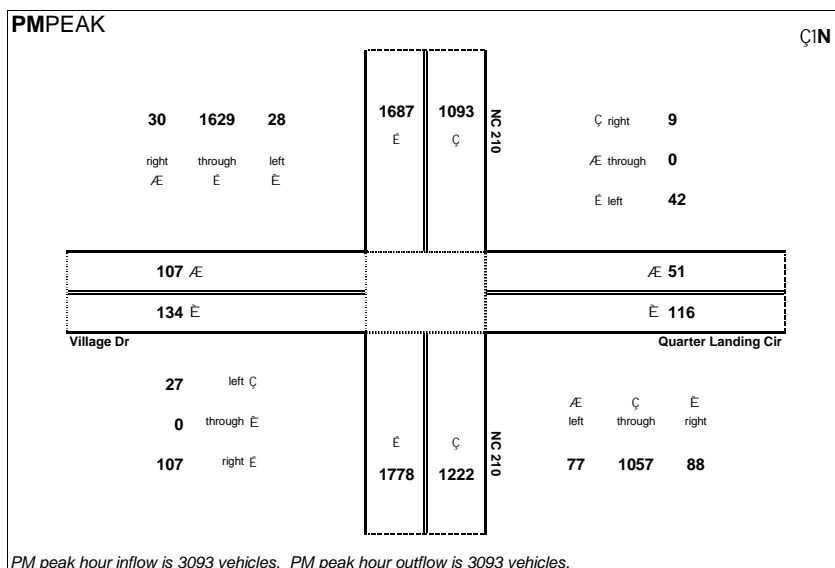
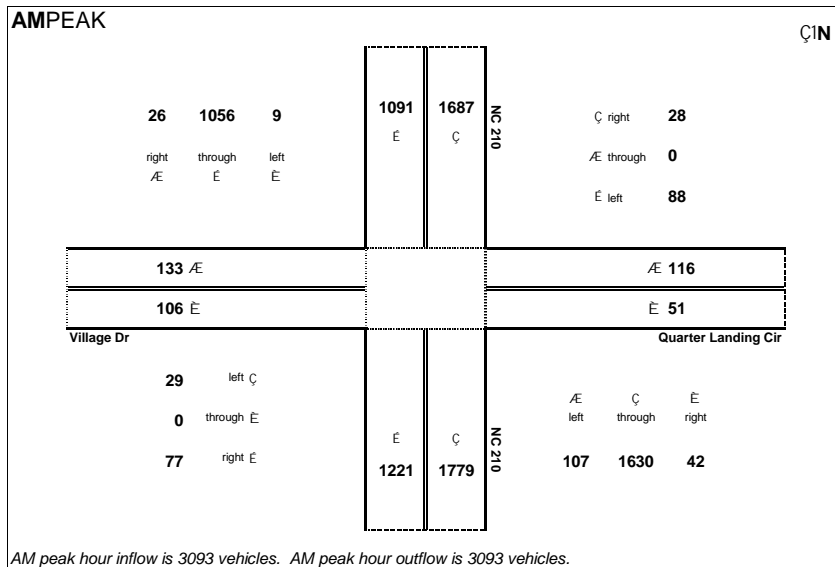


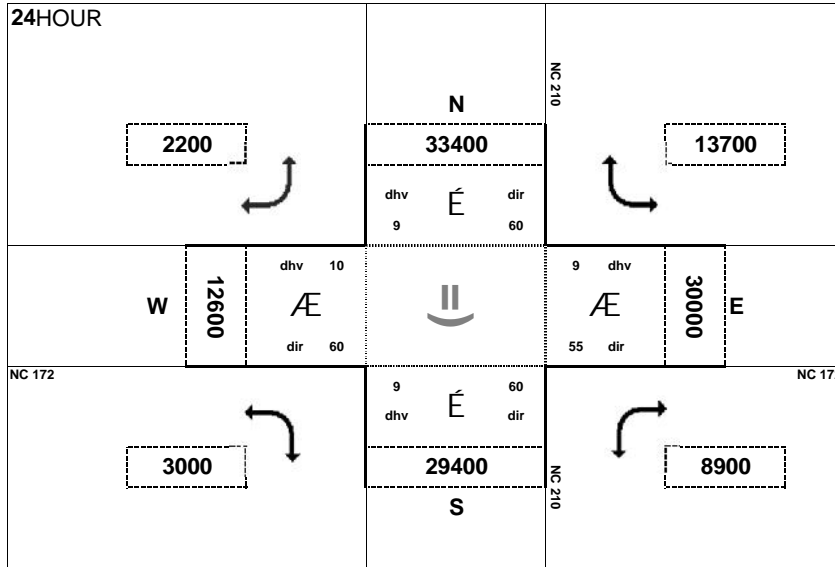
Peak Hour Volume Breakouts Report:
NC 210 at Quarters Landing Cir / Village Dr

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949



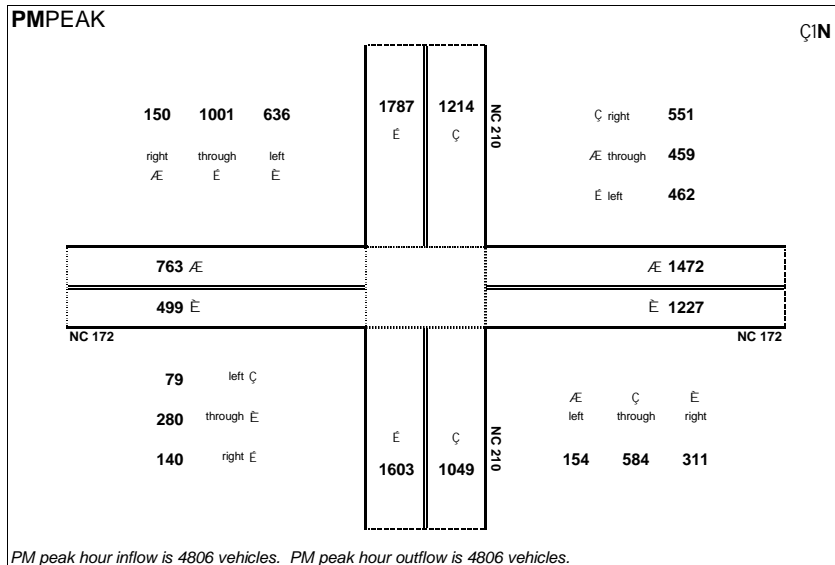
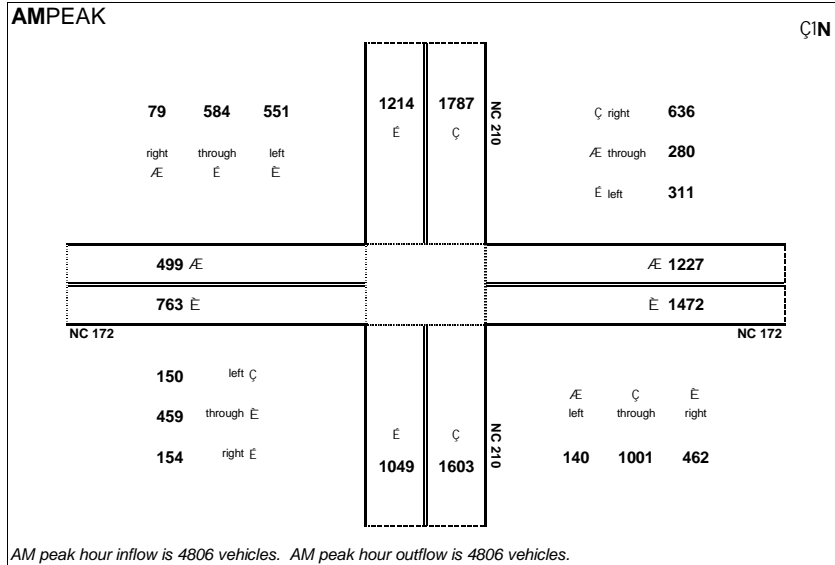


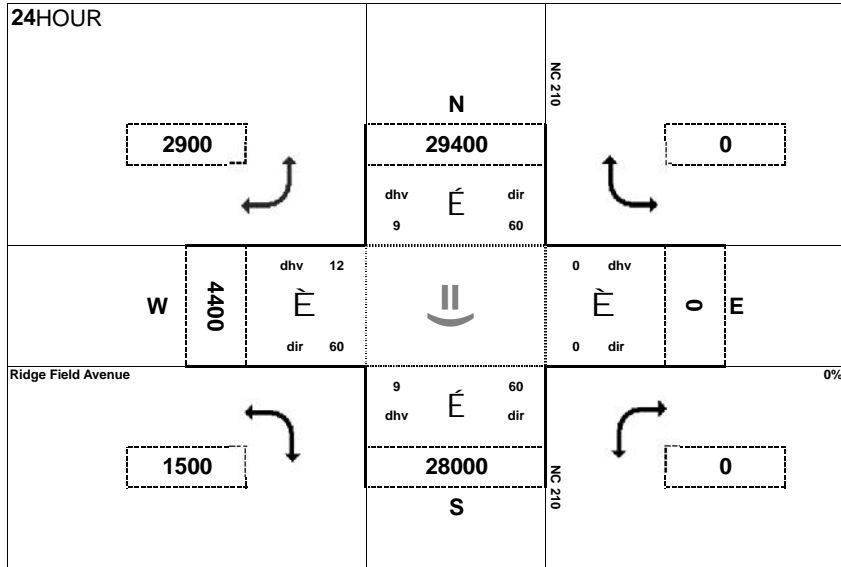
Peak Hour Volume Breakouts Report:
 NC 210 at NC 127

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 Build

Project:
 U-5949



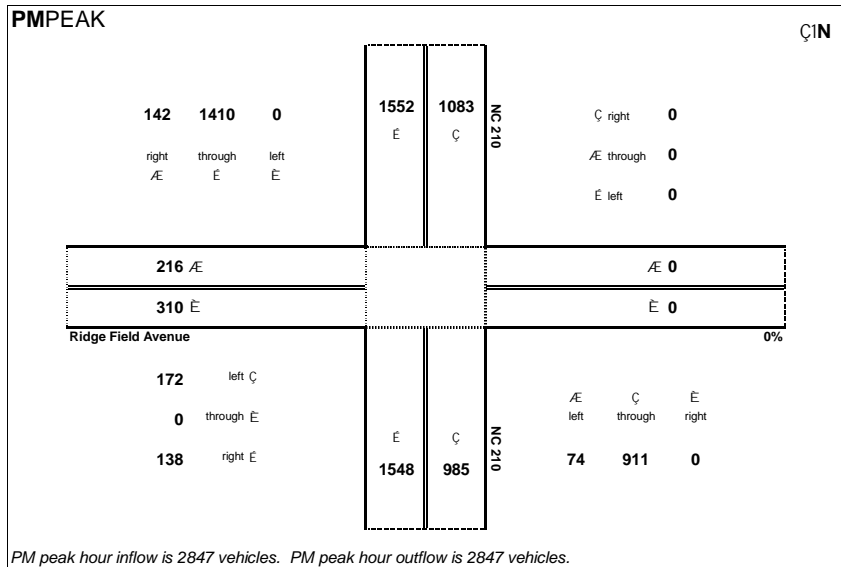
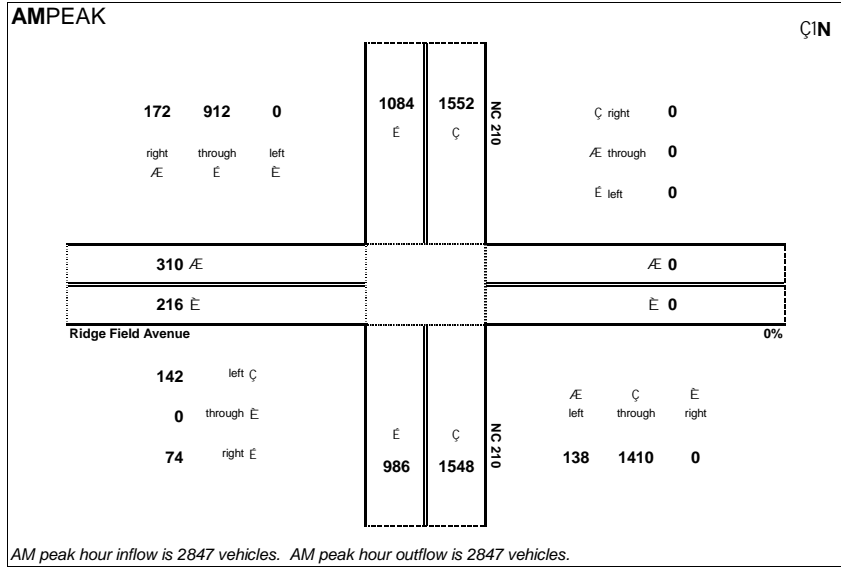


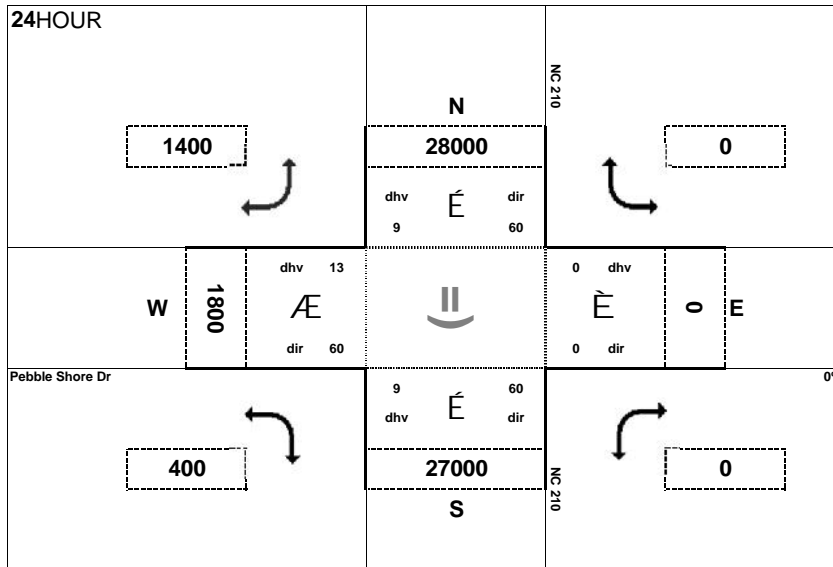
Peak Hour Volume Breakouts Report:
 NC 210 at Ridge Field Avenue (Dixon Middle School Entrance)

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2040 Build

Project:
 U-5949



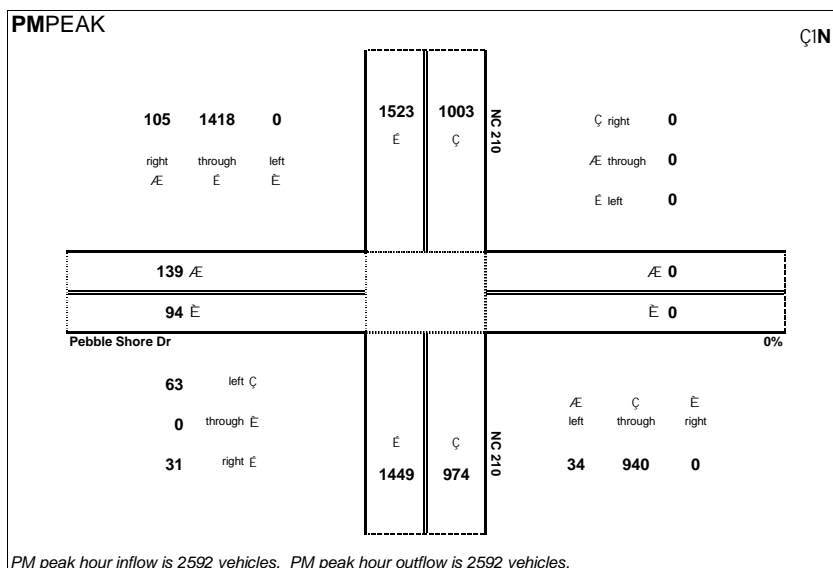
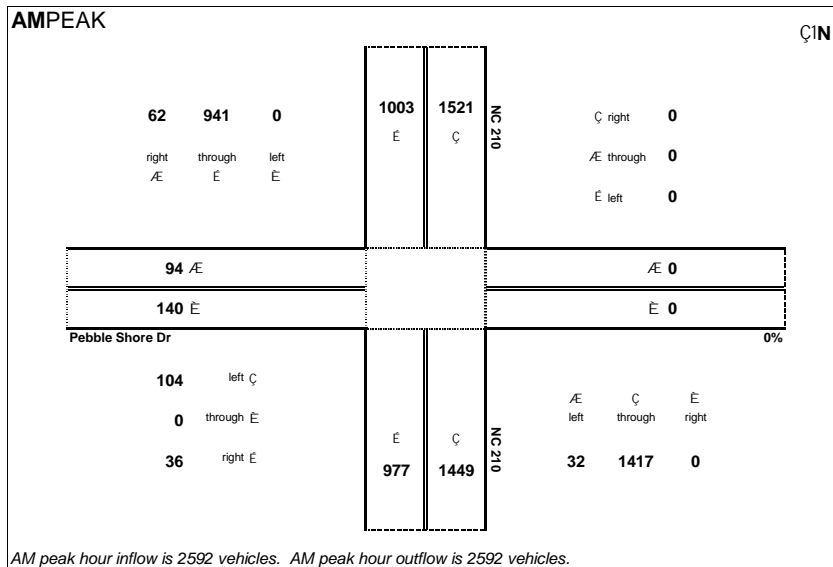


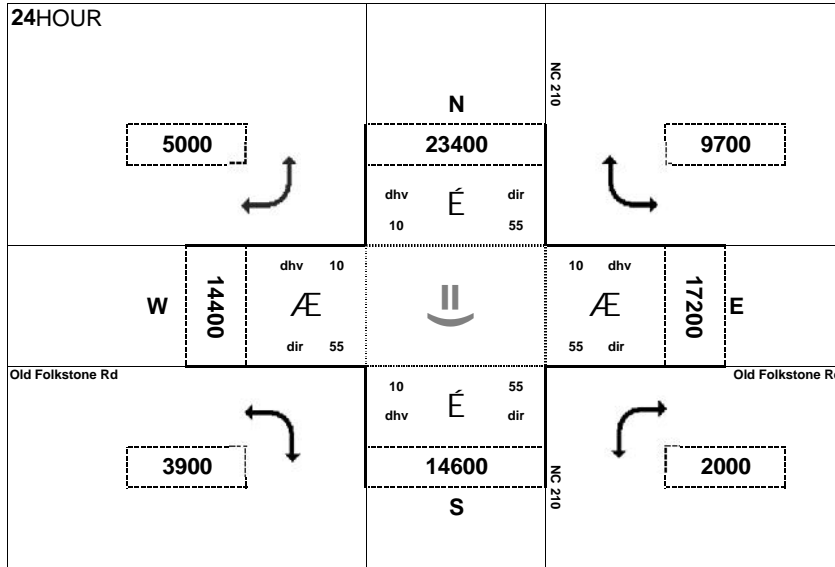
Peak Hour Volume Breakouts Report:
NC 210 at Pebble Shore Dr

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949



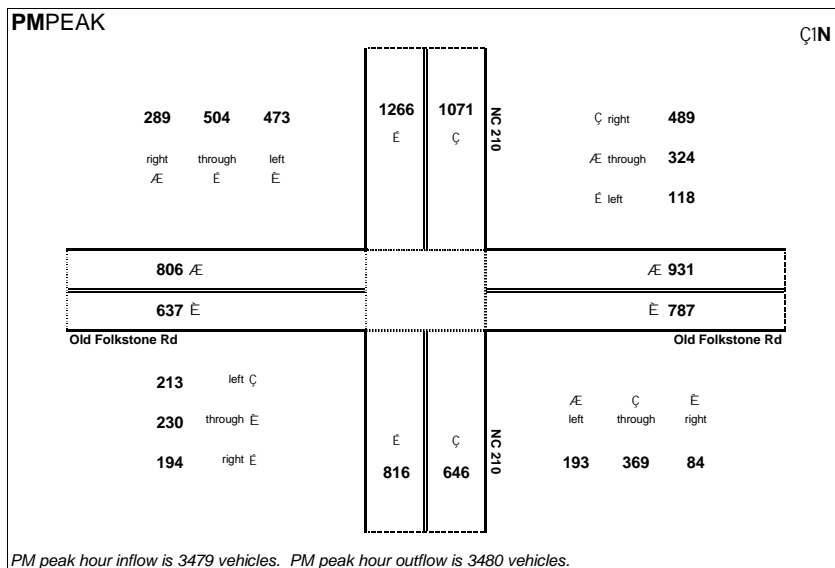
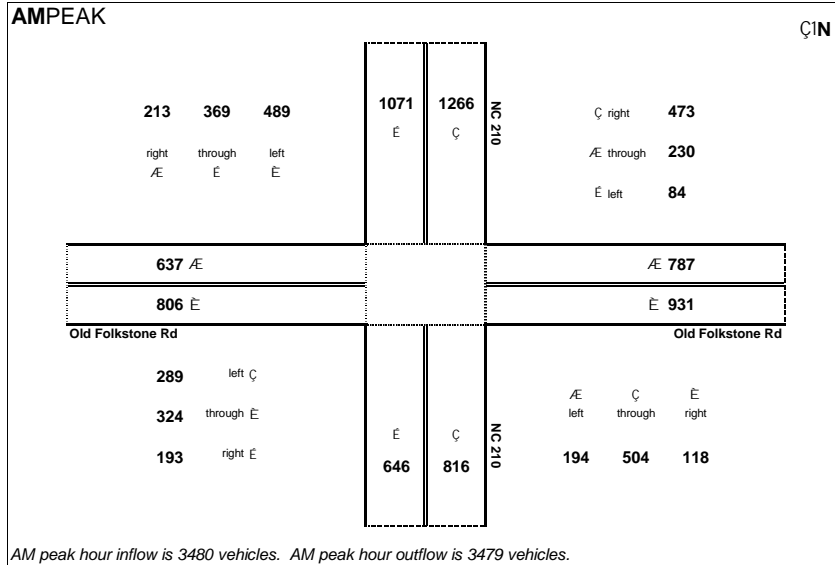


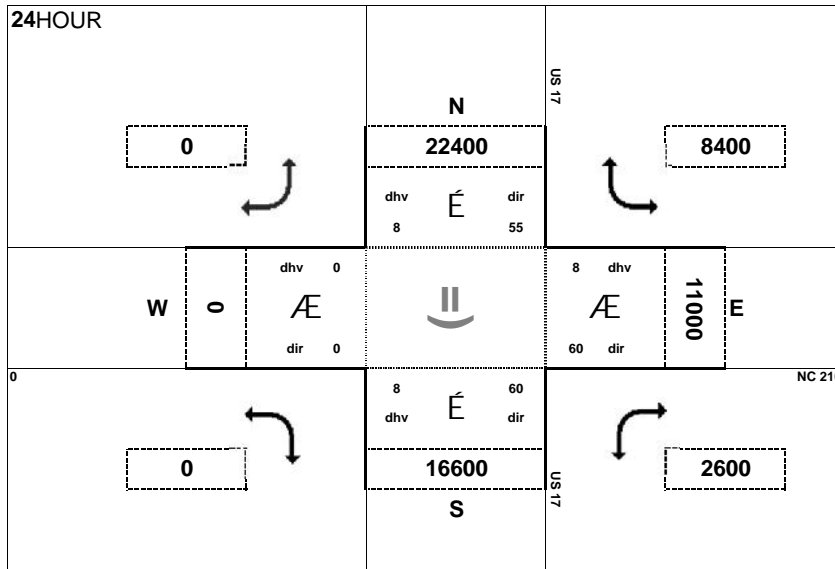
Peak Hour Volume Breakouts Report:
NC 210 at SR 1518 (Old Folkstone Rd)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2040 Build

Project:
U-5949



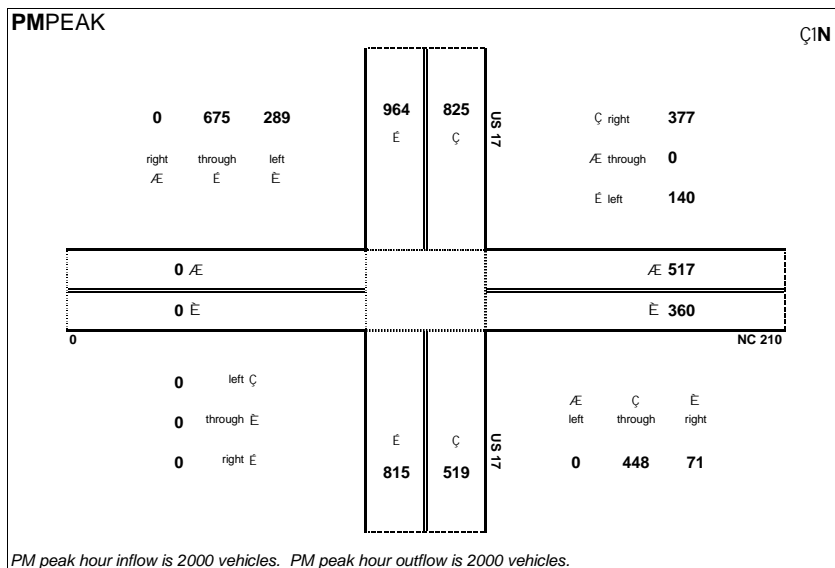
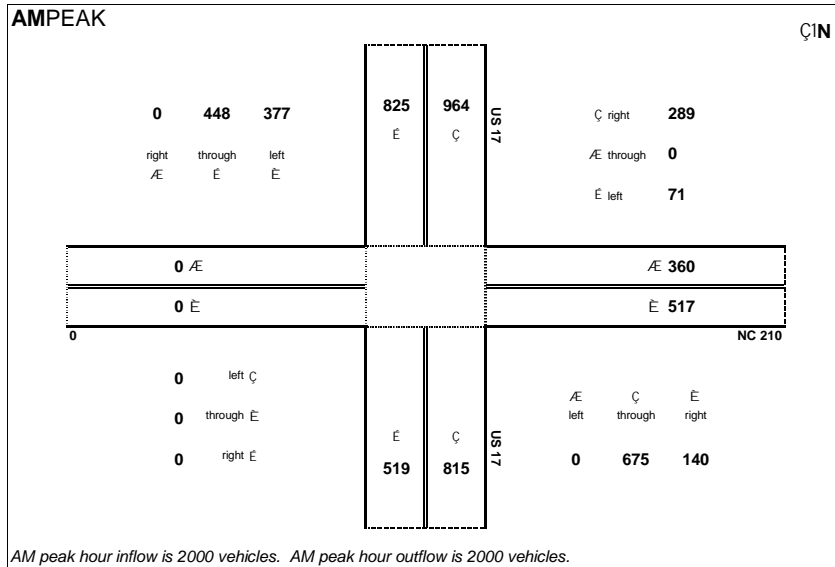


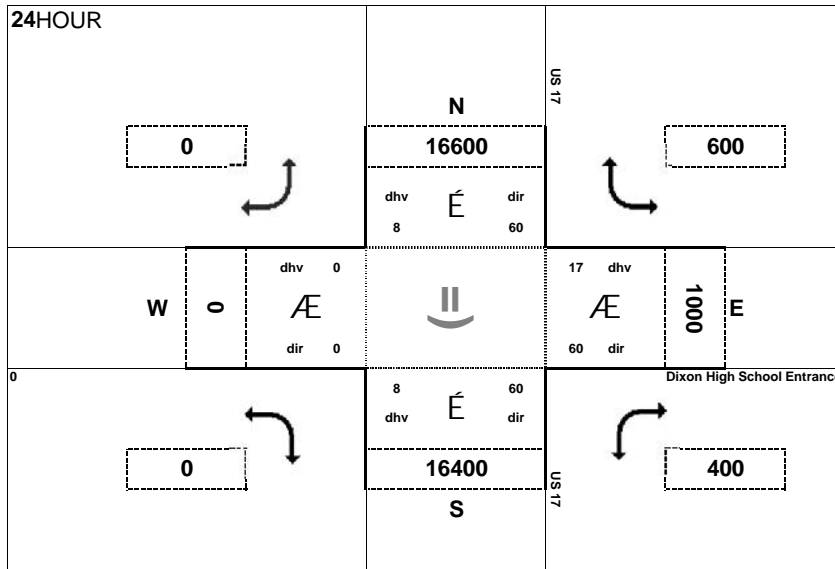
Peak Hour Volume Breakouts Report:
NC 210 at US 17

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

Project:
U-5949



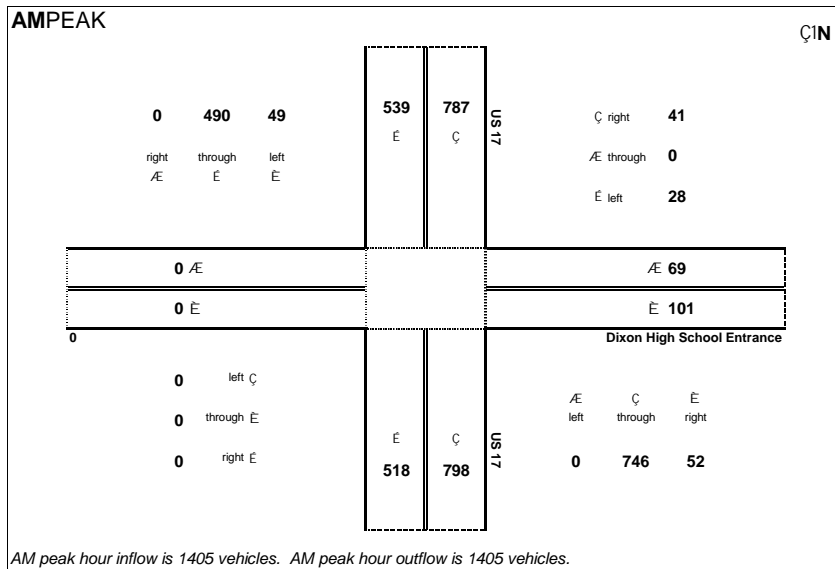


Peak Hour Volume Breakouts Report:
US 17 at Dixon High School Entrance

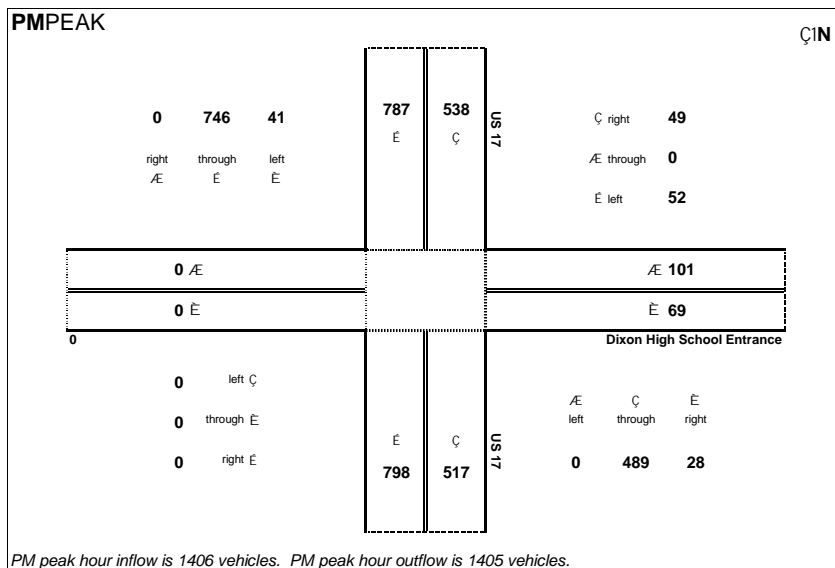
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

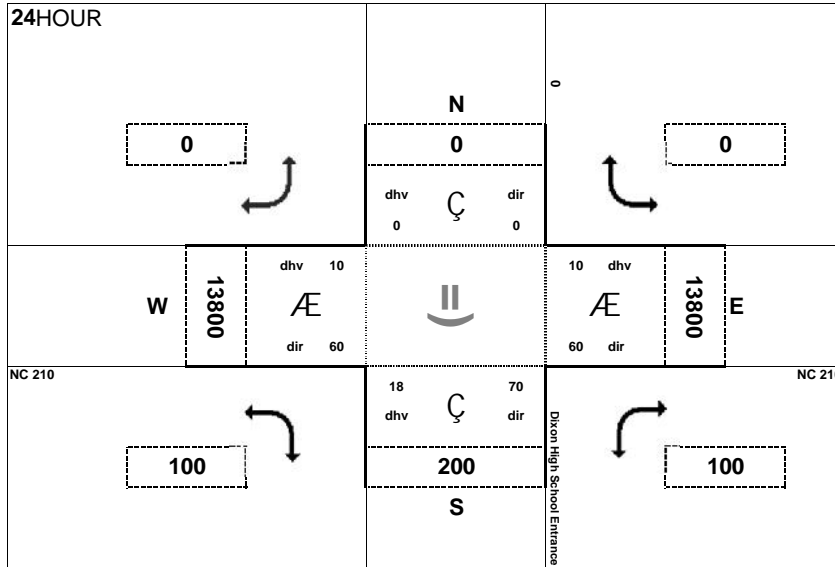
Project:
U-5949



AM peak hour inflow is 1405 vehicles. AM peak hour outflow is 1405 vehicles.



PM peak hour inflow is 1406 vehicles. PM peak hour outflow is 1405 vehicles.

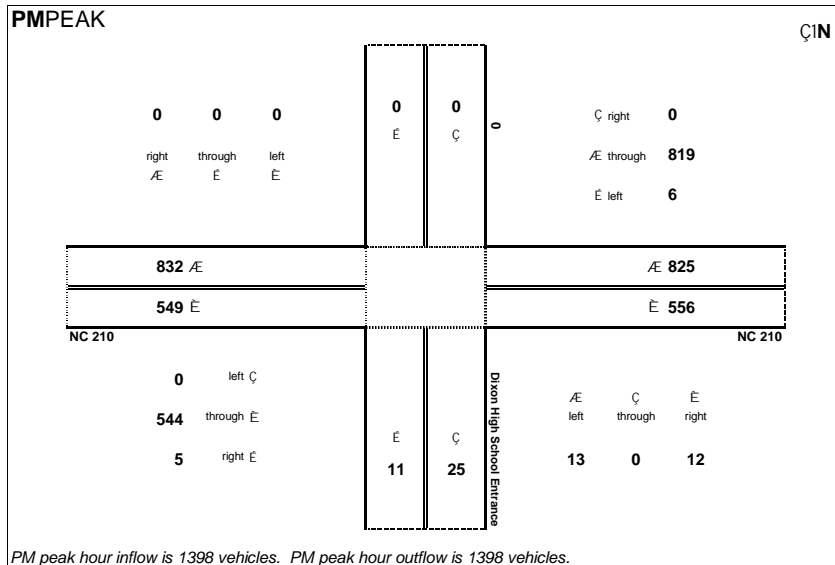
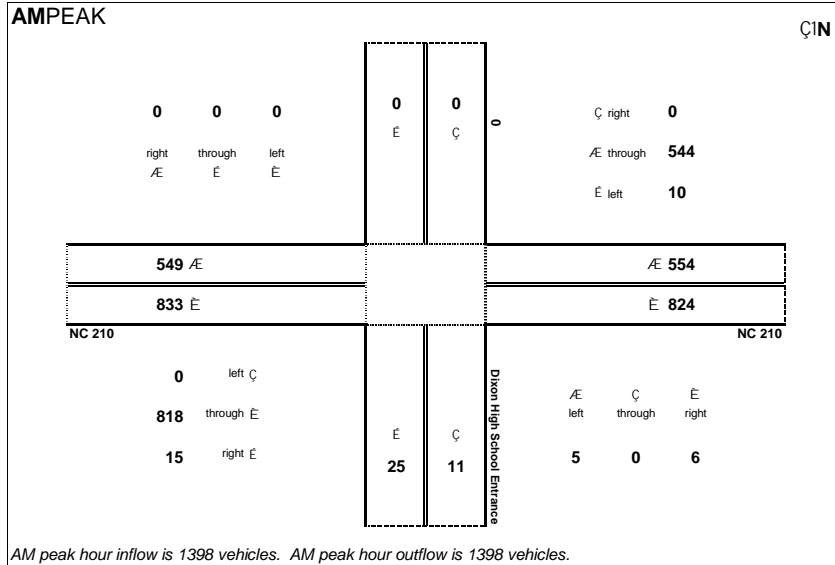


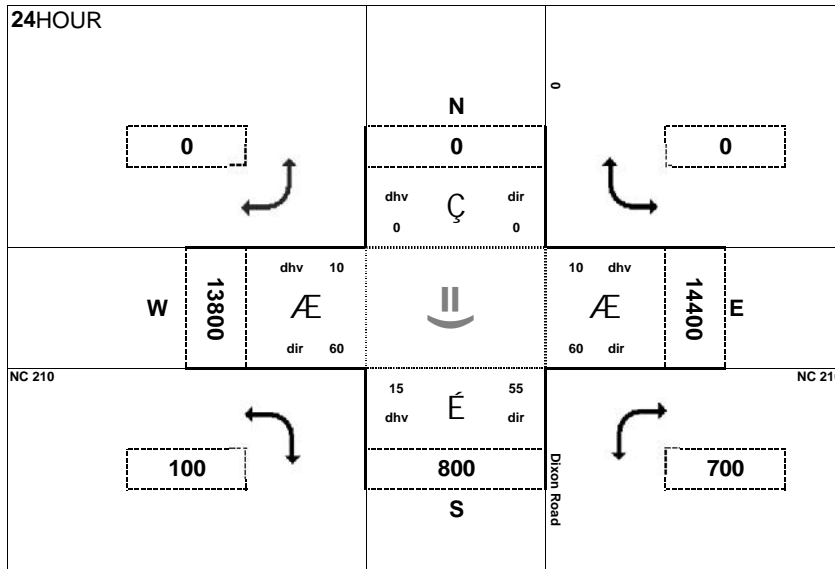
Peak Hour Volume Breakouts Report:
NC 210 at Dixon High School Entrance

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

Project:
U-5949



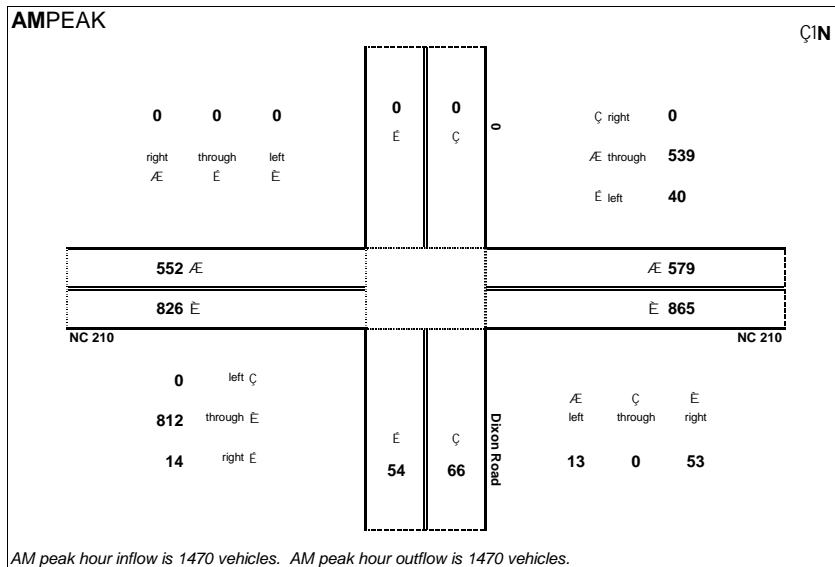


Peak Hour Volume Breakouts Report:
NC 210 at SR 1646 (Dixon Road)

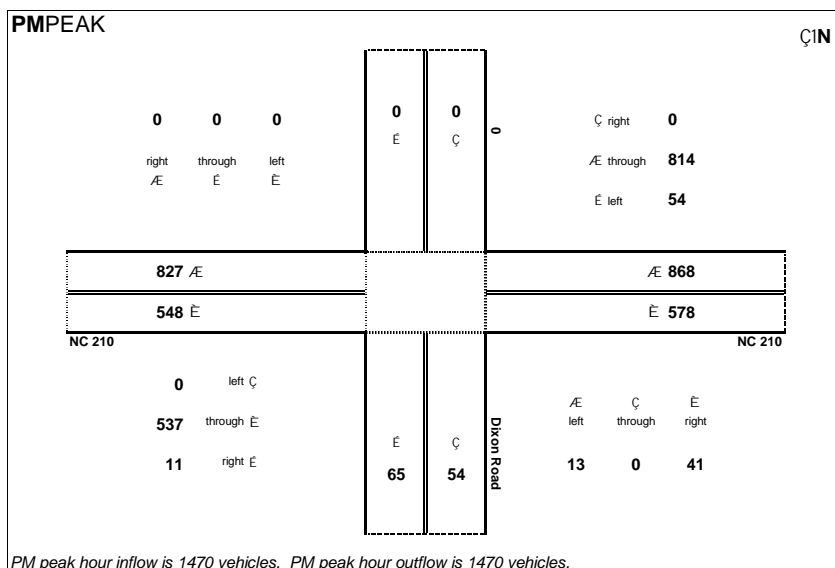
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

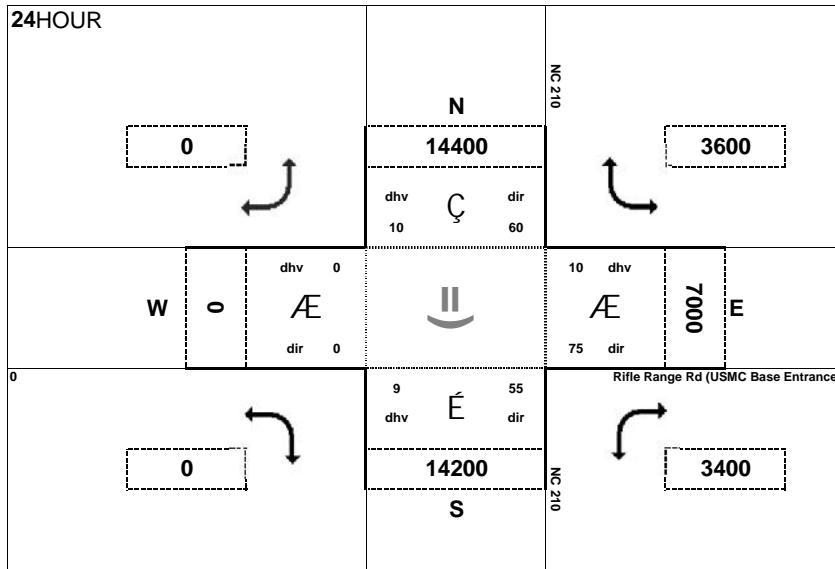
Project:
U-5949



AM peak hour inflow is 1470 vehicles. AM peak hour outflow is 1470 vehicles.



PM peak hour inflow is 1470 vehicles. PM peak hour outflow is 1470 vehicles.

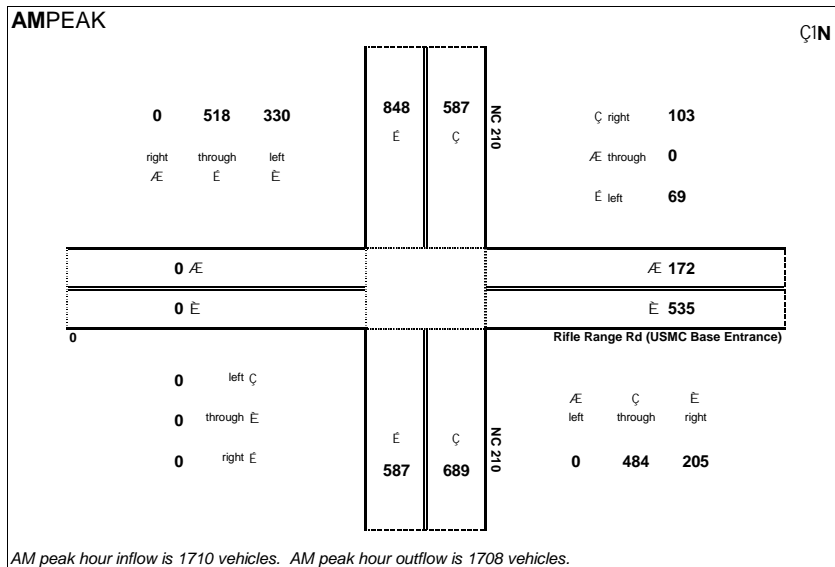


Peak Hour Volume Breakouts Report:
 NC 210 at Rifle Range Rd (USMC Base Entrance)

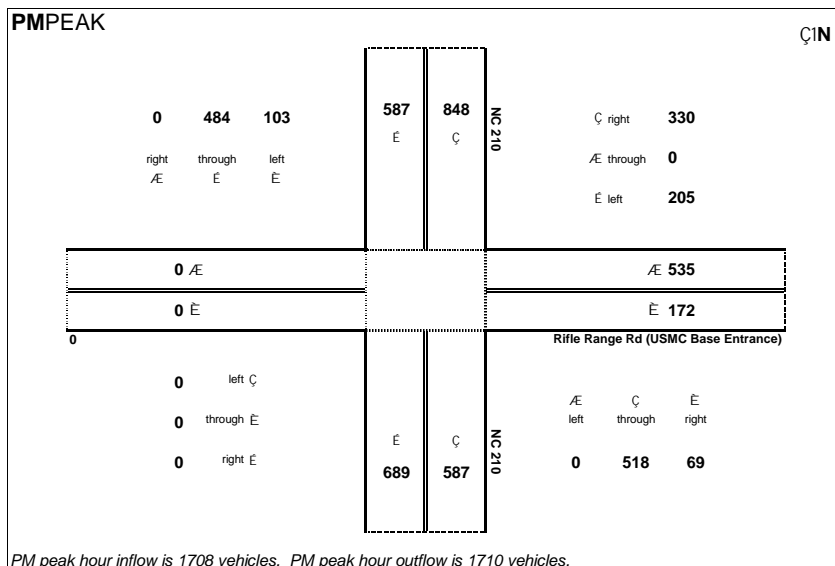
Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 Build

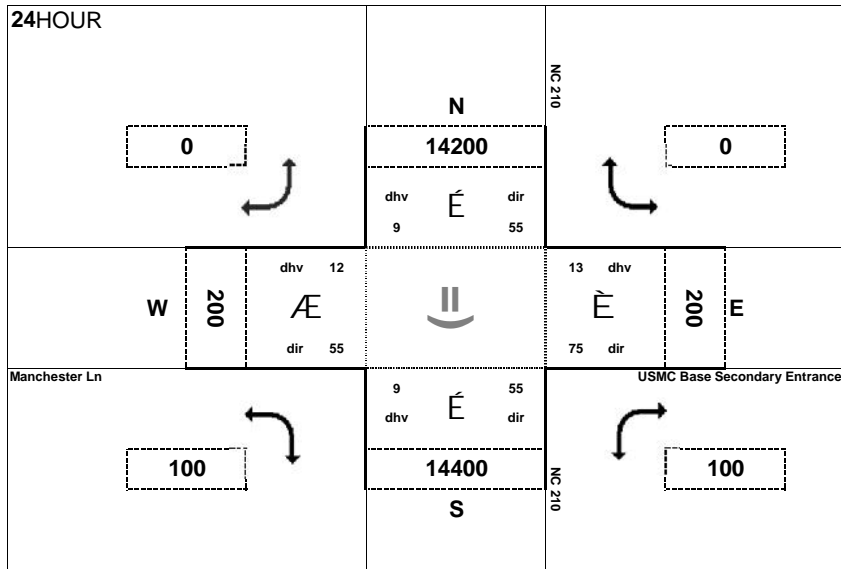
Project:
 U-5949



AM peak hour inflow is 1710 vehicles. AM peak hour outflow is 1708 vehicles.



PM peak hour inflow is 1708 vehicles. PM peak hour outflow is 1710 vehicles.

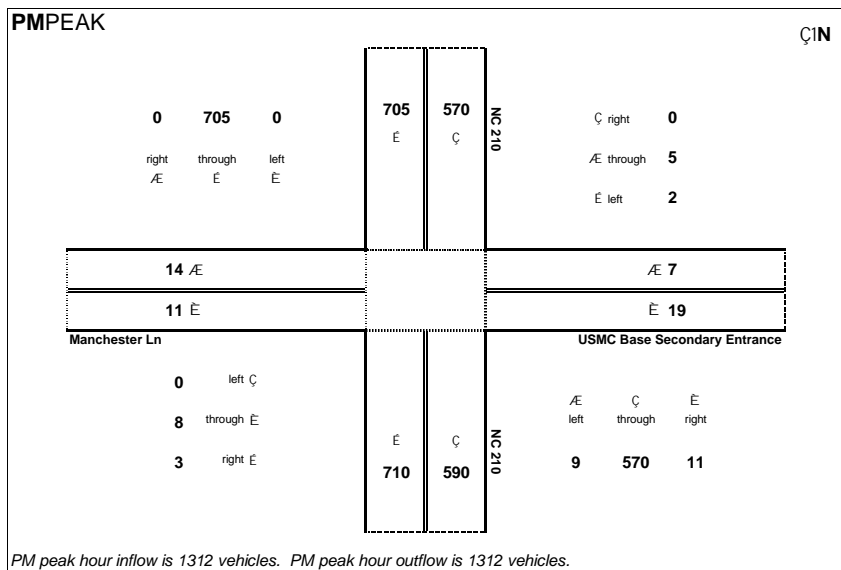
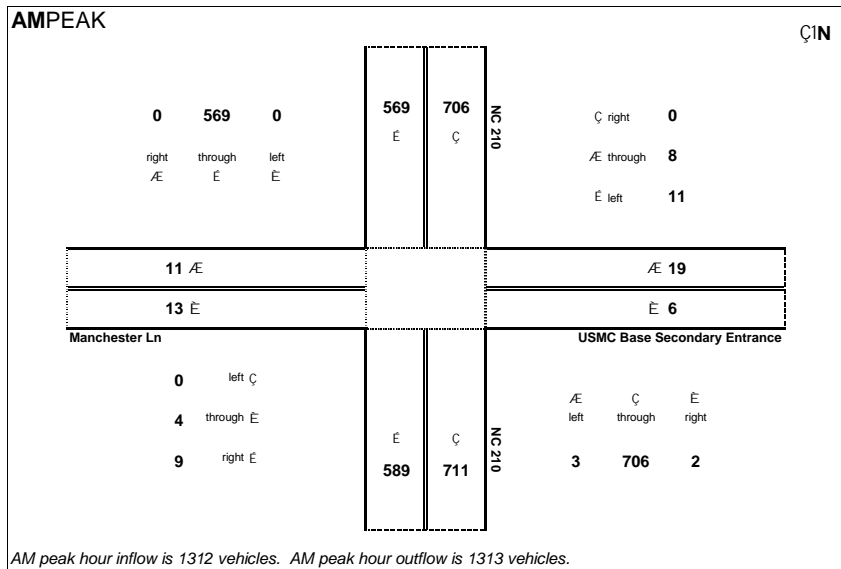


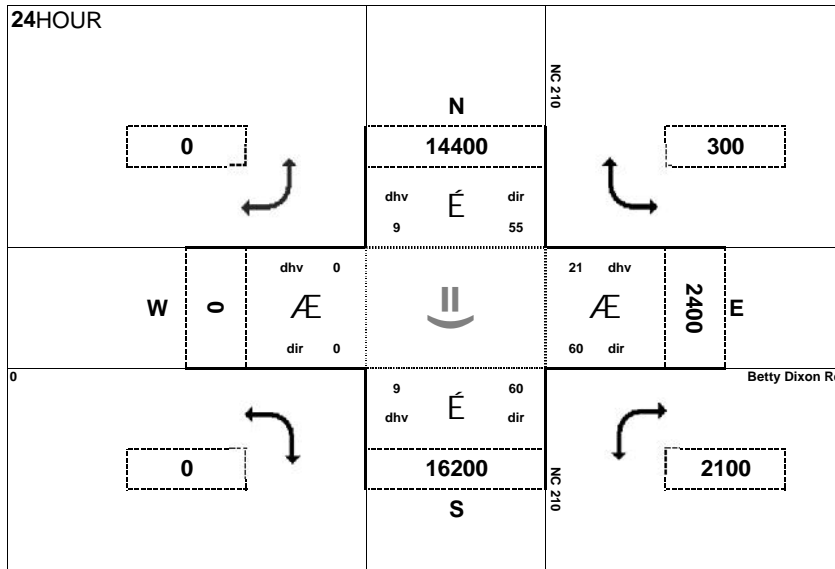
Peak Hour Volume Breakouts Report:
 NC 210 at USMC Base (Secondary Entrance) /
 Manchester Ln

Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 Build

Project:
 U-5949



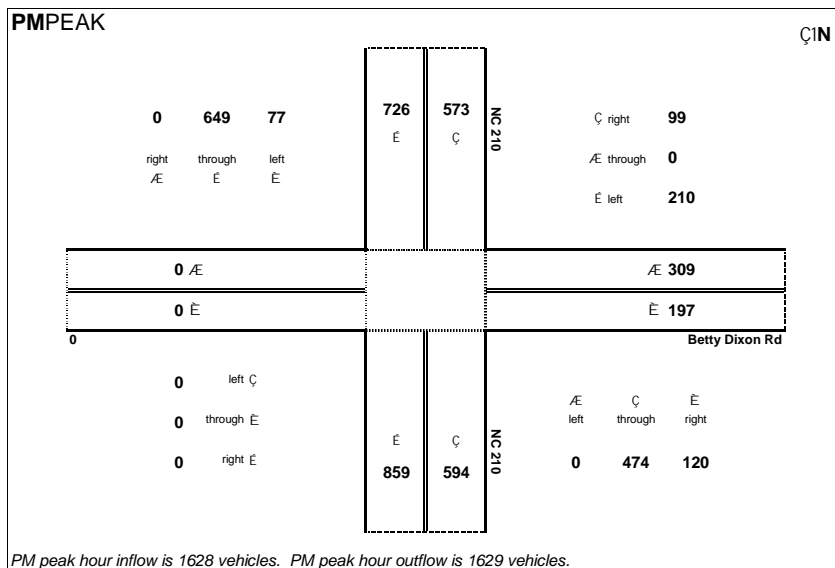
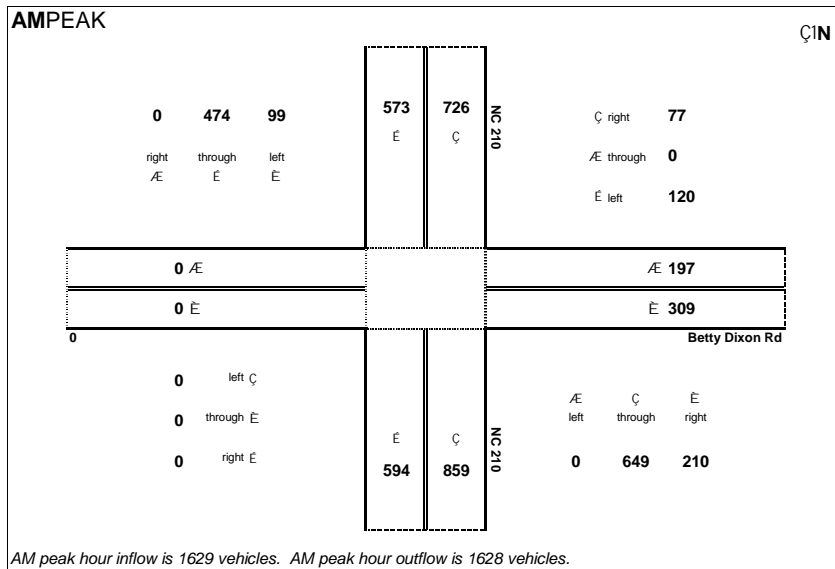


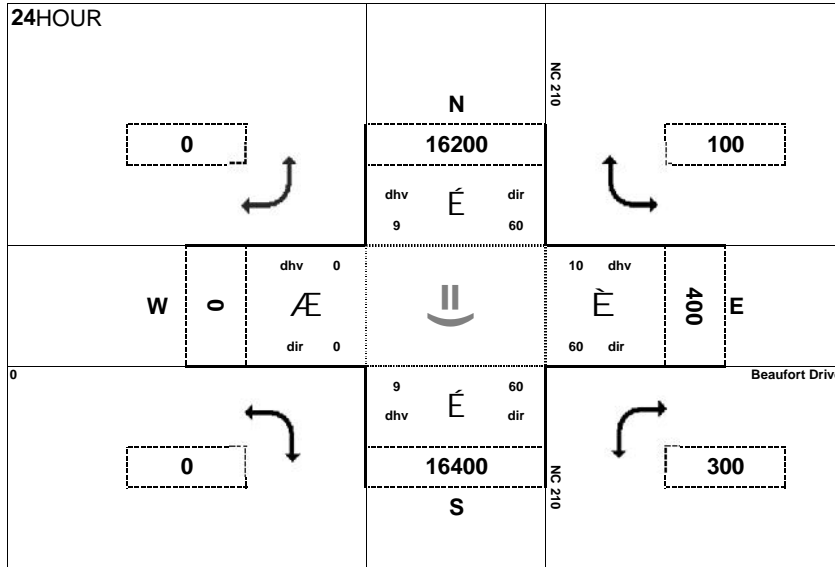
Peak Hour Volume Breakouts Report:
NC 210 at SR 1671 (Betty Dixon Rd)

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

Project:
U-5949



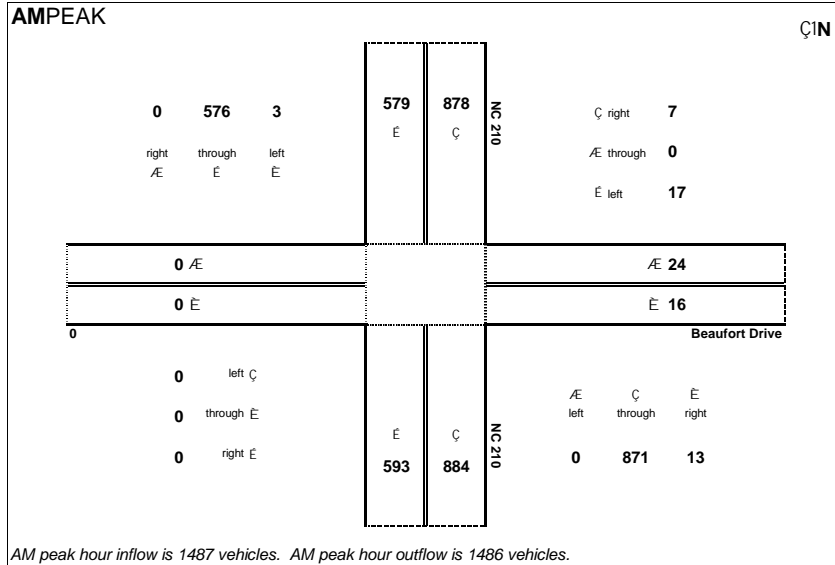


Peak Hour Volume Breakouts Report:
NC 210 at Beaufort Dr

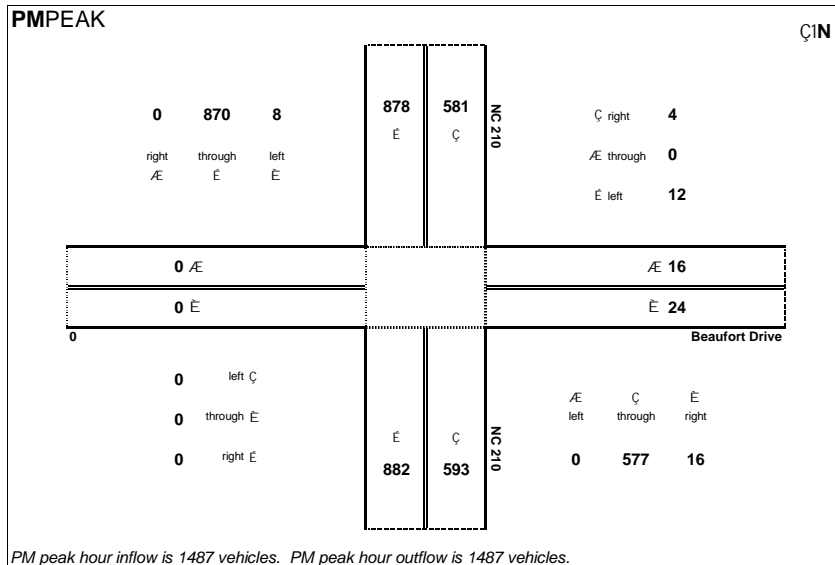
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

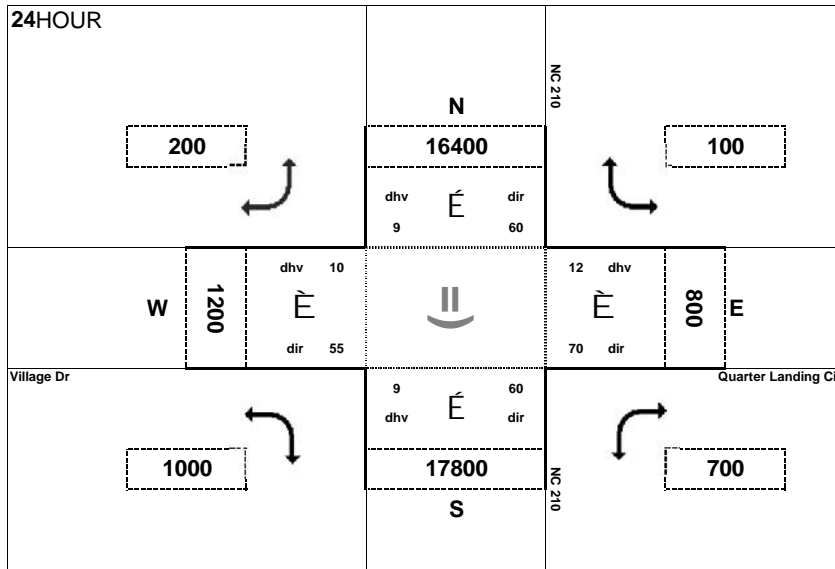
Project:
U-5949



AM peak hour inflow is 1487 vehicles. AM peak hour outflow is 1486 vehicles.



PM peak hour inflow is 1487 vehicles. PM peak hour outflow is 1487 vehicles.

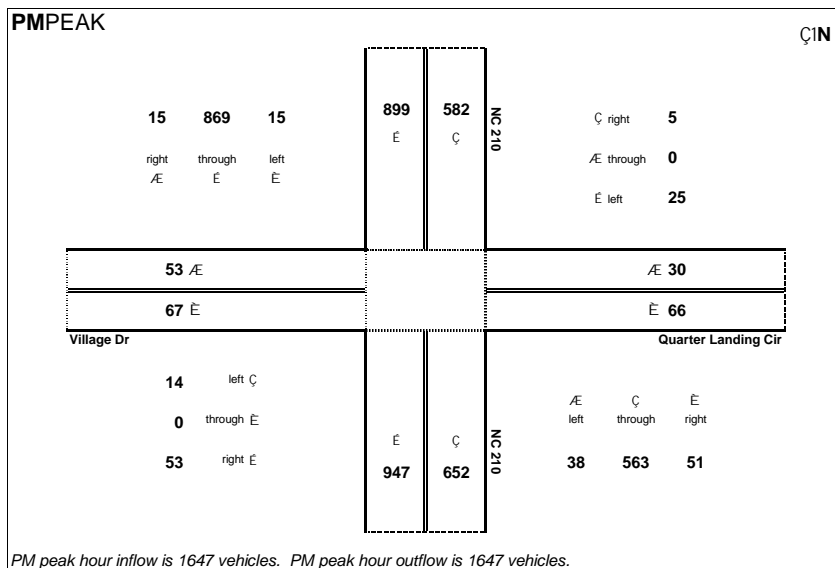
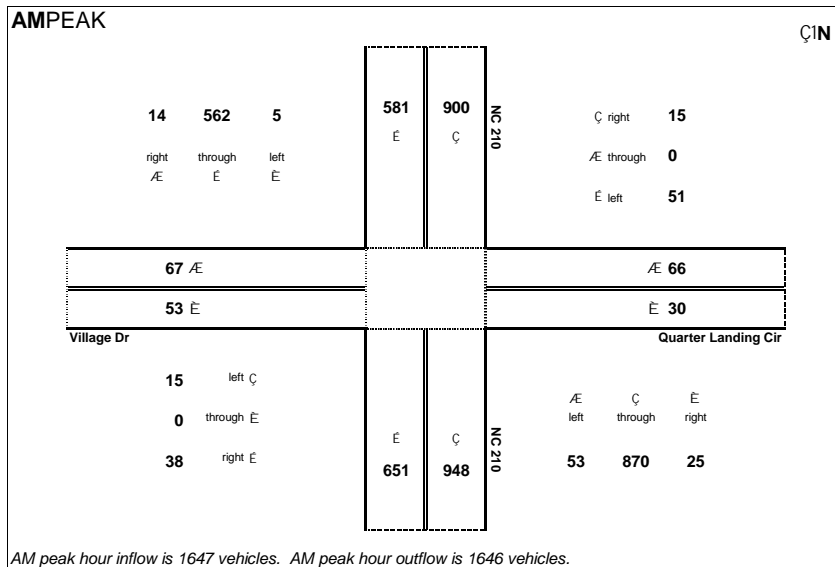


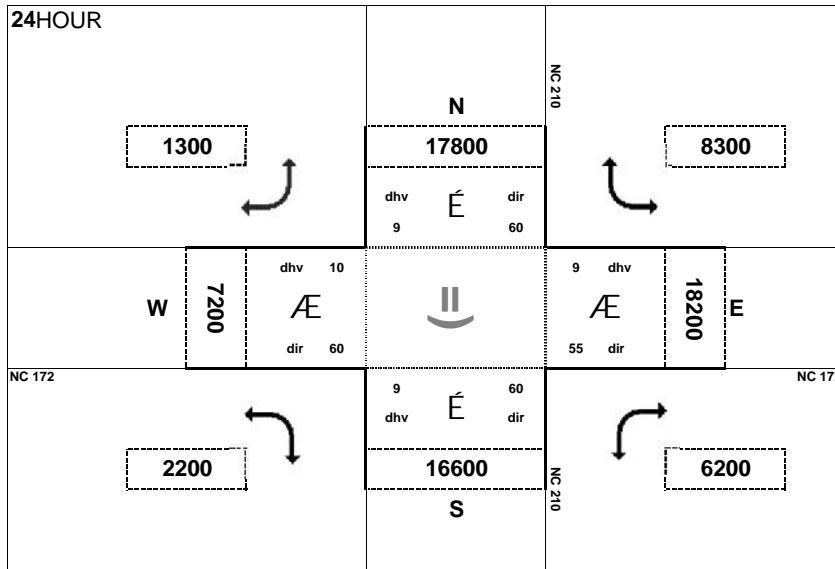
Peak Hour Volume Breakouts Report:
NC 210 at Quarters Landing Cir / Village Dr

Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

Project:
U-5949



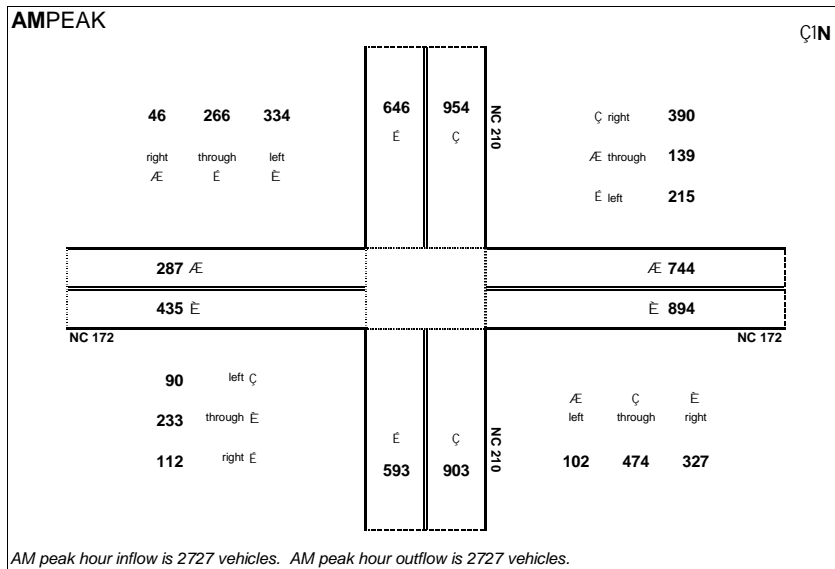


Peak Hour Volume Breakouts Report:
NC 210 at NC 127

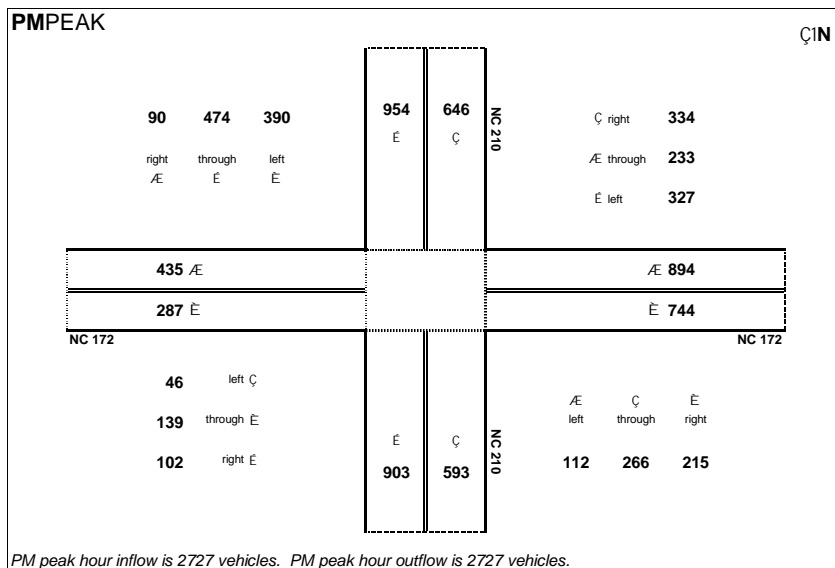
Traffic Forecast Release Date:
January-18

Traffic Data Year:
2017 Build

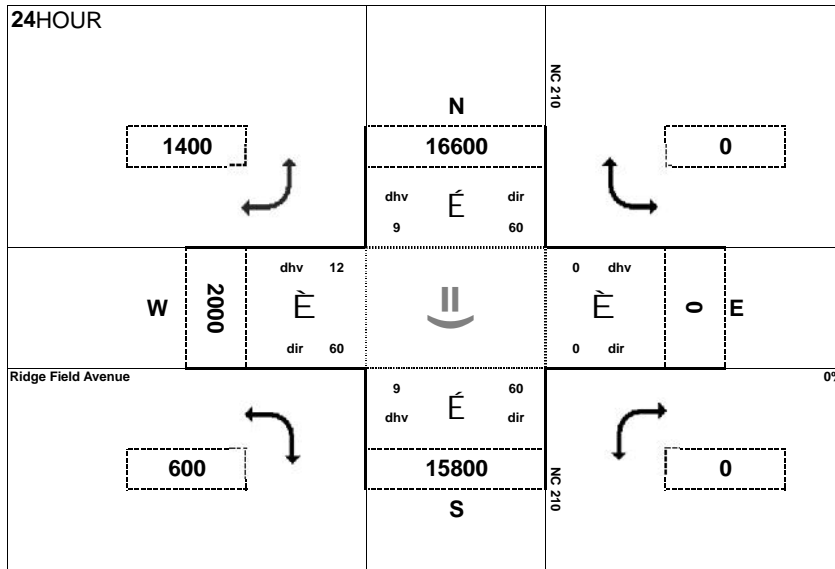
Project:
U-5949



AM peak hour inflow is 2727 vehicles. AM peak hour outflow is 2727 vehicles.



PM peak hour inflow is 2727 vehicles. PM peak hour outflow is 2727 vehicles.

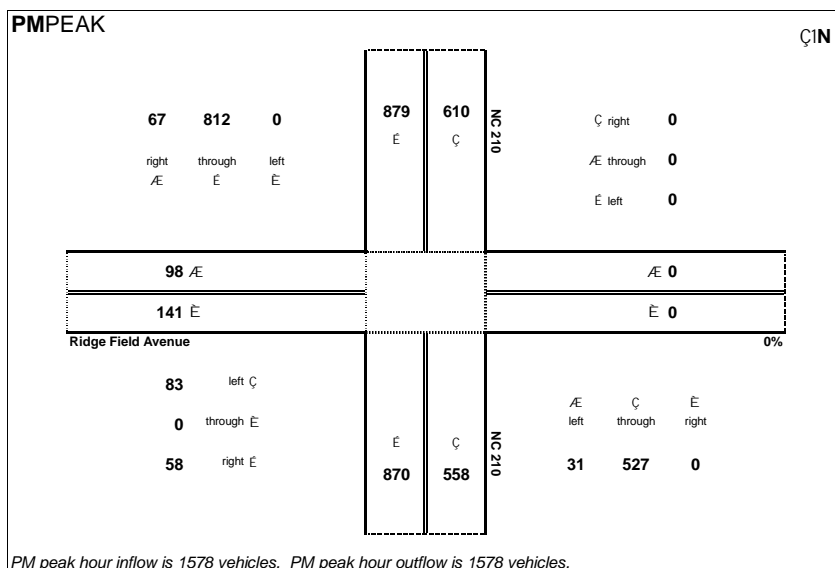
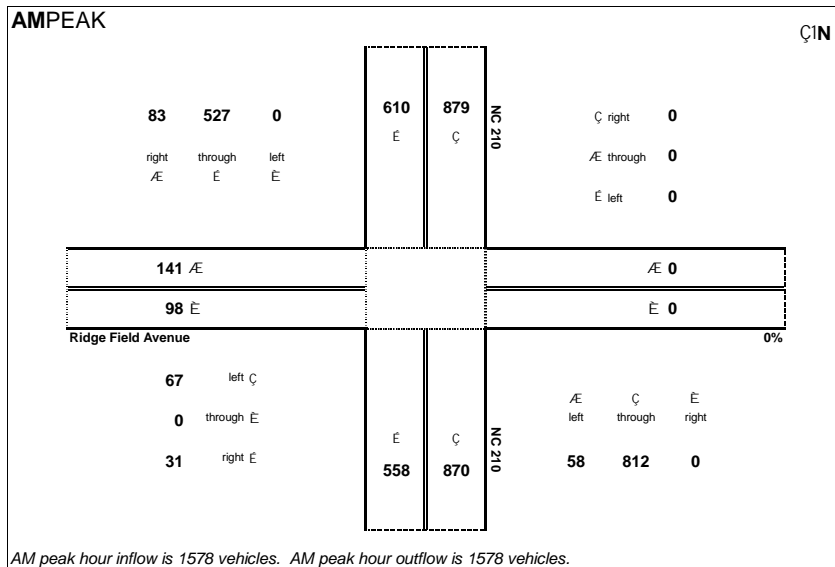


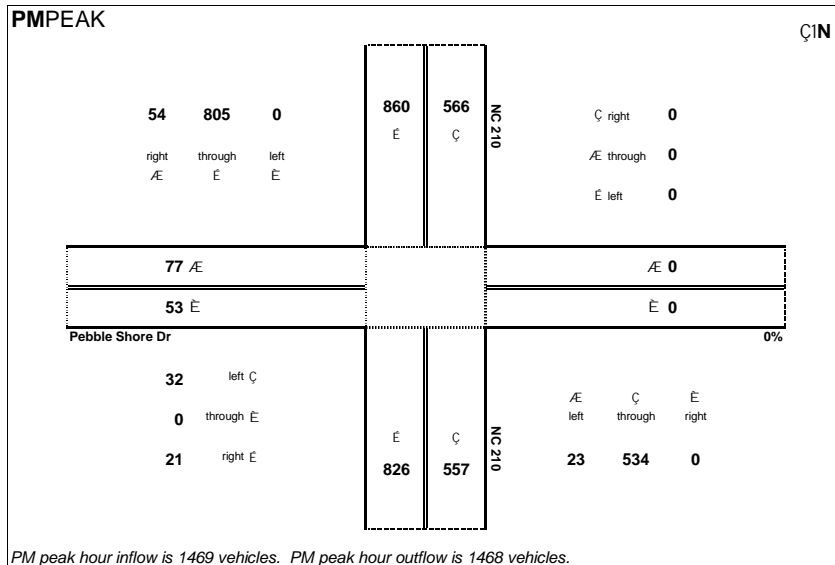
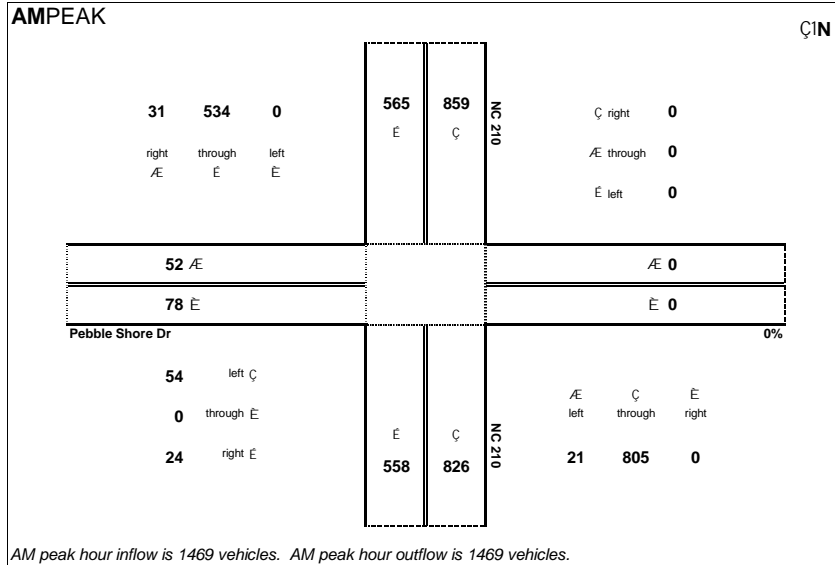
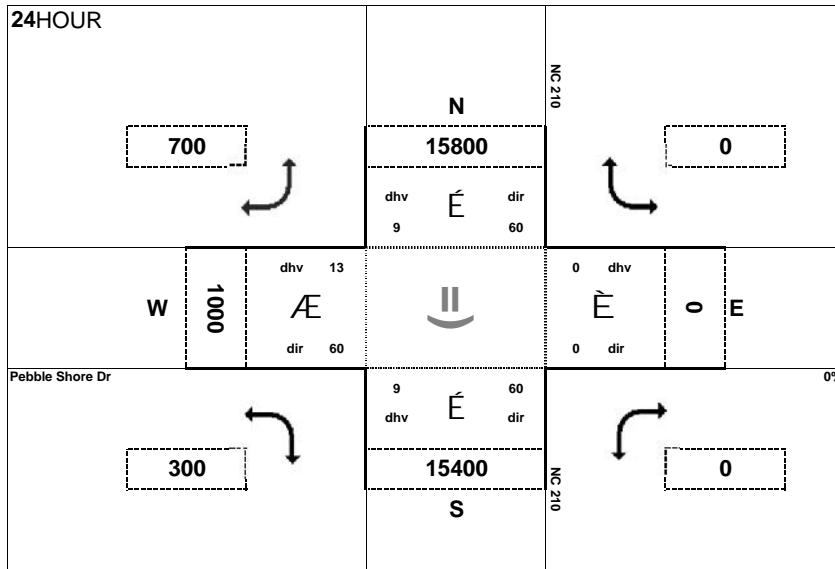
Peak Hour Volume Breakouts Report:
 NC 210 at Ridge Field Avenue (Dixon Middle School Entrance)

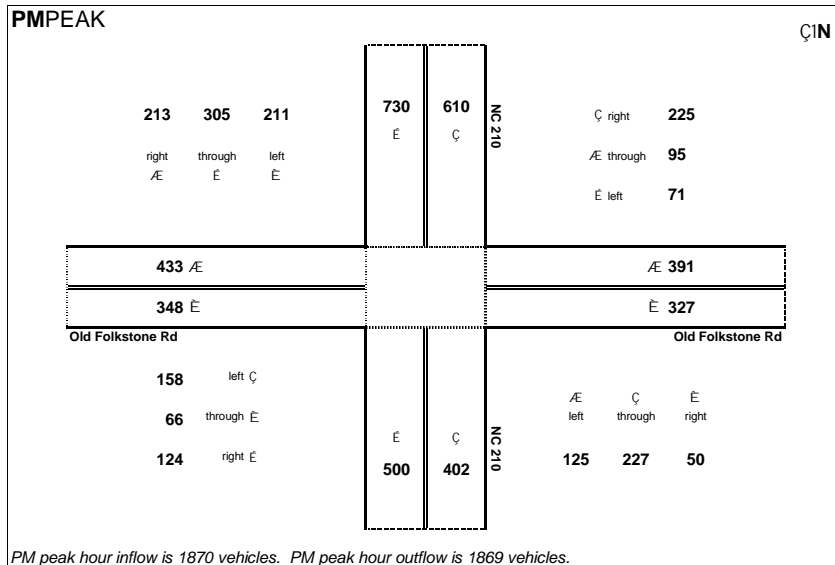
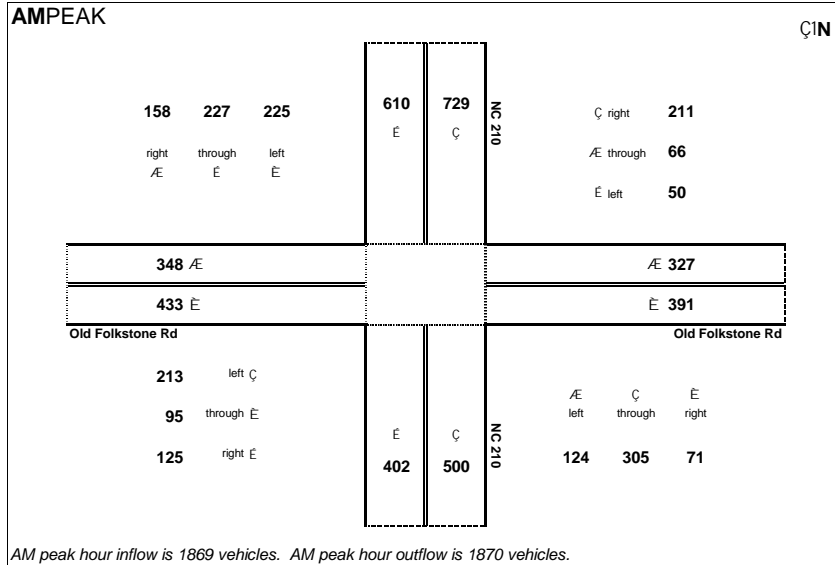
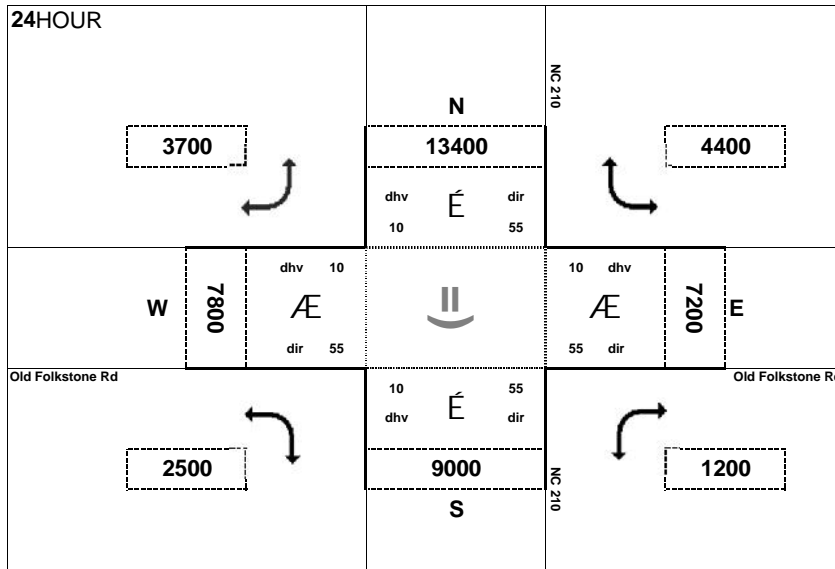
Traffic Forecast Release Date:
 January-18

Traffic Data Year:
 2017 Build

Project:
 U-5949







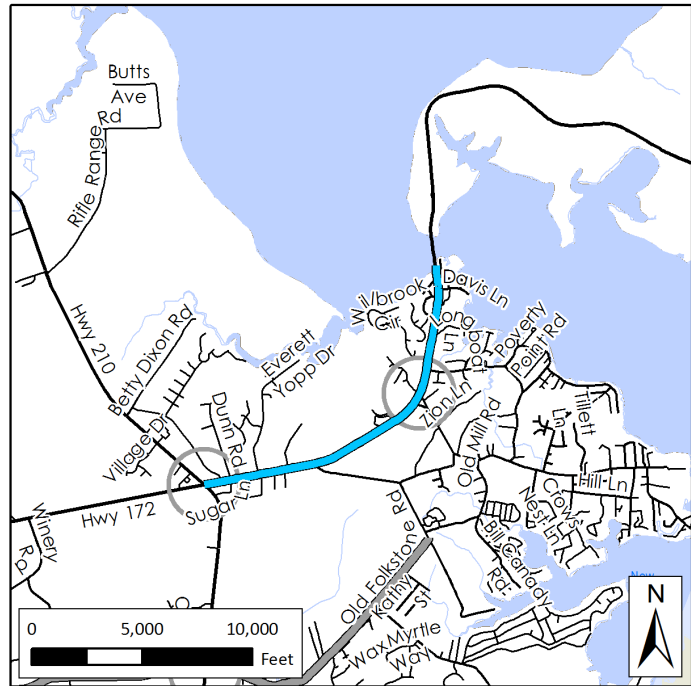
Appendix B

Nearby Planned Transportation Improvements

NC 172



NC 172 from NC210 to the New River Bridge is proposed to be widened from 2 lanes to 3 lanes. This project is listed as TIP project W-5602 and will alleviate future projected traffic congestion and improve roadway safety.



Project at a Glance

ID	W-5602
Type	Roadway Widening
Length	6.19 miles
Estimated Cost	\$3,210,000
Cost Band	2016-2025

Operational Characteristics

	Existing	Future
Travel Lanes	2	3
V/C Ratio	0.55	1.36
Volume (vpd)	12,000	30,000
Capacity (vpd)	22,000	22,000
Crash Rate	4.26	3.84
Truck Percentage	3.1%	6.3%

Environmental Impacts

<input checked="" type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/ Sites
<input checked="" type="checkbox"/> Bodies of Water	<input checked="" type="checkbox"/> Natural Heritage/ Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features</u>	
Yopps Meeting House, New River	

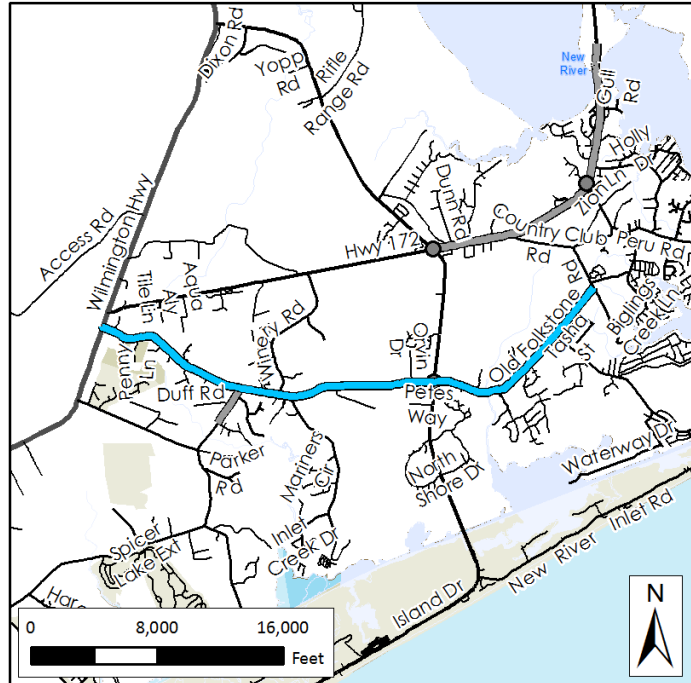
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	None	Wide Outside Lanes; Paved Shoulders
Transit Service	None	None

Old Folkstone Road



Old Folkstone Road from US 17 to Ennett Lane is proposed to be widened from 2 lanes to 3 lanes with sidewalks. This project, included in the Sneads Ferry Community Plan, will improve traffic flow and help improve corridor safety.



Project at a Glance

ID	H090788
Type	Roadway Widening
Length	6.74 miles
Estimated Cost	\$37,000,000
Cost Band	2031-2035

Operational Characteristics

	Existing	Future
Travel Lanes	2	3
V/C Ratio	0.21	0.57
Volume (vpd)	3,000	8,000
Capacity (vpd)	14,000	14,000
Crash Rate	5.26	3.90
Truck Percentage	1.3%	1.6%

Environmental Impacts

<input checked="" type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features</u>	
None	

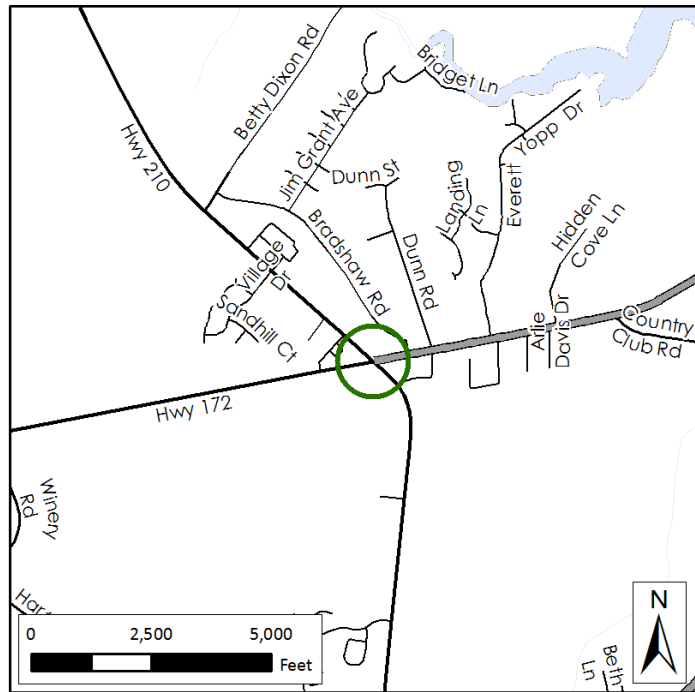
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	None	Wide Outside Lanes; Sidewalks
Transit Service	None	None

NC 172 at NC 210



The intersection of NC 172 at NC 210 is proposed to be improved with additional turn lanes and multimodal features. This project, included in the Sneads Ferry Community Plan, is primarily intended to alleviate future congestion.



Project at a Glance

ID	S-2
Type	Intersection
Length	N/A
Estimated Cost	\$1,800,000
Cost Band	2031-2035

Operational Characteristics

	Existing	Future
Travel Lanes	2	2
V/C Ratio	0.47	0.98
Volume (vpd)	21,000	44,000
Capacity (vpd)	45,000	45,000
Crash Rate	1.03	0.93
Truck Percentage	6.8%	9.1%

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features</u>	
None	

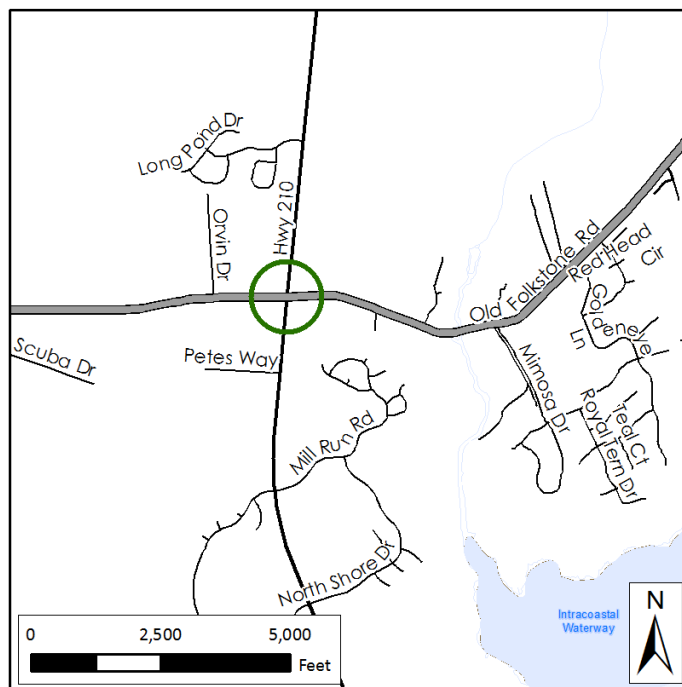
Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	None	Sidewalk; Shared Use Path; Wide Outside Lanes; Paved Shoulder
Transit Service	None	None

NC 210 at Old Folkstone Road



The intersection of NC 210 at Old Folkstone Road is proposed to be improved by adding turn lanes, medians, and pedestrian and bicycle facilities. This project, included in the Sneads Ferry Community Plan, will reduce traffic congestion and provide bicycle and pedestrian facilities.



Project at a Glance

ID	S-4
Type	Intersection
Length	N/A
Estimated Cost	\$1,800,000
Cost Band	2031-2035

Operational Characteristics

	Existing	Future
Travel Lanes	4	4
V/C Ratio	0.27	0.59
Volume (vpd)	10,000	22,000
Capacity (vpd)	37,000	37,000
Crash Rate	1.31	1.18
Truck Percentage	5.3%	7.1%

Environmental Impacts

<input type="checkbox"/> Wetlands	<input type="checkbox"/> Historic Districts/Sites
<input type="checkbox"/> Bodies of Water	<input type="checkbox"/> Natural Heritage/Cultural Resources
<input type="checkbox"/> Land Trust Conservation Properties	<input type="checkbox"/> Game Lands
<u>Specific Features</u>	
None	

Multimodal Characteristics

	Existing	Recommended
Bike/Ped Facilities	None	Sidewalk; Shared Use Path; Wide Outside Lanes; Paved Shoulders
Transit Service	None	None

ArcGIS - NCDOT 2016-2025 STIP

Details
Basemap

Share
Print
Measure

Legend

NCDOT_STIP

STIP Point Features

- Bridge Project
- ✈ Statewide Aviation
- ✈ Regional Aviation
- ✈ Division Aviation
- ⚓ Division Ferry
- 🚆 Regional Rail
- 🚆 Division Rail
- 🚆 Regional Transit
- 🚆 Division Transit
- ▲ Safety
- ◆ Transition

STIP Line Features

- Transition
- Interstate Maintenance
- Statewide Highway
- Regional Highway
- Division Highway
- Division Bike/Pedestrian

Projected/Under Construction

-

STIP Number: W-5602

TIP	W-5602
SPOTID	
ROUTE_CITY	NC 172
DESC	CAMP LEJEUNE GATE TO NC 210. CONVERT TWO LANE ROADWAY TO THREE LANE ROADWAY WITH A TWO WAY LEFT TURN LANE.
PROGRAM	HE
PJT_TYPE	Safety
CATEGORY	Safety
Mode	Safety
Zoom to	

Appendix C

Traffic Signal Plans

PHASING DIAGRAM

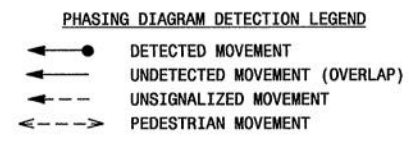
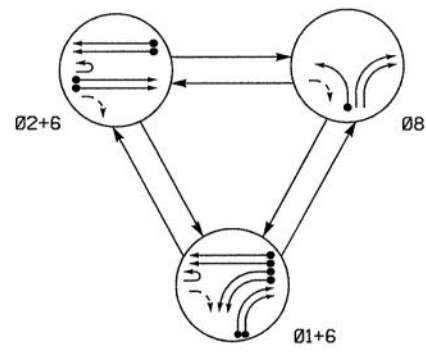
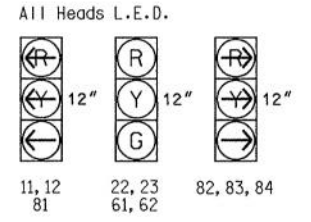


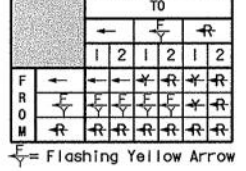
TABLE OF OPERATION

SIGNAL FACE	PHASE			
	Ø 1 + 6	Ø 2 + 6	Ø 8	F
11, 12	←	←	←	←
21	←	←	←	←
22, 23	R	G	R	Y
61, 62	G	G	R	Y
81	←	←	←	←
82, 83, 84	←	←	←	←

SIGNAL FACE I.D.



STANDARD SIGNAL FACE CLEARANCES FOR FLASHING LEFT TURN SIGNAL



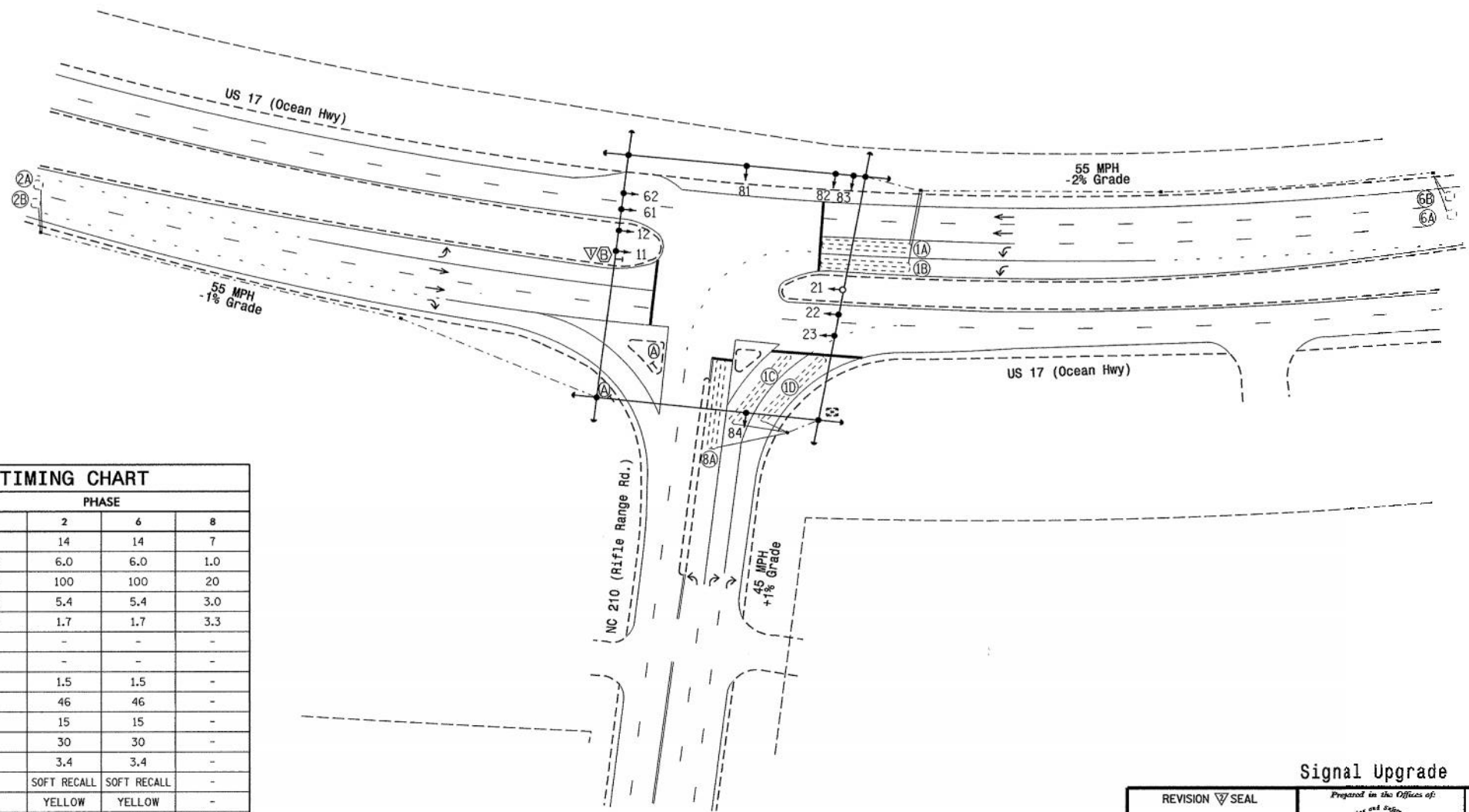
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	INDUCTIVE LOOPS				DETECTOR PROGRAMMING				
			TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6x60	0	2-4-2	-	1	Y	Y	-	-	-	-
1B	6x60	0	2-4-2	-	1	Y	Y	-	-	-	-
1C	6x60	0	2-4-2	-	1	Y	Y	-	-	15	-
1D	6x60	0	2-4-2	-	1	Y	Y	-	-	15	-
2A	6x6	420	5	-	2	Y	Y	-	-	-	-
2B	6x6	420	5	-	2	Y	Y	-	-	-	-
6A	6x6	420	4	-	6	Y	Y	-	-	-	-
6B	6x6	420	4	-	6	Y	Y	-	-	-	-
8A	6x60	0	2-4-2	-	8	Y	Y	-	-	-	-

3 Phase Fully Actuated (Isolated)

NOTES

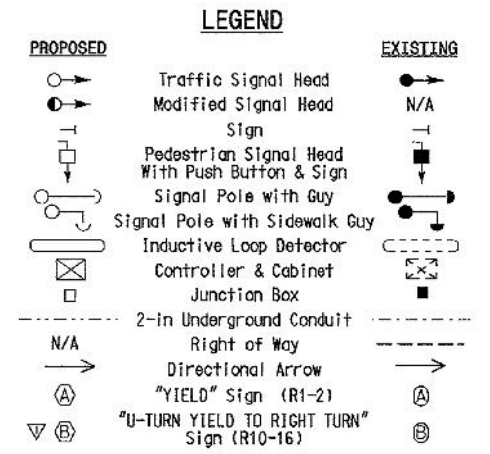
- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition existing signal heads numbered 22 and 23.
- Set all detector units to presence mode.
- Pavement markings are existing.



2070L TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	4	14	14	7
Extension 1 *	2.0	6.0	6.0	1.0
Max Green 1 *	30	100	100	20
Yellow Clearance	3.0	5.4	5.4	3.0
Red Clearance	3.5	1.7	1.7	3.3
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	1.5	1.5	-
Max Variable Initial *	-	46	46	-
Time Before Reduction *	-	15	15	-
Time To Reduce *	-	30	30	-
Minimum Gap	-	3.4	3.4	-
Recall Mode	-	SOFT RECALL	SOFT RECALL	-
Vehicle Call Memory	-	YELLOW	YELLOW	-
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



Signal Upgrade

REVISION SEAL

Prepared in the Office of:

**US 17 (Ocean Hwy)
at
NC 210 (Rifle Range Road)**

Division 3 Onslow County Dixon

PLAN DATE: March 2008 REVIEWED BY: W Biting

PREPARED BY: L Boyer REVIEWED BY:

Not a certified document as to the Original Document but Only as to the Revisions - This document originally Issued and sealed by Boniface A. Modabuchi/Kwu, P.E. 12/4/05, on 3/7/08. This document is only certified as to the revisions.

750 N. Greenfield Place, Garner, NC 27529

SCALE 0 50 1"=50'

REVISIONS

NO.	DESCRIPTION	INIT.	DATE
1	Revised for Rev. Project Description, Loop, Size, etc.	WBJ	2/28/08
2	Added three section of Looping Yellow Arrow heads	WBJ	11/2/08

SIG. INVENTORY NO. 03-0211

PHASING DIAGRAM

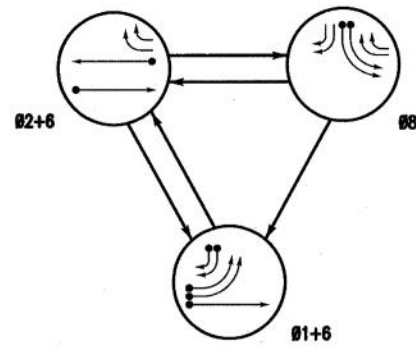
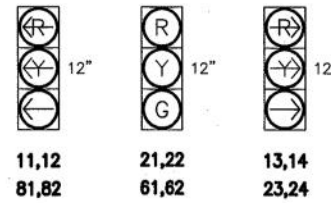


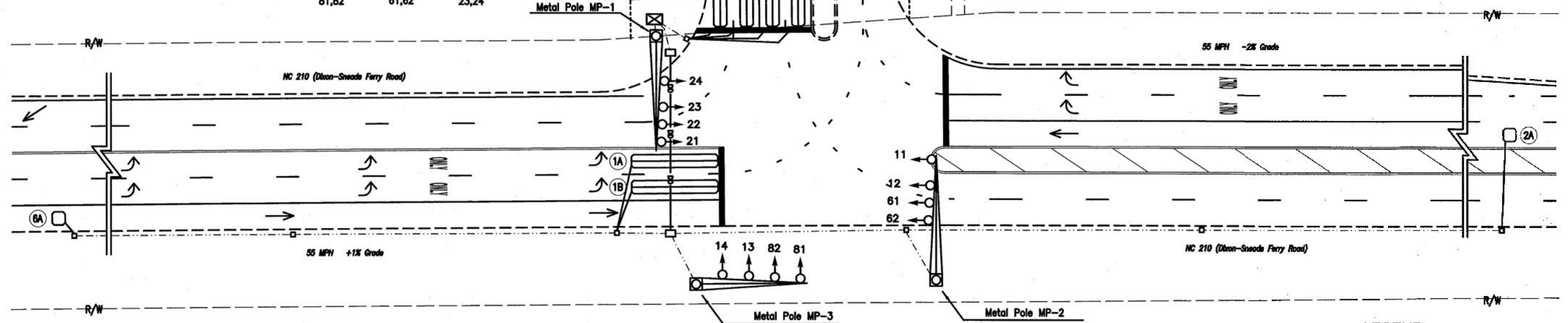
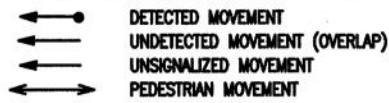
TABLE OF OPERATION

SIGNAL FACE	PHASE			
	01+6	02+6	08	FLASH
11,12	—	—	—	—
13,14	—	—	—	—
21,22	R	G	R	Y
23,24	—	—	—	—
61,62	G	G	R	Y
81,82	—	—	—	—

SIGNAL FACE I.D.
All Heads L.E.D.



PHASING DIAGRAM DETECTION LEGEND



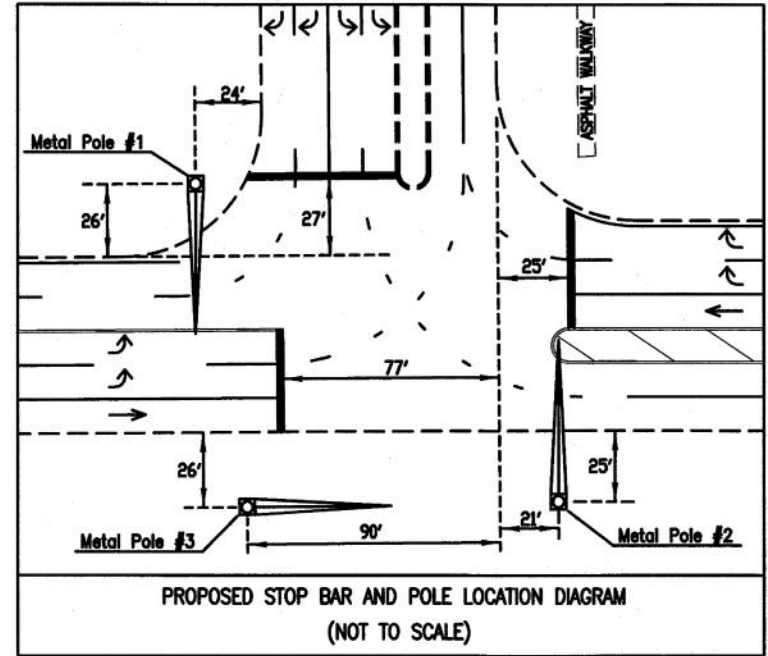
3 Phase Fully Actuated (isolated)

NOTES

- All work for the concrete bridge, traffic signals, and within the NCDOT Right of Way is to be performed in accordance with the latest versions of NCDOT Standard Specifications for Roads and Structures, NCDOT generic Project Special Provisions, NCDOT Roadway Standard Drawings, and the FHWA Manual on Uniform Traffic Control Devices (MUTCD). The generic Project Special Provision can be downloaded from NCDOT website: <http://www.ncdot.org/doh/preconstruct/traffic/tisa/>
- Do not program signal for late night flashing operation unless otherwise directed by the NCDOT Division Traffic Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Phase 1 may be lagged.
- The signal contractor is responsible for coordination with the power utility to supply electrical power to the signal cabinet.

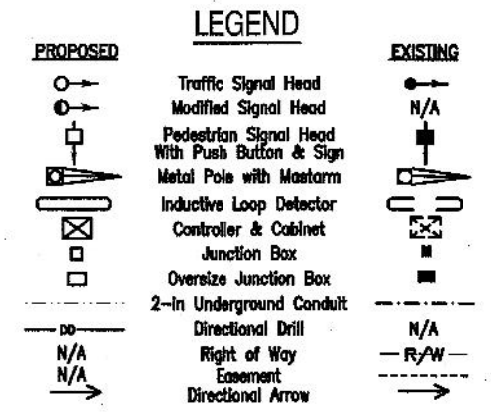
OASIS 2070L TIMING CHART

FEATURE	PHASE			
	1	2	6	8
Min Green 1 *	7	14	14	7
Extension 1 *	2.0	6.0	6.0	2.0
Max Green 1 *	60	90	90	45
Yellow Clearance	3.0	5.4	5.1	3.0
Red Clearance	3.1	1.4	1.0	3.3
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	2.5	2.5	-
Max Variable Initial *	-	46	46	-
Time Before Reduction *	-	30	30	-
Time To Reduce *	-	45	45	-
Minimum Gap	-	3.4	3.4	-
Recall Mode	-	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	YELLOW	-
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON



OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
1A	6x40	0	2-4-2	Y	1	Y	Y	-	-	-	Y
1B	6x40	0	2-4-2	Y	1	Y	Y	-	-	-	Y
1C	6x40	0	2-4-2	Y	1	Y	Y	-	15	-	Y
1D	6x40	0	2-4-2	Y	1	Y	Y	-	15	-	Y
2A	6x6	420	6	Y	2	Y	Y	-	-	-	Y
6A	6x6	420	6	Y	6	Y	Y	-	-	-	Y
8A	6x40	0	2-4-2	Y	8	Y	Y	-	-	-	Y
8B	6x40	0	2-4-2	Y	8	Y	Y	-	-	-	Y



* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

NC Dept of Transportation
Division of Highways
Final Drawing Date: 8/24/11
PL Alexander
Traffic Engineering Branch

New Installation Signal Inv. No. 03-1062

NC 210 at Stone Bay Entrance Road

Division 3 Onslow County near Dixon

PLAN DATE: April 2011 PREPARED BY: N. Lloyd

PREPARED BY: F. Amey REVIEWED BY: R. Hinkley

DATE: 12/5/6272

SCALE: 1"=25'

SI-001

NAV FAC

PROFESSIONAL SEAL
032117
8-18-11
F. ROYAL HINSHAW
ENGINEER

DAVENPORT TRANSPORTATION CONSULTING

FOR COMMAND NAME: MID ATLANTIC

PROJECT: P1286B STONE BAY CONNECTOR ROAD

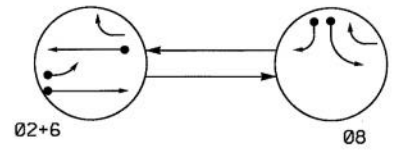
CAMP LEVINE, N.C.

MARINE CORPS BASE

SIGNAL DESIGN PLAN

FILE NAME: Z:\2010 Projects\10-235 WK Division - MCB Camp Lejeune - Stone Bay New Entrance Road\10-235.2 Transportation Design\10-235.230 Traffic\SI001_NC210_at_StoneBay_sld.dwg LAYOUT NAME: SI-001 PLOTTED: Thursday, August 18, 2011 8:40am USER: wvamparaya

PHASING DIAGRAM



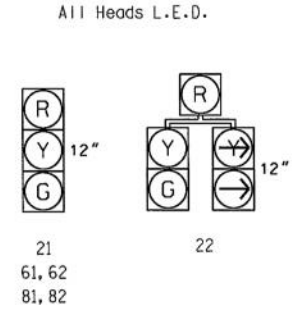
PHASING DIAGRAM DETECTION LEGEND

←●→ DETECTED MOVEMENT
 ←○→ UNDETECTED MOVEMENT (OVERLAP)
 - - - UNSIGNALIZED MOVEMENT
 ←---→ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	08	F L S D
21	G	R	Y
22	G	R	Y
61,62	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.



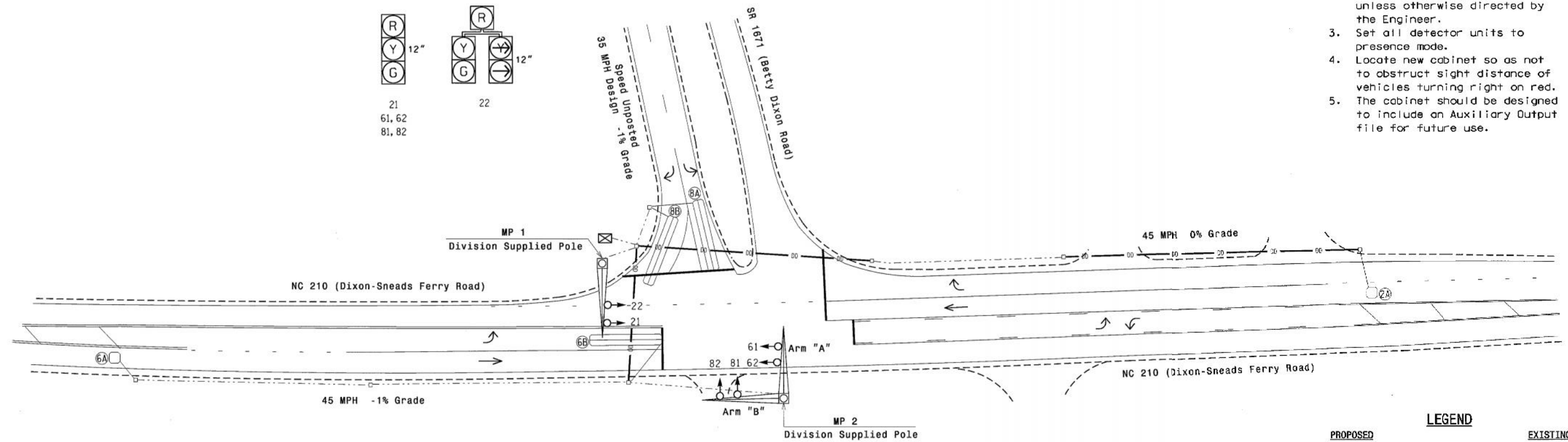
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CAB.	
					PHASE	CALLING	EXTENSION	FULL TIME DELAY			
2A	6X6	300	4	Y	2	Y	Y	-	-	-	-
6A	6X6	300	4	Y	6	Y	Y	-	-	-	-
6B	6X40	0	2-4-2	Y	6	Y	Y	-	-	3	-
8A	6X40	0	2-4-2	Y	8	Y	Y	-	-	-	-
8B	6X40	+5	2-4-2	Y	8	Y	Y	-	-	15	-

2 Phase Fully Actuated Isolated

NOTES

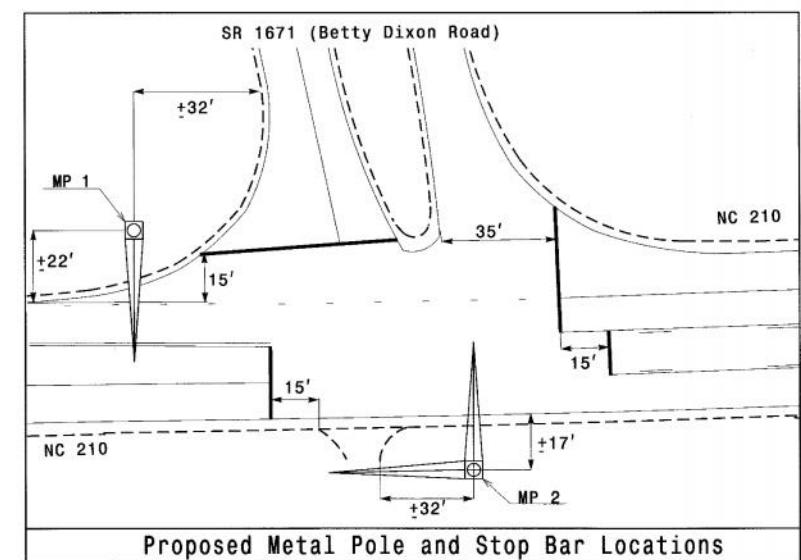
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
5. The cabinet should be designed to include an Auxiliary Output file for future use.



OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	6	8
Min Green 1 *	12	12	7
Extension 1 *	6.0	6.0	2.0
Max Green 1 *	90	90	20
Yellow Clearance	4.5	4.6	3.0
Red Clearance	1.7	1.4	2.8
Walk 1 *	-	-	-
Don't Walk 1	-	-	-
Seconds Per Actuation *	2.5	2.5	-
Max Variable Initial *	34	34	-
Time Before Reduction *	15	15	-
Time To Reduce *	30	30	-
Minimum Gap	3.0	3.0	-
Recall Mode	MIN RECALL	MIN RECALL	-
Vehicle Call Memory	YELLOW	YELLOW	-
Dual Entry	-	-	-
Simultaneous Gap	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



LEGEND

PROPOSED	EXISTING
	Traffic Signal Head
	Modified Signal Head
	Signal
	Signal Pole with Guy
	Signal Pole with Sidewalk Guy
	Metal Pole with Mast Arm
	Inductive Loop Detector
	Controller & Cabinet
	Junction Box
	2-in Underground Conduit
	Directional Drill
	Right of Way
	Directional Arrow

New Installation

Prepared in the Offices of:

NC 210 (Dixon-Sneads Ferry Road) at SR 1671 (Betty Dixon Rd)

Division 3 Onslow County S of Jacksonville
 PLAN DATE: October 2013 BY: JJP
 PREPARED BY: EMM REVIEWED BY:

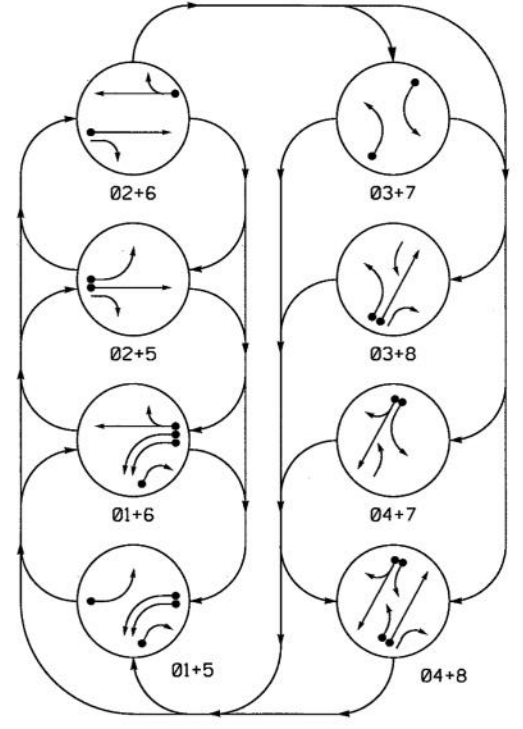
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REVISIONS	INIT.	DATE

SIGNATURE: DATE: 10/14/13
 SIG. INVENTORY NO. 03-1087

14-CST-2013-15145
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PHASING DIAGRAM



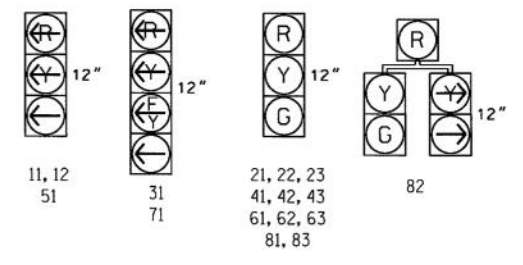
PHASING DIAGRAM DETECTION LEGEND

- ← ● → DETECTED MOVEMENT
- ← ○ → UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+7	03+8	04+7	04+8
11, 12	---	---	---	---	---	---	---	---
21, 22, 23	R	R	G	G	R	R	R	Y
31	---	---	---	---	---	---	---	---
41, 42, 43	R	R	R	R	R	R	G	G
51	---	---	---	---	---	---	---	---
61, 62, 63	R	G	R	G	R	R	R	Y
71	---	---	---	---	---	---	---	---
81, 83	R	R	R	R	R	G	R	G
82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.

All Heads L.E.D.



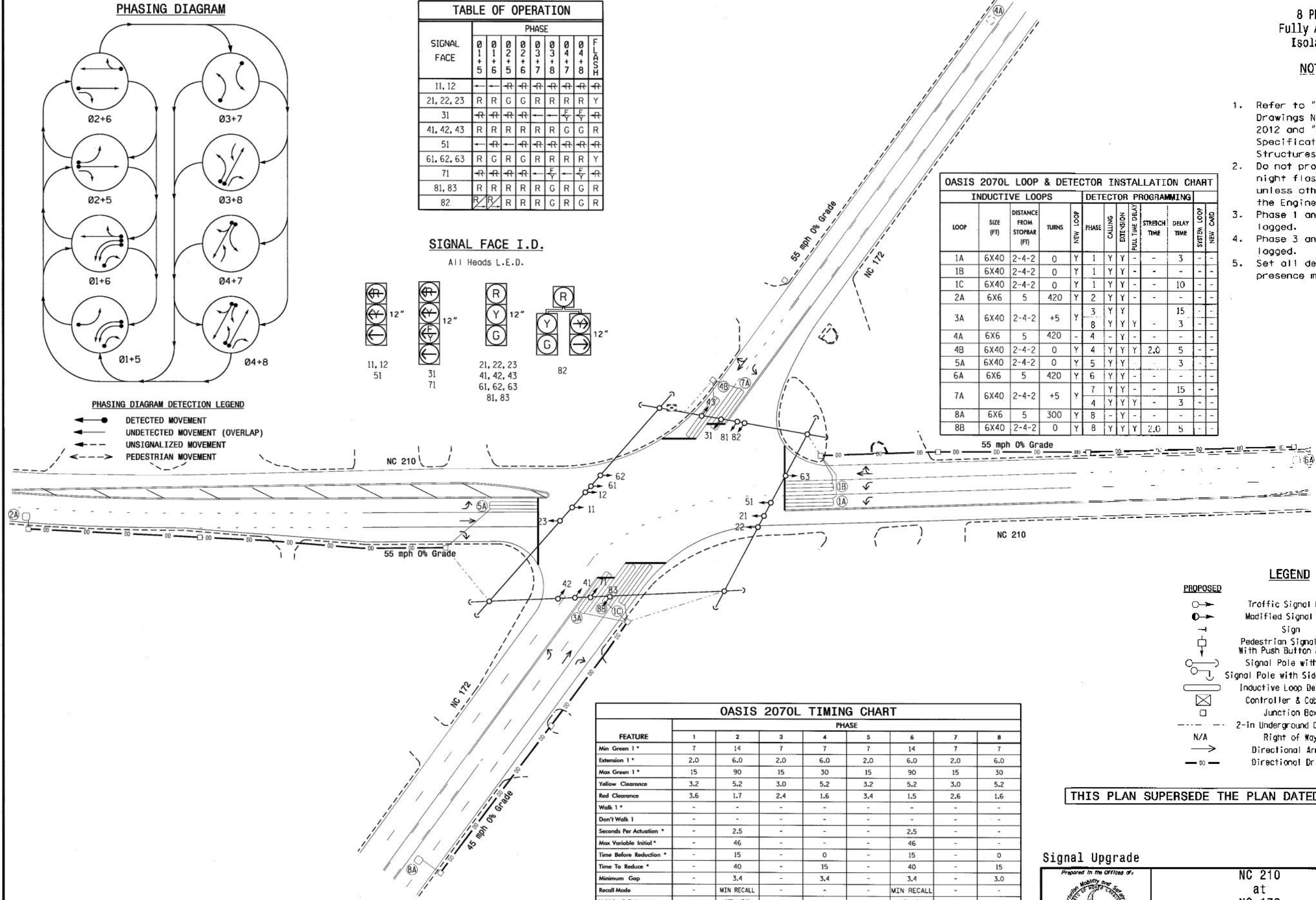
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	2-4-2	0	Y	1	Y	Y	-	-	3	-	-
1B	6X40	2-4-2	0	Y	1	Y	Y	-	-	-	-	-
1C	6X40	2-4-2	0	Y	1	Y	Y	-	-	10	-	-
2A	6X6	5	420	Y	2	Y	Y	-	-	-	-	-
3A	6X40	2-4-2	+5	Y	3	Y	Y	-	-	15	-	-
4A	6X6	5	420	-	4	-	Y	-	-	3	-	-
4B	6X40	2-4-2	0	Y	4	Y	Y	Y	2.0	5	-	-
5A	6X40	2-4-2	0	Y	5	Y	Y	-	-	3	-	-
6A	6X6	5	420	Y	6	Y	Y	-	-	-	-	-
7A	6X40	2-4-2	+5	Y	7	Y	Y	-	-	15	-	-
8A	6X6	5	300	Y	8	-	Y	-	-	-	-	-
8B	6X40	2-4-2	0	Y	8	Y	Y	Y	2.0	5	-	-

8 Phase Fully Actuated Isolated

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.



LEGEND

- | PROPOSED | EXISTING |
|--|-----------|
| ○ → Traffic Signal Head | ● → N/A |
| ○ → Modified Signal Head | ○ → N/A |
| □ → Sign | □ → N/A |
| □ → Pedestrian Signal Head With Push Button & Sign | □ → N/A |
| □ → Signal Pole with Guy | □ → N/A |
| □ → Signal Pole with Sidewalk Guy | □ → N/A |
| □ → Inductive Loop Detector | □ → N/A |
| □ → Controller & Cabinet | □ → N/A |
| □ → Junction Box | □ → N/A |
| □ → 2-in Underground Conduit | □ → N/A |
| N/A → Right of Way | N/A → N/A |
| → → Directional Arrow | → → N/A |
| --- → Directional Drill | --- → N/A |

THIS PLAN SUPERSEDE THE PLAN DATED 5-17-2012

OASIS 2070L TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	14	7	7	7	14	7	7
Extension 1 *	2.0	6.0	2.0	6.0	2.0	6.0	2.0	6.0
Max Green 1 *	15	90	15	30	15	90	15	30
Yellow Clearance	3.2	5.2	3.0	5.2	3.2	5.2	3.0	5.2
Red Clearance	3.6	1.7	2.4	1.6	3.4	1.5	2.6	1.6
Walk 1 *	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation *	-	2.5	-	-	-	2.5	-	-
Max Variable Initial *	-	46	-	-	-	46	-	-
Time Before Reduction *	-	15	-	0	-	15	-	0
Time To Reduce *	-	40	-	15	-	40	-	15
Minimum Gap	-	3.4	-	3.4	-	3.4	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	ON	-	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade

Prepared in the Offices of:

I. O. Umozurike
Professional Engineer
No. 29904

NC 210 at NC 172

Division 3 Onslow County W. of Sneads Ferry

PLAN DATE: April 2012 REVIEWED BY: J. P. Galloway

PREPARED BY: I. O. Umozurike REVIEWED BY:

SEAL

J. P. Galloway
Professional Engineer
No. 29904

750 N. Greenfield Pkwy, Garner, NC 27529

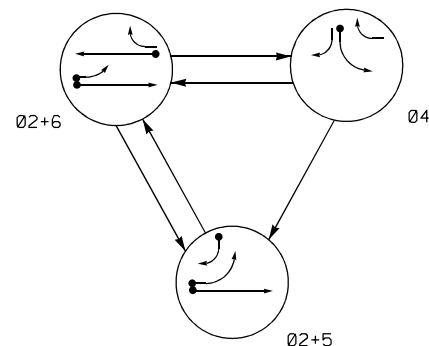
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REVISIONS:

NO.	DATE	DESCRIPTION
1	5/5/13	Re: did span arrangement

SIG. INVENTORY NO. 03-0210

PHASING DIAGRAM



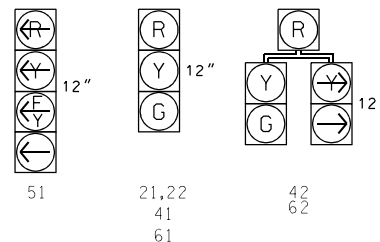
PHASING DIAGRAM DETECTION LEGEND

- → DETECTED MOVEMENT
- → UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE			
	02+5	02+6	04	FLASH
21,22	G	G	R	Y
41	R	R	G	R
42	Y	R	G	R
51	---	---	---	---
61	R	G	R	Y
62	R	G	Y	---

SIGNAL FACE I.D.

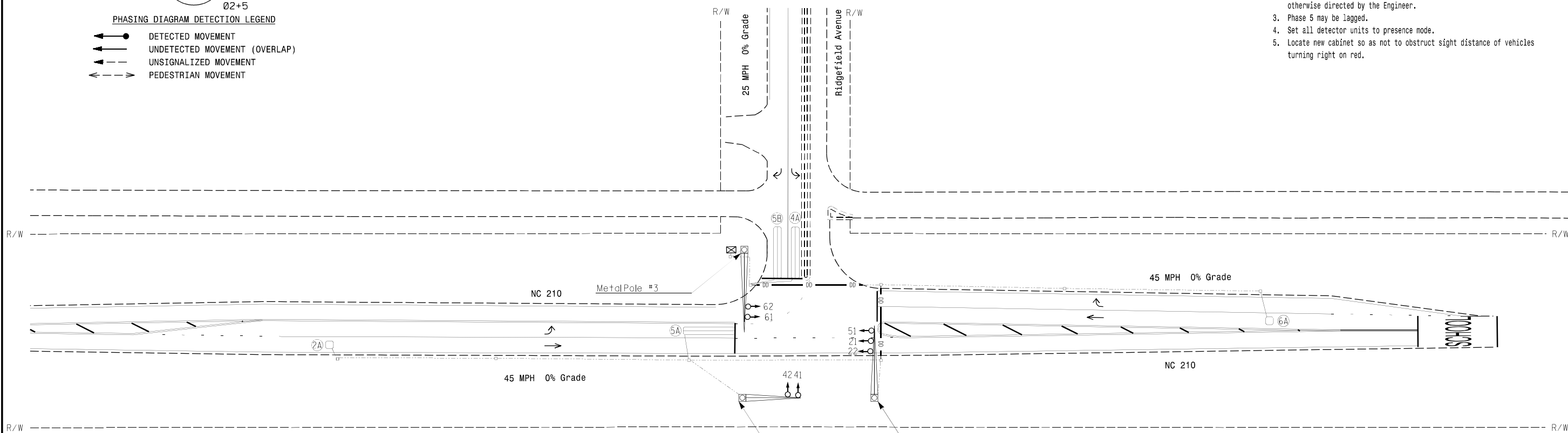
All Heads L.E.D.



LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				SYSTEM LOOP	NEW CARD	
					PHASE	CALLING	EXTENSION	STRETCH TIME			DELAY TIME
2A	6X6	300	5	Y	2	Y	Y	-	-	-	Y
4A	6X40	0	2-4-2	Y	4	Y	Y	-	-	-	Y
5A	6X40	0	2-4-2	Y	5	Y	Y	-	15	-	Y
5B	6X40	0	2-4-2	Y	5	Y	Y	-	10	-	Y
6A	6X6	300	5	Y	6	Y	Y	-	-	-	Y

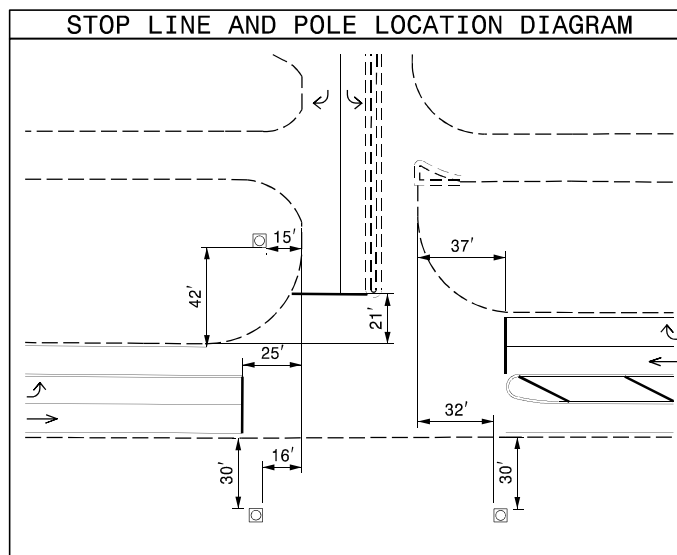
3 Phase Fully Actuated Isolated NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012, "Standard Specifications for Roads and Structures" dated January 2012 and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: <https://connect.ncdot.gov/resources/safety/pages/its-and-signals.aspx>
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 5 may be lagged.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.



FEATURE	PHASE			
	2	4	5	6
Min Green 1 *	12	7	7	12
Extension 1 *	6.0	2.0	2.0	6.0
Max Green 1 *	90	30	15	90
Yellow Clearance	4.5	3.0	3.0	4.5
Red Clearance	1.3	2.1	2.4	1.3
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	2.5	-	-	2.5
Max Variable Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	30	-	-	30
Minimum Gap	3.2	-	-	3.2
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-	-	YELLOW
Dual Entry	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



NC Dept of Transportation
Division of Highways
Final Drawing Date: 8/2/2016
Jason P. Galloway
ITS & Signals Unit

LEGEND

- | | | | |
|--|---|--|--|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING N/A |
| | PROPOSED Pedestrian Signal Head With Push Button & Sign | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Signal Pole with Sidewalk Guy | | EXISTING Signal Pole with Sidewalk Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | PROPOSED Junction Box | | EXISTING Junction Box |
| | PROPOSED 2-in Underground Conduit | | EXISTING 2-in Underground Conduit |
| | PROPOSED Right of Way | | EXISTING Right of Way |
| | PROPOSED Directional Arrow | | EXISTING Directional Arrow |
| | PROPOSED Directional Drill | | EXISTING N/A |
| | PROPOSED Metal Pole with Mastarm | | EXISTING Metal Pole with Mastarm |

New Installation

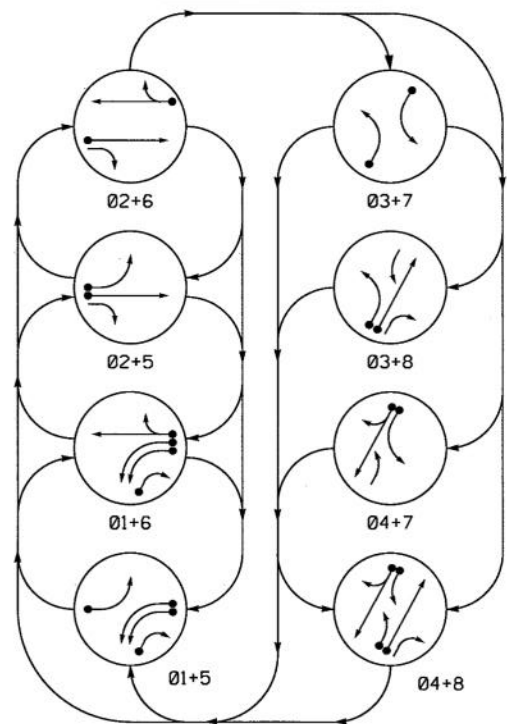
Prepared in the offices of:
RAMEY KEMP ASSOCIATES, INC.
TRANSPORTATION ENGINEERS
8008 Forrester Place, Suite 100
Raleigh, North Carolina 27608
919-275-5115 FAX 919-275-5448
www.rameykemp.com

Prepared For:
Transportation Mobility and Safety Division
Division of Highways
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

NC 210 at Ridgefield Avenue
Division 3 Onslow County Sneads Ferry
PLAN DATE: August 2016 REVIEWED BY: WJ Hamilton
PREPARED BY: TS Popelka RKA PROJ. NO: 14259 (040)
REVISIONS INIT. DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED
SEAL
NORTH CAROLINA PROFESSIONAL ENGINEER
WILLIAM J. HAMILTON
8/2/2016
SIGNATURE DATE
SIG. INVENTORY NO. 03-1113

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

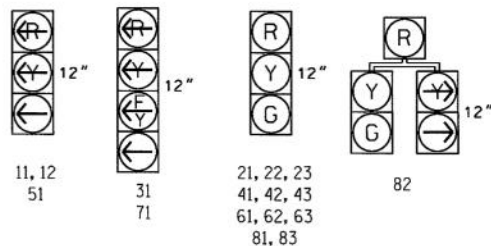
- DETECTED MOVEMENT
- ◀ UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- ➡ PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	02+5	03+5	04+5	06+7	07+7	08+7	F
11, 12								
21, 22, 23	R	R	G	G	R	R	R	Y
31	R	R	R	R	R	R	R	
41, 42, 43	R	R	R	R	R	R	G	G
51								
61, 62, 63	R	G	R	G	R	R	R	Y
71	R	R	R	R	R	R	R	
81, 83	R	R	R	R	R	G	R	G
82	R	R	R	R	R	G	R	G

SIGNAL FACE I.D.

All Heads L.E.D.



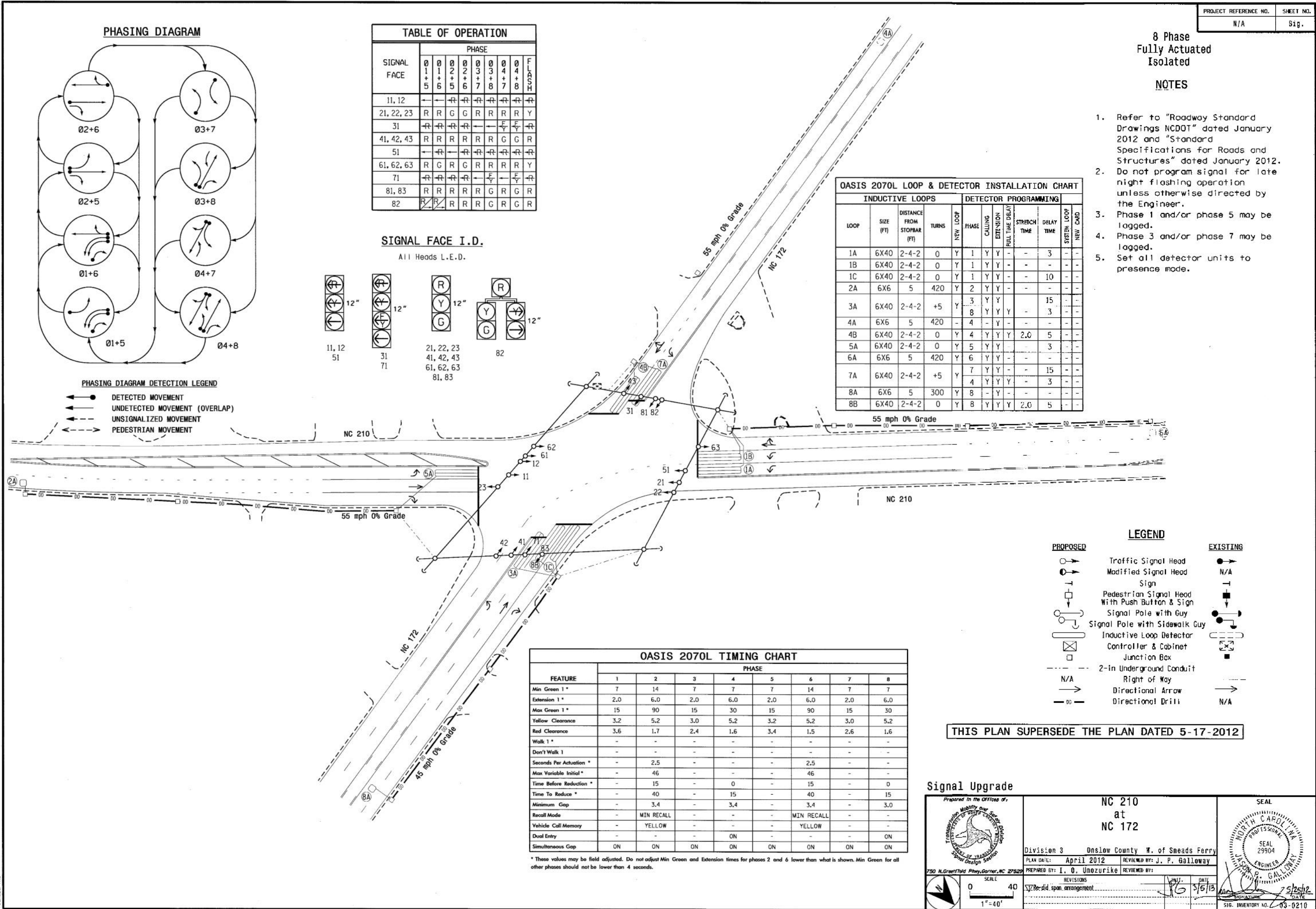
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING							
					PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
1A	6X40	2-4-2	0	Y	1	Y	Y	-	-	3	-	-
1B	6X40	2-4-2	0	Y	1	Y	Y	-	-	-	-	-
1C	6X40	2-4-2	0	Y	1	Y	Y	-	-	10	-	-
2A	6X6	5	420	Y	2	Y	Y	-	-	-	-	-
3A	6X40	2-4-2	+5	Y	3	Y	Y	-	-	15	-	-
4A	6X6	5	420	-	4	-	Y	-	-	3	-	-
4B	6X40	2-4-2	0	Y	4	Y	Y	Y	2.0	5	-	-
5A	6X40	2-4-2	0	Y	5	Y	Y	-	-	3	-	-
6A	6X6	5	420	Y	6	Y	Y	-	-	-	-	-
7A	6X40	2-4-2	+5	Y	7	Y	Y	-	-	15	-	-
8A	6X6	5	300	Y	8	-	Y	-	-	-	-	-
8B	6X40	2-4-2	0	Y	8	Y	Y	Y	2.0	5	-	-

8 Phase Fully Actuated Isolated

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Set all detector units to presence mode.



LEGEND

- | | |
|--|-----------------|
| PROPOSED | EXISTING |
| ○ Traffic Signal Head | ● N/A |
| ◐ Modified Signal Head Sign | ◑ N/A |
| ◒ Pedestrian Signal Head With Push Button & Sign | ◓ N/A |
| ◔ Signal Pole with Guy | ◕ N/A |
| ◖ Signal Pole with Sidewalk Guy | ◗ N/A |
| ◘ Inductive Loop Detector | ◙ N/A |
| ◚ Controller & Cabinet | ◛ N/A |
| ◜ Junction Box | ◝ N/A |
| ◞ 2-in Underground Conduit | ◟ N/A |
| N/A Right of Way | ◡ N/A |
| ➔ Directional Arrow | ➔ N/A |
| - - - Directional Drill | ◣ N/A |

THIS PLAN SUPERSEDE THE PLAN DATED 5-17-2012

OASIS 2070L TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1*	7	14	7	7	7	14	7	7
Extension 1*	2.0	6.0	2.0	6.0	2.0	6.0	2.0	6.0
Max Green 1*	15	90	15	30	15	90	15	30
Yellow Clearance	3.2	5.2	3.0	5.2	3.2	5.2	3.0	5.2
Red Clearance	3.6	1.7	2.4	1.6	3.4	1.5	2.6	1.6
Walk 1*	-	-	-	-	-	-	-	-
Don't Walk 1	-	-	-	-	-	-	-	-
Seconds Per Actuation*	-	2.5	-	-	-	2.5	-	-
Max Variable Initial*	-	46	-	-	-	46	-	-
Time Before Reduction*	-	15	-	0	-	15	-	0
Time To Reduce*	-	40	-	15	-	40	-	15
Minimum Gap	-	3.4	-	3.4	-	3.4	-	3.0
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	-	YELLOW	-	-
Dual Entry	-	-	-	ON	-	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Signal Upgrade

Prepared in the Offices of:

North Carolina State Department of Transportation
Signal Design Section

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40
1"=40'

Division 3 Onslow County W. of Sneads Ferry
PLAN DATE: April 2012 REVIEWED BY: J. P. Galloway

PREPARED BY: I. O. Umozurike REVIEWED BY:

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 29904

SIG. INVENTORY NO. 03-0210

Appendix D

Signal Warrant Analysis

INTRODUCTION

A signal warrant analysis was performed for the unsignalized intersection of US 17 and Dixon High School Entrance based on the existing conditions to determine if signalization might be warranted. US 17 is a four-lane median divided principal arterial with a speed limit of 55 MPH. Dixon High School Entrance is assumed to have a speed limit of 25 MPH. The 16-hour turning movement counts collected in September 2017 and historical crash data were evaluated for the eight-hour vehicular volume warrant, four-hour vehicular volume warrant, peak hour warrant, and crash experience warrant. US 17 is analyzed as the major street with two lanes on each approach, and the Dixon High School Entrance is analyzed as the minor street with a one-lane approach.

SIGNAL WARRANT CRITERIA

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine warrants for investigating the need for a traffic control signal at a particular location. The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. Three of the warrants deal directly with traffic volumes. Two warrants are focused on pedestrian and school crossing needs. One warrant addresses accidents, one warrant addresses grade crossings, and the other two warrants are oriented toward corridor signal progression and planning for intersections rather than a data-based approach.

The requests for new traffic signals in most jurisdictions outpace the ability to fund and construct the signals. The set of warrants outlined in the MUTCD provides a rational basis for comparing locations against a set of nationally recognized criteria as well as against other intersections within a jurisdiction. The MUTCD does not present the warrant criteria as absolutes. Many sections of the MUTCD refer to engineering judgment in how traffic and intersection data is interpreted.

SIGNAL WARRANT ANALYSIS

Warrant 1—Eight-Hour Vehicular Volume

This warrant is intended for application at locations where there is a large volume of intersecting traffic. To meet Warrant 1, the major street traffic (total of both approaches) must meet or exceed 420 vehicles per hour while the minor street traffic (one direction only) must meet or exceed 105 vehicles per hour for any 8 hours of the day (Condition A – Minimum Vehicular Volume), or the major street traffic (total of both approaches) must meet or exceed 630 vehicles per hour while the minor street traffic (one direction only) must meet or exceed 53 vehicles per hour for any 8 hours of the day (Condition B – Interruption of Continuous Traffic).

Dixon High School Entrance Signal Warrant Analysis – US 17 at Dixon High School Entrance

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then the criteria for warrant 1 is satisfied and Condition B and the combination of Condition A and B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

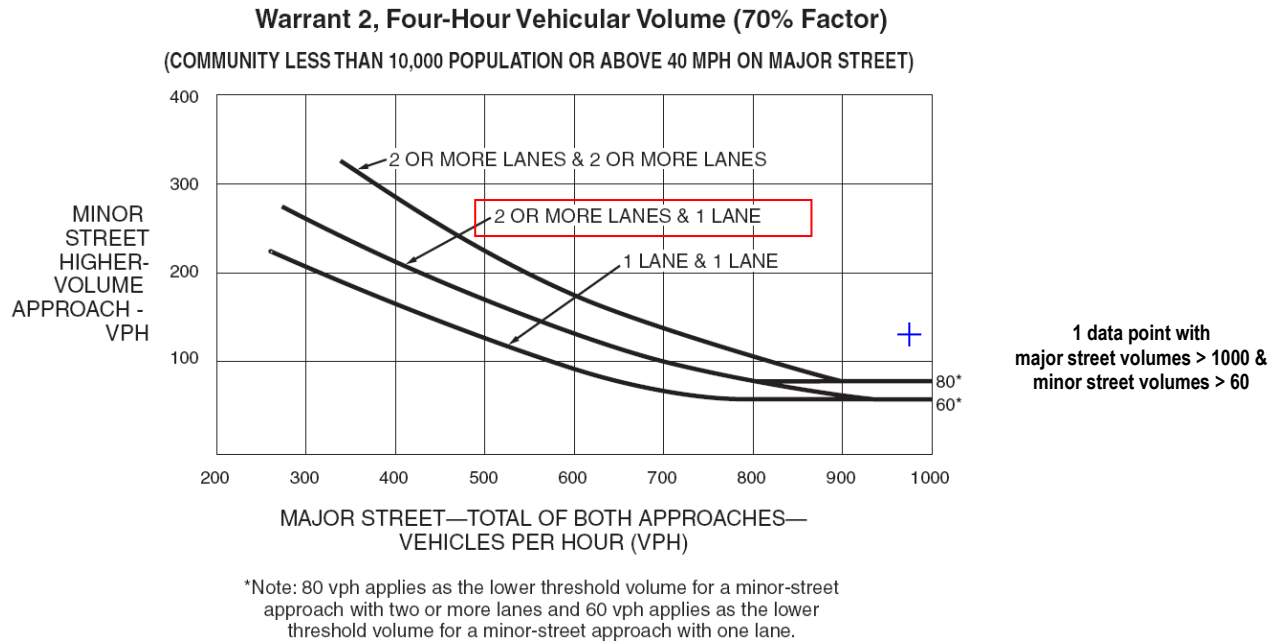
As shown in the table below, only one of the hourly vehicular volume pairs meets the Warrant 1A criteria, and only two hourly volume pairs meet the Warrant 1B criteria. WARRANT 1 IS NOT MET.

Hours	Major Street Volume	Minor Street Volume	Total Volume	Warrant 1A (70%)	Warrant 1B (70%)
06-07	1074	40	1114	No	No
07-08	1441	43	1484	No	No
08-09	1023	12	1035	No	No
09-10	954	17	971	No	No
10-11	881	20	901	No	No
11-12	955	16	971	No	No
12-13	860	36	896	No	No
13-14	923	6	929	No	No
14-15	979	112	1091	Yes	Yes
15-16	1110	44	1154	No	No
16-17	1310	38	1348	No	No
17-18	1318	66	1384	No	Yes
18-19	881	17	898	No	No
19-20	577	12	589	No	No
20-21	428	9	437	No	No
21-22	303	6	309	No	No
Totals	15,017	494	15,511	Not Met	Not Met

Dixon High School Entrance Signal Warrant Analysis – US 17 at Dixon High School Entrance

Warrant 2—Four-Hour Vehicular Volumes

This warrant is intended for locations where, for a short period of the day, side road traffic experiences excessive delays in attempting to enter or cross the artery. Warrant 2 requires that the combination of major street traffic (total of both approaches) and minor street traffic (one direction only) reaches a designated minimum volume during any 4 hours of an average day.

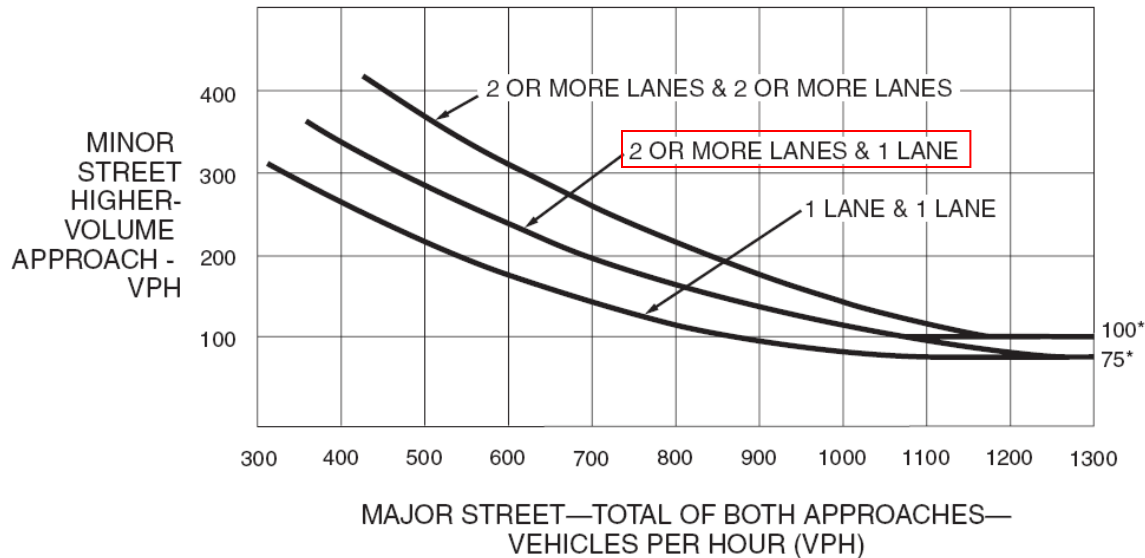


Two of the hourly vehicular volume pairs fall above the applicable curve. The volume pairs falling within the data range of the chart are plotted above. **WARRANT 2 IS NOT MET.**

Warrant 3—Peak Hour

This warrant is intended for use in usual cases where large numbers of vehicles are attracted or discharged for brief periods, and minor street traffic suffers undue delay when entering or crossing the major street. Warrant 3 requires that the combination of major street traffic (total of both approaches) and minor street traffic (one direction only) reaches a designated minimum volume during any one hour of an average day.

Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

None of the hourly vehicular volume pairs fall above the applicable curve. The hourly volume pairs falling within the data range of the chart are plotted above. **WARRANT 3 IS NOT MET.**

Warrant 4—Minimum Pedestrian Volume

The Pedestrian Volume signal warrant is intended for locations where traffic volumes on the major street is so heavy that pedestrians experience excessive delay in crossing the major street. Considering the relatively rural setting of the subject intersection and the lack of pedestrian activities, **WARRANT 4 IS NOT MET.**

Warrant 5—School Crossing

This warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

As there are no or little pedestrian crossing activities within the immediate vicinity of the subject intersection, **WARRANT 5 IS NOT APPLICABLE.**

Warrant 6—Coordinated Signal System

This warrant is intended for locations within a coordinated signal system in order to maintain proper vehicle progression.

The subject intersection is not located within a coordinated signal system. WARRANT 6 IS NOT APPLICABLE. Signal coordination however should be considered if a new signal is installed.

Warrant 7—Crash Experience

This warrant is intended for use where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

A crash analysis was performed using Traffic Engineering Accident Analysis System (TEAAS) crash data report provided by NCDOT. The crash report covers a five-year period from September 2012 to August 2017. Based on the TEAAS crash reports as well as original police reports, approximately six crashes were identified within 150 feet of the study intersection. The vehicular crash types were: Improper or No Signal (2), Driver Distracted, Visibility Obstructed, Alcohol Use, and Failed to Yield Right of Way. WARRANT 7 IS NOT MET.

Warrant 8—Roadway Network

A signal may be justified to encourage concentration and organization of traffic flow on a network.

The Dixon High School Entrance does not serve as a major route in a principal roadway network for the through traffic flow . WARRANT 8 IS NOT APPLICABLE.

Warrant 9—Intersection near a Grade Crossing

This warrant is intended for use at a location where the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The subject intersection is not located near a grade crossing. WARRANT 8 IS NOT APPLICABLE.

CONCLUSIONS

Signal warrant analysis were conducted based on the current traffic counts collected in September 2017 and 2012-2017 historical crash data. The signal warrant analysis shows that the subject intersection does not appear to meet any of the nine signal warrants.















It is noted that the Onslow County Schools are considering a new elementary school for the Sneads Ferry area. The previous Dixon Middle School building in the SE quadrant of the US 17/ NC 210 intersection is one of the potential sites for the new elementary school. The signalization needs likely will change should a new elementary school opens near the subject intersection.

Appendix E-1

2017 No-Build AM Peak Hour Analyses

Lanes, Volumes, Timings
1: US 17 & NC 210

2017 No-Build AM Peak
02/21/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	68	285	4	670	135	372	445
Future Volume (vph)	68	285	4	670	135	372	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	400	300		300	400	
Storage Lanes	1	1	1		1	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	0.97	0.95
Fr		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	2760	1736	3471	1553	3367	3471
Flt Permitted	0.950		0.471			0.950	
Satd. Flow (perm)	1752	2760	860	3471	1553	3367	3471
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	45			55			55
Link Distance (ft)	1156			1509			2095
Travel Time (s)	17.5			18.7			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%	4%
Adj. Flow (vph)	76	317	4	744	150	413	494
Shared Lane Traffic (%)							
Lane Group Flow (vph)	76	317	4	744	150	413	494
Turn Type	Prot	pt+ov	Perm	NA	Perm	Prot	NA
Protected Phases	3	3 1		2		1	6
Permitted Phases			2		2		
Detector Phase	3	1		2		1	6
Switch Phase							
Minimum Initial (s)	7.0		14.0	14.0	14.0	7.0	14.0
Minimum Split (s)	14.0		21.0	21.0	21.0	14.0	21.0
Total Split (s)	18.0		44.0	44.0	44.0	28.0	72.0
Total Split (%)	20.0%		48.9%	48.9%	48.9%	31.1%	80.0%
Maximum Green (s)	11.0		37.0	37.0	37.0	21.0	65.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	None	Min
Act Effct Green (s)	11.0	23.9	20.3	20.3	20.3	15.7	44.4
Actuated g/C Ratio	0.20	0.43	0.37	0.37	0.37	0.28	0.81
v/c Ratio	0.22	0.27	0.01	0.58	0.26	0.43	0.18
Control Delay	25.6	9.8	16.0	18.5	17.4	19.8	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	9.8	16.0	18.5	17.4	19.8	3.3
LOS	C	A	B	B	B	B	A
Approach Delay	12.9			18.3			10.8



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	B			B			B
Queue Length 50th (ft)	23	30	1	120	40	61	29
Queue Length 95th (ft)	69	68	8	208	94	121	52
Internal Link Dist (ft)	1076			1429			2015
Turn Bay Length (ft)	300	400	300		300	400	
Base Capacity (vph)	451	1668	317	2618	572	1534	3385
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.01	0.28	0.26	0.27	0.15

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 55.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15

















Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: US 17 & NC 210



Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2017 No-Build AM Peak
 02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 	 	
Traffic Volume (vph)	67	100	471	199	321	503
Future Volume (vph)	67	100	471	199	321	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375		300	500	
Storage Lanes	2	2		2	2	
Taper Length (ft)	100				300	
Lane Util. Factor	0.97	0.88	1.00	0.88	0.97	1.00
Fr _t		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3400	2760	1845	2760	3400	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	2760	1845	2760	3400	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		55			55
Link Distance (ft)	2082		955			1576
Travel Time (s)	56.8		11.8			19.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	74	111	523	221	357	559
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	111	523	221	357	559
Turn Type	Prot	pt+ov	NA	Prot	Prot	NA
Protected Phases	3	3 1	2	2	1	6
Permitted Phases						
Detector Phase	3	1	2		1	6
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	23.0		44.0	44.0	23.0	67.0
Total Split (%)	25.6%		48.9%	48.9%	25.6%	74.4%
Maximum Green (s)	16.0		37.0	37.0	16.0	60.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	None	Min
Act Effct Green (s)	10.2	21.6	23.8	23.8	14.2	46.5
Actuated g/C Ratio	0.18	0.38	0.42	0.42	0.25	0.83
v/c Ratio	0.12	0.11	0.67	0.19	0.42	0.37
Control Delay	26.1	11.6	20.1	12.6	22.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	11.6	20.1	12.6	22.1	4.0
LOS	C	B	C	B	C	A
Approach Delay	17.4		17.9			11.1

Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2017 No-Build AM Peak
 02/21/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	B		B		B	
Queue Length 50th (ft)	12	11	162	30	57	72
Queue Length 95th (ft)	35	33	296	59	116	128
Internal Link Dist (ft)	2002		875		1496	
Turn Bay Length (ft)	375		300		500	
Base Capacity (vph)	1189	1325	1361	1166	1189	1738
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08	0.38	0.19	0.30	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 56.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15













Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
6: NC 210 & Betty Dixon Rd

2017 No-Build AM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	77	628	210	98	459
Future Volume (vph)	121	77	628	210	98	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		275	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1845	1568	1752	1845
Flt Permitted	0.950				0.246	
Satd. Flow (perm)	1736	1553	1845	1568	454	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	2002		1165			7028
Travel Time (s)	39.0		17.7			106.5
Peak Hour Factor	0.50	0.50	0.90	0.50	0.50	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	242	154	698	420	196	510
Shared Lane Traffic (%)						
Lane Group Flow (vph)	242	154	698	420	196	510
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	19.0	19.0
Total Split (s)	18.0	18.0	42.0	18.0	42.0	42.0
Total Split (%)	30.0%	30.0%	70.0%	30.0%	70.0%	70.0%
Maximum Green (s)	11.0	11.0	35.0	11.0	35.0	35.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	None	Min	Min
Act Effct Green (s)	12.1	12.1	23.3	45.8	23.3	23.3
Actuated g/C Ratio	0.26	0.26	0.51	1.00	0.51	0.51
v/c Ratio	0.53	0.38	0.74	0.27	0.85	0.54
Control Delay	22.2	19.7	14.2	0.4	44.4	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	19.7	14.2	0.4	44.4	9.8
LOS	C	B	B	A	D	A
Approach Delay	21.3		9.0			19.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	C		A		B	
Queue Length 50th (ft)	49	30	133	0	41	83
Queue Length 95th (ft)	72	49	222	0	38	139
Internal Link Dist (ft)	1922		1085		6948	
Turn Bay Length (ft)	175		275		175	
Base Capacity (vph)	512	458	1521	1568	374	1521
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.34	0.46	0.27	0.52	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 45.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 62.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
9: NC 210 & NC 172

2017 No-Build AM Peak

02/21/2018

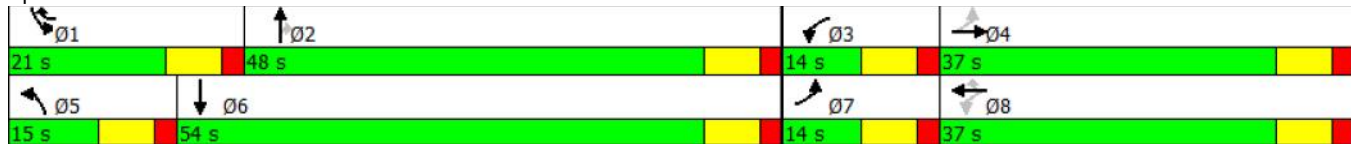
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	289	67	156	179	381	61	462	233	326	266	44
Future Volume (vph)	82	289	67	156	179	381	61	462	233	326	266	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	200		450	300		150	400		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.972				0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1793	0	1752	1845	1568	1752	1845	1568	3400	1806	0
Flt Permitted	0.570			0.209			0.950			0.950		
Satd. Flow (perm)	1051	1793	0	386	1845	1568	1752	1845	1568	3400	1806	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2075			3100			2850	
Travel Time (s)		26.0			31.4			47.0			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	91	321	74	173	199	423	68	513	259	362	296	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	395	0	173	199	423	68	513	259	362	345	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	19.0	19.0	14.0	19.0	
Total Split (s)	14.0	37.0		14.0	37.0	21.0	15.0	48.0	48.0	21.0	54.0	
Total Split (%)	11.7%	30.8%		11.7%	30.8%	17.5%	12.5%	40.0%	40.0%	17.5%	45.0%	
Maximum Green (s)	7.0	30.0		7.0	30.0	14.0	8.0	41.0	41.0	14.0	47.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)	37.8	28.7		39.1	32.2	53.0	9.9	34.1	34.1	15.7	43.4	
Actuated g/C Ratio	0.35	0.27		0.36	0.30	0.49	0.09	0.32	0.32	0.15	0.40	
v/c Ratio	0.21	0.83		0.68	0.36	0.55	0.42	0.88	0.52	0.73	0.48	
Control Delay	24.0	54.4		39.5	35.3	25.4	59.2	52.8	34.6	55.7	28.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.0	54.4		39.5	35.3	25.4	59.2	52.8	34.6	55.7	28.0	
LOS	C	D		D	D	C	E	D	C	E	C	
Approach Delay		48.7			30.9			47.7			42.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			C			D			D		
Queue Length 50th (ft)	41	264		81	116	217	48	350	153	131	193	
Queue Length 95th (ft)	83	#448		#150	199	356	100	489	234	#210	280	
Internal Link Dist (ft)	2015			1995			3020			2770		
Turn Bay Length (ft)	400			200			450			300		
Base Capacity (vph)	427	540		255	567	778	165	747	495	512	833	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.21	0.73		0.68	0.35	0.54	0.41	0.69	0.52	0.71	0.41	

Intersection Summary













Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 107.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 41.8
 Intersection Capacity Utilization 78.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: NC 210 & NC 172



Lanes, Volumes, Timings
 10: NC 210 & Ridge Field Ave/Dixon Middle School

2017 No-Build AM Peak
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	34	64	665	431	77
Future Volume (vph)	64	34	64	665	431	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	425	350			350
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1752	1845	1845	1568
Flt Permitted	0.950		0.297			
Satd. Flow (perm)	1736	1553	548	1845	1845	1568
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	1052			2580	3100	
Travel Time (s)	28.7			39.1	47.0	
Peak Hour Factor	0.50	0.50	0.50	0.90	0.90	0.50
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	128	68	128	739	479	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	68	128	739	479	154
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	22.0	16.0	16.0	68.0	52.0	22.0
Total Split (%)	24.4%	17.8%	17.8%	75.6%	57.8%	24.4%
Maximum Green (s)	15.0	9.0	9.0	61.0	45.0	15.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	12.2	23.6	36.9	38.5	27.1	40.1
Actuated g/C Ratio	0.22	0.43	0.67	0.70	0.49	0.73
v/c Ratio	0.34	0.10	0.21	0.57	0.53	0.14
Control Delay	24.3	10.5	5.7	8.9	18.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	10.5	5.7	8.9	18.0	4.1
LOS	C	B	A	A	B	A
Approach Delay	19.5			8.5	14.6	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	B			A		B
Queue Length 50th (ft)	37	12	15	132	138	17
Queue Length 95th (ft)	49	21	20	275	259	17
Internal Link Dist (ft)	972		2500		3020	
Turn Bay Length (ft)	425		350		350	
Base Capacity (vph)	572	695	622	1795	1539	1138
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.10	0.21	0.41	0.31	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 55.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 12.0
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 10: NC 210 & Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
12: NC 210 & Old Folkstone Rd

2017 No-Build AM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	141	125	51	100	175	123	304	70	182	227	98
Future Volume (vph)	133	141	125	51	100	175	123	304	70	182	227	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		50	150		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.972			0.955	
Flt Protected		0.976			0.983		0.950			0.950		
Satd. Flow (prot)	0	1800	1568	0	1813	1568	1752	1793	0	1752	1762	0
Flt Permitted		0.762			0.798		0.500			0.440		
Satd. Flow (perm)	0	1406	1568	0	1472	1568	922	1793	0	812	1762	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		2092			2068			2584			3020	
Travel Time (s)		31.7			31.3			32.0			45.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	148	157	139	57	111	194	137	338	78	202	252	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	139	0	168	194	137	416	0	202	361	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	14.0	14.0		14.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	21.0	21.0		21.0	21.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0	20.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0	-2.0		-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		16.5	16.5		16.5	16.5	19.6	19.6		19.6	19.6	
Actuated g/C Ratio		0.35	0.35		0.35	0.35	0.42	0.42		0.42	0.42	
v/c Ratio		0.61	0.25		0.32	0.35	0.35	0.55		0.59	0.49	
Control Delay		19.2	12.8		13.7	13.8	13.2	14.0		19.7	13.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.2	12.8		13.7	13.8	13.2	14.0		19.7	13.0	
LOS		B	B		B	B	B	B		B	B	
Approach Delay		17.2			13.8			13.8			15.4	

Lanes, Volumes, Timings
 12: NC 210 & Old Folkstone Rd

2017 No-Build AM Peak
 02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		54	21		26	31	23	76		38	64	
Queue Length 95th (ft)		159	69		84	94	64	167		108	142	
Internal Link Dist (ft)		2012			1988			2504			2940	
Turn Bay Length (ft)			150			50	150			100		
Base Capacity (vph)		688	767		720	767	574	1117		506	1098	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.44	0.18		0.23	0.25	0.24	0.37		0.40	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 46.5
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 71.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 12: NC 210 & Old Folkstone Rd



Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑	↘	
Traffic Vol, veh/h	794	15	10	528	5	6
Future Vol, veh/h	794	15	10	528	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	50	50	90	50	50
Heavy Vehicles, %	3	3	3	3	7	7
Mvmt Flow	882	30	20	587	10	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	882	0	1509 441
Stage 1	-	-	-	-	882 -
Stage 2	-	-	-	-	627 -
Critical Hdwy	-	-	4.145	-	6.705 7.005
Critical Hdwy Stg 1	-	-	-	-	5.905 -
Critical Hdwy Stg 2	-	-	-	-	5.505 -
Follow-up Hdwy	-	-	2.2285	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	759	-	117 553
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	520 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	759	-	114 553
Mov Cap-2 Maneuver	-	-	-	-	114 -
Stage 1	-	-	-	-	356 -
Stage 2	-	-	-	-	506 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	25.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	201	-	-	759	-
HCM Lane V/C Ratio	0.109	-	-	0.026	-
HCM Control Delay (s)	25.1	-	-	9.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	788	14	40	523	13	53
Future Vol, veh/h	788	14	40	523	13	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	9	9
Mvmt Flow	876	16	44	581	14	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	891	0	1553 883
Stage 1	-	-	-	-	883 -
Stage 2	-	-	-	-	670 -
Critical Hdwy	-	-	4.13	-	6.49 6.29
Critical Hdwy Stg 1	-	-	-	-	5.49 -
Critical Hdwy Stg 2	-	-	-	-	5.49 -
Follow-up Hdwy	-	-	2.227	-	3.581 3.381
Pot Cap-1 Maneuver	-	-	757	-	120 335
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	496 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	757	-	110 335
Mov Cap-2 Maneuver	-	-	-	-	110 -
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	453 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	239	-	-	757	-
HCM Lane V/C Ratio	0.307	-	-	0.059	-
HCM Control Delay (s)	26.6	-	-	10.1	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	4	4	9	11	8	4	3	686	2	4	553	4
Future Vol, veh/h	4	4	9	11	8	4	3	686	2	4	553	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	275	175	-	175	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	4	10	12	9	4	3	762	2	4	614	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1399	1395	309	1087	1397	762	619	0	0	762	0	0
Stage 1	626	626	-	769	769	-	-	-	-	-	-	-
Stage 2	773	769	-	318	628	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.59	6.99	7.345	6.545	6.245	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.59	5.59	-	6.145	5.545	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.545	5.545	-	-	-	-	-	-	-
Follow-up Hdwy	3.557	4.057	3.357	3.5285	4.0285	3.3285	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	106	137	677	181	139	402	953	-	-	843	-	-
Stage 1	431	468	-	391	408	-	-	-	-	-	-	-
Stage 2	383	402	-	666	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	136	677	173	138	402	953	-	-	843	-	-
Mov Cap-2 Maneuver	99	136	-	173	138	-	-	-	-	-	-	-
Stage 1	430	466	-	390	407	-	-	-	-	-	-	-
Stage 2	369	401	-	647	471	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.3		28.6		0		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	205	156	402	843	-	-
HCM Lane V/C Ratio	0.003	-	-	0.092	0.135	0.011	0.005	-	-
HCM Control Delay (s)	8.8	-	-	24.3	31.7	14.1	9.3	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↘		↑
Traffic Vol, veh/h	0	24	849	13	0	565
Future Vol, veh/h	0	24	849	13	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	27	943	14	0	628

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	943	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-
Pot Cap-1 Maneuver	0	317	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					
Mov Cap-1 Maneuver	-	317	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	317
HCM Lane V/C Ratio	-	-	0.084
HCM Control Delay (s)	-	-	17.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.3

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	15	4	38	51	4	15	53	848	25	5	548	14
Future Vol, veh/h	15	4	38	51	4	15	53	848	25	5	548	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	4	42	57	4	17	59	942	28	6	609	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1699	1688	617	1711	1696	942	624	0	0	942	0	0
Stage 1	628	628	-	1060	1060	-	-	-	-	-	-	-
Stage 2	1071	1060	-	651	636	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	72	93	488	71	92	317	952	-	-	724	-	-
Stage 1	469	474	-	270	300	-	-	-	-	-	-	-
Stage 2	266	300	-	456	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	58	80	488	~ 55	79	317	952	-	-	724	-	-
Mov Cap-2 Maneuver	58	80	-	~ 55	79	-	-	-	-	-	-	-
Stage 1	406	470	-	234	260	-	-	-	-	-	-	-
Stage 2	214	260	-	409	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.9	190.3	0.5	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	147	55	194	724	-	-
HCM Lane V/C Ratio	0.062	-	-	0.431	1.03	0.109	0.008	-	-
HCM Control Delay (s)	9	0	-	46.9	251.6	25.8	10	-	-
HCM Lane LOS	A	A	-	E	F	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	4.7	0.4	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	45	17	15	672	446	27
Future Vol, veh/h	45	17	15	672	446	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	225	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	50	19	17	747	496	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1276	496	496	0	-	0
Stage 1	496	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	183	572	1063	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	572	1063	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.3	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1063	-	222	-	-
HCM Lane V/C Ratio	0.016	-	0.31	-	-
HCM Control Delay (s)	8.4	-	28.3	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Intersection							
Int Delay, s/veh	2.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↕	↗	↖	↕
Traffic Vol, veh/h	28	41	4	736	52	49	483
Future Vol, veh/h	28	41	4	736	52	49	483
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	125	275	-	275	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	50	50	90	90	50	50	90
Heavy Vehicles, %	6	6	4	4	4	4	4
Mvmt Flow	56	82	4	818	104	98	537

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1291	409	391	0	0	818
Stage 1	827	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.92	7.02	6.48	-	-	4.18
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.54	-	-	2.24
Pot Cap-1 Maneuver	150	581	802	-	-	793
Stage 1	380	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	581	802	-	-	793
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	1.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	802	-	-	131	581	793
HCM Lane V/C Ratio	0.006	-	-	0.427	0.141	0.124
HCM Control Delay (s)	9.5	-	-	51.6	12.2	10.2
HCM Lane LOS	A	-	-	F	B	B
HCM 95th %tile Q(veh)	0	-	-	1.9	0.5	0.4

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5328	5383	5217	5482	5335	5345	5549
Vehs Exited	5361	5384	5255	5436	5356	5331	5470
Starting Vehs	387	360	364	340	362	353	327
Ending Vehs	354	359	326	386	341	367	406
Denied Entry Before	0	2	2	2	1	3	0
Denied Entry After	0	2	2	1	2	0	1
Travel Distance (mi)	11448	11636	11299	11500	11583	11502	11691
Travel Time (hr)	358.2	365.3	350.0	355.9	354.0	352.2	367.3
Total Delay (hr)	96.3	100.1	92.0	92.9	89.9	89.0	100.2
Total Stops	6883	7264	6693	6890	6845	6806	7128
Fuel Used (gal)	368.7	374.4	362.8	370.9	372.0	367.8	378.8

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5338	5368	5472	5377
Vehs Exited	5332	5384	5418	5372
Starting Vehs	343	365	333	352
Ending Vehs	349	349	387	361
Denied Entry Before	1	3	1	0
Denied Entry After	0	0	0	0
Travel Distance (mi)	11419	11510	11789	11538
Travel Time (hr)	350.9	355.8	367.9	357.7
Total Delay (hr)	89.6	92.7	98.2	94.1
Total Stops	6769	6847	7197	6931
Fuel Used (gal)	366.5	369.4	379.5	371.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	5328	5383	5217	5482	5335	5345	5549
Vehs Exited	5361	5384	5255	5436	5356	5331	5470
Starting Vehs	387	360	364	340	362	353	327
Ending Vehs	354	359	326	386	341	367	406
Denied Entry Before	0	2	2	2	1	3	0
Denied Entry After	0	2	2	1	2	0	1
Travel Distance (mi)	11448	11636	11299	11500	11583	11502	11691
Travel Time (hr)	358.2	365.3	350.0	355.9	354.0	352.2	367.3
Total Delay (hr)	96.3	100.1	92.0	92.9	89.9	89.0	100.2
Total Stops	6883	7264	6693	6890	6845	6806	7128
Fuel Used (gal)	368.7	374.4	362.8	370.9	372.0	367.8	378.8

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	5338	5368	5472	5377
Vehs Exited	5332	5384	5418	5372
Starting Vehs	343	365	333	352
Ending Vehs	349	349	387	361
Denied Entry Before	1	3	1	0
Denied Entry After	0	0	0	0
Travel Distance (mi)	11419	11510	11789	11538
Travel Time (hr)	350.9	355.8	367.9	357.7
Total Delay (hr)	89.6	92.7	98.2	94.1
Total Stops	6769	6847	7197	6931
Fuel Used (gal)	366.5	369.4	379.5	371.1

Intersection: 1: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	U	T	T	R	L	L	T	T
Maximum Queue (ft)	109	70	97	30	170	179	42	184	164	75	67
Average Queue (ft)	44	8	34	2	92	103	2	98	49	22	19
95th Queue (ft)	84	43	86	15	147	162	18	156	116	59	53
Link Distance (ft)		1050			1429	1429				2076	2076
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		400	300			300	400	400		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: Dixon High School Entrance & NC 210

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	38
Average Queue (ft)	6	9
95th Queue (ft)	25	31
Link Distance (ft)		978
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	275	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Dixon Rd & NC 210

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	208	86
Average Queue (ft)	41	33
95th Queue (ft)	138	66
Link Distance (ft)	4591	1003
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	T	R	R	L	L	T
Maximum Queue (ft)	76	41	81	38	308	92	75	119	132	132
Average Queue (ft)	38	6	32	7	143	38	33	55	74	45
95th Queue (ft)	65	27	64	29	255	72	66	100	114	108
Link Distance (ft)	2025	2025			857					1490
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			375	375		300	300	500	500	
Storage Blk Time (%)	1									
Queuing Penalty (veh)	1									

Intersection: 5: NC 210 & Manchester Ln/USMC Base Secondary Entrance

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	57	37	21	14	17
Average Queue (ft)	14	11	3	1	1
95th Queue (ft)	44	33	15	7	9
Link Distance (ft)	1172	1001			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			275	175	200
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: NC 210 & Betty Dixon Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	130	83	200	65	122	193
Average Queue (ft)	60	13	103	26	54	78
95th Queue (ft)	107	56	173	56	98	160
Link Distance (ft)	1963		1111			6961
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		175		275	175	
Storage Blk Time (%)	0		0			0
Queuing Penalty (veh)	0		0			0

Intersection: 7: NC 210 & Beaufort Dr

Movement	WB
Directions Served	R
Maximum Queue (ft)	20
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	1014
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: NC 210 & Village Dr/Quarters Landing Cir

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LT	L	TR
Maximum Queue (ft)	94	103	68	206	25	2
Average Queue (ft)	37	39	17	39	2	0
95th Queue (ft)	76	83	49	123	14	2
Link Distance (ft)	1076		988	2740		612
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50			150	
Storage Blk Time (%)		21	0	0		
Queuing Penalty (veh)		4	0	0		

Intersection: 9: NC 210 & NC 172

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	174	417	183	222	247	400	766	250	178	200	279
Average Queue (ft)	35	195	74	68	100	112	482	223	100	111	141
95th Queue (ft)	113	349	168	172	205	364	725	311	170	182	245
Link Distance (ft)		2017		1972			2961				2740
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	400		200		450	300		150	400	400	
Storage Blk Time (%)		1	2	0		0	58	15			
Queuing Penalty (veh)		1	14	1		0	170	78			

Intersection: 10: NC 210 & Ridge Field Ave/Dixon Middle School

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	88	52	73	208	194	61
Average Queue (ft)	31	14	25	82	75	15
95th Queue (ft)	64	38	59	175	148	46
Link Distance (ft)	1001		2505		2961	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	425		350		350	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 11: NC 210 & Pebble Shore Dr

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	67	33
Average Queue (ft)	25	5
95th Queue (ft)	51	22
Link Distance (ft)	970	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	225	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: NC 210 & Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	286	206	163	143	125	198	187	248
Average Queue (ft)	121	61	62	67	52	88	95	98
95th Queue (ft)	223	138	124	115	104	154	168	188
Link Distance (ft)	2054		2024		2539		2949	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		50		150		100	
Storage Blk Time (%)	8	0	13	20	0	1	13	5
Queuing Penalty (veh)	9	0	24	30	0	1	42	8

Intersection: 13: US 17 & Dixon High School Entrance

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	U	R	L
Maximum Queue (ft)	67	46	19	6	54
Average Queue (ft)	22	18	1	0	22
95th Queue (ft)	53	38	10	4	48
Link Distance (ft)	940				
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		125	275	275	275
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Network Summary

Network wide Queuing Penalty: 384

Appendix E-2

2017 No-Build PM Peak Hour Analyses

Lanes, Volumes, Timings
1: US 17 & NC 210

2017 No-Build PM Peak
02/21/2018

Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	135	372	4	445	68	285	670
Future Volume (vph)	135	372	4	445	68	285	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	400	300		300	400	
Storage Lanes	1	1	1		1	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	0.97	0.95
Flt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	2760	1736	3471	1553	3367	3471
Flt Permitted	0.950		0.369			0.950	
Satd. Flow (perm)	1752	2760	674	3471	1553	3367	3471
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	45			55			55
Link Distance (ft)	1156			1509			2095
Travel Time (s)	17.5			18.7			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%	4%
Adj. Flow (vph)	150	413	4	494	76	317	744
Shared Lane Traffic (%)							
Lane Group Flow (vph)	150	413	4	494	76	317	744
Turn Type	Prot	pt+ov	Perm	NA	Perm	Prot	NA
Protected Phases	3	3 1		2		1	6
Permitted Phases			2		2		
Detector Phase	3	1		2		1	6
Switch Phase							
Minimum Initial (s)	7.0		14.0	14.0	14.0	7.0	14.0
Minimum Split (s)	14.0		21.0	21.0	21.0	14.0	21.0
Total Split (s)	28.0		35.0	35.0	35.0	27.0	62.0
Total Split (%)	31.1%		38.9%	38.9%	38.9%	30.0%	68.9%
Maximum Green (s)	21.0		28.0	28.0	28.0	20.0	55.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	None	Min
Act Effct Green (s)	12.7	27.5	17.2	17.2	17.2	13.8	37.8
Actuated g/C Ratio	0.23	0.50	0.31	0.31	0.31	0.25	0.68
v/c Ratio	0.37	0.30	0.02	0.46	0.16	0.38	0.31
Control Delay	23.3	8.0	18.2	19.5	18.7	20.2	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	8.0	18.2	19.5	18.7	20.2	5.9
LOS	C	A	B	B	B	C	A
Approach Delay	12.0			19.4			10.2



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	B		B		B		
Queue Length 50th (ft)	44	38	1	73	19	46	56
Queue Length 95th (ft)	101	67	8	140	57	89	104
Internal Link Dist (ft)	1076		1429		2015		
Turn Bay Length (ft)	300	400	300		300	400	
Base Capacity (vph)	766	1838	210	1981	485	1409	3304
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.22	0.02	0.25	0.16	0.22	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 55.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 13.1
 Intersection Capacity Utilization 50.2%
 Analysis Period (min) 15

















Intersection LOS: B
ICU Level of Service A

Splits and Phases: 1: US 17 & NC 210



Lanes, Volumes, Timings
4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2017 No-Build PM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 	 	
Traffic Volume (vph)	199	321	503	67	100	471
Future Volume (vph)	199	321	503	67	100	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375		300	500	
Storage Lanes	2	2		2	2	
Taper Length (ft)	100				300	
Lane Util. Factor	0.97	0.88	1.00	0.88	0.97	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3400	2760	1845	2760	3400	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	2760	1845	2760	3400	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		55			55
Link Distance (ft)	2082		955			1576
Travel Time (s)	56.8		11.8			19.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	221	357	559	74	111	523
Shared Lane Traffic (%)						
Lane Group Flow (vph)	221	357	559	74	111	523
Turn Type	Prot	pt+ov	NA	Prot	Prot	NA
Protected Phases	3	3 1	2	2	1	6
Permitted Phases						
Detector Phase	3	1	2		1	6
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	23.0		44.0	44.0	23.0	67.0
Total Split (%)	25.6%		48.9%	48.9%	25.6%	74.4%
Maximum Green (s)	16.0		37.0	37.0	16.0	60.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	None	Min
Act Effct Green (s)	11.8	27.3	24.0	24.0	10.3	39.4
Actuated g/C Ratio	0.19	0.44	0.39	0.39	0.17	0.64
v/c Ratio	0.34	0.29	0.78	0.07	0.20	0.44
Control Delay	25.0	13.1	25.0	11.9	26.1	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	13.1	25.0	11.9	26.1	6.9
LOS	C	B	C	B	C	A
Approach Delay	17.6		23.4			10.3

Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2017 No-Build PM Peak
 02/21/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	B		C		B	
Queue Length 50th (ft)	35	43	167	9	17	79
Queue Length 95th (ft)	82	102	319	23	47	152
Internal Link Dist (ft)	2002		875		1496	
Turn Bay Length (ft)	375		300		500	
Base Capacity (vph)	1025	1594	1205	1075	1025	1734
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.46	0.07	0.11	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 61.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 50.6%
 Analysis Period (min) 15













Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
6: NC 210 & Betty Dixon Rd

2017 No-Build PM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	210	98	459	121	77	628
Future Volume (vph)	210	98	459	121	77	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		275	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1845	1568	1752	1845
Flt Permitted	0.950				0.400	
Satd. Flow (perm)	1736	1553	1845	1568	738	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	2002		1165			7028
Travel Time (s)	39.0		17.7			106.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	233	109	510	134	86	698
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	109	510	134	86	698
Turn Type	Prot	Perm	NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases		8		2	6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	19.0	19.0
Total Split (s)	20.0	20.0	40.0	20.0	40.0	40.0
Total Split (%)	33.3%	33.3%	66.7%	33.3%	66.7%	66.7%
Maximum Green (s)	13.0	13.0	33.0	13.0	33.0	33.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	None	Min	Min
Act Effct Green (s)	12.7	12.7	25.1	48.1	25.1	25.1
Actuated g/C Ratio	0.26	0.26	0.52	1.00	0.52	0.52
v/c Ratio	0.51	0.27	0.53	0.09	0.22	0.73
Control Delay	20.7	17.5	10.1	0.1	8.1	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	17.5	10.1	0.1	8.1	14.2
LOS	C	B	B	A	A	B
Approach Delay	19.7		8.0			13.5



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	B		A		B	
Queue Length 50th (ft)	51	22	85	0	12	135
Queue Length 95th (ft)	134	69	155	0	32	249
Internal Link Dist (ft)	1922		1085		6948	
Turn Bay Length (ft)	175		275		175	
Base Capacity (vph)	555	496	1377	1568	551	1377
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.22	0.37	0.09	0.16	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 48.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 12.7
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
9: NC 210 & NC 172

2017 No-Build PM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	179	61	233	289	326	67	266	156	381	462	82
Future Volume (vph)	44	179	61	233	289	326	67	266	156	381	462	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	200		450	300		150	400		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.962				0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1775	0	1752	1845	1568	1752	1845	1568	3400	1802	0
Flt Permitted	0.462			0.286			0.950			0.950		
Satd. Flow (perm)	852	1775	0	528	1845	1568	1752	1845	1568	3400	1802	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2075			3100			2850	
Travel Time (s)		26.0			31.4			47.0			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	49	199	68	259	321	362	74	296	173	423	513	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	267	0	259	321	362	74	296	173	423	604	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	19.0	19.0	14.0	19.0	
Total Split (s)	14.0	29.0		20.0	35.0	27.0	14.0	44.0	44.0	27.0	57.0	
Total Split (%)	11.7%	24.2%		16.7%	29.2%	22.5%	11.7%	36.7%	36.7%	22.5%	47.5%	
Maximum Green (s)	7.0	22.0		13.0	28.0	20.0	7.0	37.0	37.0	20.0	50.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)	30.4	21.1		40.9	30.4	54.9	9.3	27.6	27.6	19.3	41.5	
Actuated g/C Ratio	0.29	0.20		0.40	0.29	0.53	0.09	0.27	0.27	0.19	0.40	
v/c Ratio	0.15	0.74		0.68	0.59	0.44	0.47	0.60	0.41	0.67	0.83	
Control Delay	24.3	53.9		34.8	40.6	19.7	60.9	38.9	34.9	46.5	40.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.3	53.9		34.8	40.6	19.7	60.9	38.9	34.9	46.5	40.7	
LOS	C	D		C	D	B	E	D	C	D	D	
Approach Delay		49.3			31.0			40.6			43.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			C			D			D		
Queue Length 50th (ft)	21	172		124	197	152	50	182	100	140	390	
Queue Length 95th (ft)	52	#315		#240	331	274	#115	271	165	214	545	
Internal Link Dist (ft)	2015			1995			3020			2770		
Turn Bay Length (ft)	400			200			450			300		
Base Capacity (vph)	331	424		392	559	883	157	717	418	746	935	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.15	0.63		0.66	0.57	0.41	0.47	0.41	0.41	0.57	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 103.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 39.3

Intersection LOS: D

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

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













Queue shown is maximum after two cycles.

Splits and Phases: 9: NC 210 & NC 172



Lanes, Volumes, Timings
 10: NC 210 & Ridge Field Ave/Dixon Middle School

2017 No-Build PM Peak
 02/21/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	77	64	34	431	665	64
Future Volume (vph)	77	64	34	431	665	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	425	350			350
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1752	1845	1845	1568
Flt Permitted	0.950		0.185			
Satd. Flow (perm)	1736	1553	341	1845	1845	1568
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	1052			2580	3100	
Travel Time (s)	28.7			39.1	47.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	86	71	38	479	739	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	71	38	479	739	71
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	15.0	14.0	14.0	75.0	61.0	15.0
Total Split (%)	16.7%	15.6%	15.6%	83.3%	67.8%	16.7%
Maximum Green (s)	8.0	7.0	7.0	68.0	54.0	8.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	10.4	20.6	45.4	47.3	37.0	47.8
Actuated g/C Ratio	0.17	0.33	0.74	0.77	0.60	0.77
v/c Ratio	0.29	0.14	0.08	0.34	0.67	0.06
Control Delay	31.5	18.1	3.2	4.3	16.4	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	18.1	3.2	4.3	16.4	2.8
LOS	C	B	A	A	B	A
Approach Delay	25.4			4.2	15.2	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	C			A	B	
Queue Length 50th (ft)	30	18	4	63	240	7
Queue Length 95th (ft)	85	58	10	97	367	15
Internal Link Dist (ft)	972		2500		3020	
Turn Bay Length (ft)	425		350		350	
Base Capacity (vph)	307	519	476	1791	1592	1215
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.14	0.08	0.27	0.46	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 61.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A





















Splits and Phases: 10: NC 210 & Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
12: NC 210 & Old Folkstone Rd

2017 No-Build PM Peak

02/21/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	100	123	70	141	182	125	227	51	175	304	133
Future Volume (vph)	98	100	123	70	141	182	125	227	51	175	304	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		50	150		0	100		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.972			0.954	
Flt Protected		0.976			0.984		0.950			0.950		
Satd. Flow (prot)	0	1800	1568	0	1815	1568	1752	1793	0	1752	1760	0
Flt Permitted		0.726			0.809		0.387			0.571		
Satd. Flow (perm)	0	1339	1568	0	1492	1568	714	1793	0	1053	1760	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		2092			2068			2565			3020	
Travel Time (s)		31.7			31.3			31.8			45.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	109	111	137	78	157	202	139	252	57	194	338	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	137	0	235	202	139	309	0	194	486	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	14.0	14.0		14.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0	28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0	-2.0		-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Act Effct Green (s)		14.5	14.5		14.5	14.5	19.8	19.8		19.8	19.8	
Actuated g/C Ratio		0.33	0.33		0.33	0.33	0.44	0.44		0.44	0.44	
v/c Ratio		0.51	0.27		0.49	0.40	0.44	0.39		0.42	0.62	
Control Delay		17.9	13.7		16.9	15.3	14.7	10.5		12.4	14.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.9	13.7		16.9	15.3	14.7	10.5		12.4	14.2	
LOS		B	B		B	B	B	B		B	B	
Approach Delay		16.3			16.1			11.8			13.7	

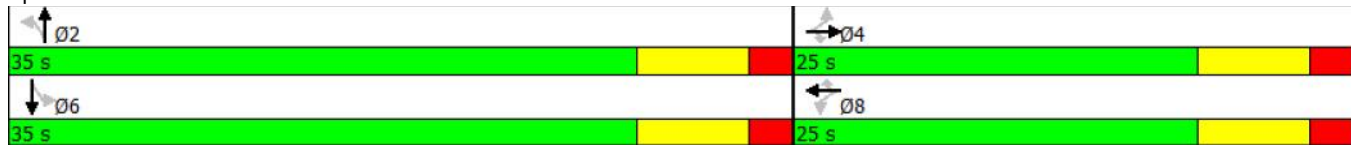
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		37	21		39	33	22	47		30	85	
Queue Length 95th (ft)		118	72		122	103	69	109		82	189	
Internal Link Dist (ft)		2012			1988			2485			2940	
Turn Bay Length (ft)			150			50	150			100		
Base Capacity (vph)		622	728		693	728	498	1250		734	1227	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.35	0.19		0.34	0.28	0.28	0.25		0.26	0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 44.6
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 14.3
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 12: NC 210 & Old Folkstone Rd



Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑	↘	
Traffic Vol, veh/h	528	5	6	795	13	12
Future Vol, veh/h	528	5	6	795	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	7	7
Mvmt Flow	587	6	7	883	14	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	587	0	1484 293
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	897 -
Critical Hdwy	-	-	4.145	-	6.705 7.005
Critical Hdwy Stg 1	-	-	-	-	5.905 -
Critical Hdwy Stg 2	-	-	-	-	5.505 -
Follow-up Hdwy	-	-	2.2285	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	980	-	121 691
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	386 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	980	-	120 691
Mov Cap-2 Maneuver	-	-	-	-	120 -
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	383 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	26
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	199	-	-	980	-
HCM Lane V/C Ratio	0.14	-	-	0.007	-
HCM Control Delay (s)	26	-	-	8.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	521	12	54	790	13	41
Future Vol, veh/h	521	12	54	790	13	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	9	9
Mvmt Flow	579	13	60	878	14	46

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	592	0	1584
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	998
Critical Hdwy	-	-	4.13	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.227	-	3.581
Pot Cap-1 Maneuver	-	-	979	-	115
Stage 1	-	-	-	-	543
Stage 2	-	-	-	-	346
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	979	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	543
Stage 2	-	-	-	-	304

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	-	-	979	-
HCM Lane V/C Ratio	0.234	-	-	0.061	-
HCM Control Delay (s)	23.3	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	4	8	3	2	5	4	8	554	11	4	685	4
Future Vol, veh/h	4	8	3	2	5	4	8	554	11	4	685	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	275	175	-	175	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	9	3	2	6	4	9	616	12	4	761	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1408	1405	383	1027	1407	616	766	0	0	616	0	0
Stage 1	772	772	-	633	633	-	-	-	-	-	-	-
Stage 2	636	633	-	394	774	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.59	6.99	7.345	6.545	6.245	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.59	5.59	-	6.145	5.545	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.545	5.545	-	-	-	-	-	-	-
Follow-up Hdwy	3.557	4.057	3.357	3.5285	4.0285	3.3285	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	104	135	606	199	137	487	840	-	-	956	-	-
Stage 1	352	401	-	465	470	-	-	-	-	-	-	-
Stage 2	457	464	-	601	405	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	133	606	186	135	487	840	-	-	956	-	-
Mov Cap-2 Maneuver	99	133	-	186	135	-	-	-	-	-	-	-
Stage 1	348	399	-	460	465	-	-	-	-	-	-	-
Stage 2	443	459	-	582	403	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.7		24.3		0.1		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	840	-	-	142	146	487	956	-	-
HCM Lane V/C Ratio	0.011	-	-	0.117	0.053	0.009	0.005	-	-
HCM Control Delay (s)	9.3	-	-	33.7	31	12.5	8.8	-	-
HCM Lane LOS	A	-	-	D	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↖		↑
Traffic Vol, veh/h	0	16	562	16	0	857
Future Vol, veh/h	0	16	562	16	0	857
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	18	624	18	0	952

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	624	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-
Pot Cap-1 Maneuver	0	484	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	484	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	484
HCM Lane V/C Ratio	-	-	0.037
HCM Control Delay (s)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔	↔	↔	↔	
Traffic Vol, veh/h	14	4	53	25	4	5	38	548	51	15	847	15
Future Vol, veh/h	14	4	53	25	4	5	38	548	51	15	847	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	4	59	28	4	6	42	609	57	17	941	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1681	1676	949	1707	1684	609	958	0	0	609	0	0
Stage 1	983	983	-	693	693	-	-	-	-	-	-	-
Stage 2	698	693	-	1014	991	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	75	95	315	71	94	493	714	-	-	965	-	-
Stage 1	298	326	-	432	443	-	-	-	-	-	-	-
Stage 2	429	443	-	286	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	65	85	315	51	84	493	714	-	-	965	-	-
Mov Cap-2 Maneuver	65	85	-	51	84	-	-	-	-	-	-	-
Stage 1	270	320	-	391	401	-	-	-	-	-	-	-
Stage 2	380	401	-	225	317	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	45.3		110.7		0.6		0.2	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	714	-	-	165	51	156	965	-	-
HCM Lane V/C Ratio	0.059	-	-	0.478	0.545	0.064	0.017	-	-
HCM Control Delay (s)	10.4	0	-	45.3	139.9	29.7	8.8	-	-
HCM Lane LOS	B	A	-	E	F	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	2.1	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	27	15	16	446	672	46
Future Vol, veh/h	27	15	16	446	672	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	225	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	30	17	18	496	747	51

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1278	747	747	0	-	0
Stage 1	747	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	183	411	857	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	411	857	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	857	-	224	-	-
HCM Lane V/C Ratio	0.021	-	0.208	-	-
HCM Control Delay (s)	9.3	-	25.3	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection							
Int Delay, s/veh	1.8						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖↗	↗	↖	↖↗
Traffic Vol, veh/h	52	49	4	483	28	41	736
Future Vol, veh/h	52	49	4	483	28	41	736
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	125	275	-	275	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	4	4	4	4	4
Mvmt Flow	58	54	4	537	31	46	818

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1046	268	596	0	0	537
Stage 1	546	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.92	7.02	6.48	-	-	4.18
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.54	-	-	2.24
Pot Cap-1 Maneuver	217	718	594	-	-	1013
Stage 1	533	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	718	594	-	-	1013
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0.1	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	594	-	-	207	718	1013
HCM Lane V/C Ratio	0.007	-	-	0.279	0.076	0.045
HCM Control Delay (s)	11.1	-	-	29	10.4	8.7
HCM Lane LOS	B	-	-	D	B	A
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0.1

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5405	5386	5339	5395	5381	5356	5418
Vehs Exited	5427	5373	5389	5379	5359	5325	5454
Starting Vehs	372	356	382	357	322	334	375
Ending Vehs	350	369	332	373	344	365	339
Denied Entry Before	1	2	0	1	2	2	2
Denied Entry After	0	0	1	2	3	1	1
Travel Distance (mi)	11463	11512	11522	11480	11528	11337	11550
Travel Time (hr)	352.1	356.4	360.5	353.4	357.6	350.9	363.5
Total Delay (hr)	88.0	92.4	96.0	90.3	93.0	89.8	98.2
Total Stops	6878	7126	7265	7007	7159	6922	7348
Fuel Used (gal)	370.1	373.6	375.6	370.8	373.1	365.2	374.5

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5414	5403	5325	5381
Vehs Exited	5466	5408	5272	5387
Starting Vehs	404	359	336	355
Ending Vehs	352	354	389	353
Denied Entry Before	1	0	0	0
Denied Entry After	1	2	2	0
Travel Distance (mi)	11610	11824	11255	11508
Travel Time (hr)	357.2	372.1	346.9	357.0
Total Delay (hr)	90.1	100.4	88.1	92.6
Total Stops	7038	7533	7026	7128
Fuel Used (gal)	375.4	382.4	365.8	372.6

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	5405	5386	5339	5395	5381	5356	5418
Vehs Exited	5427	5373	5389	5379	5359	5325	5454
Starting Vehs	372	356	382	357	322	334	375
Ending Vehs	350	369	332	373	344	365	339
Denied Entry Before	1	2	0	1	2	2	2
Denied Entry After	0	0	1	2	3	1	1
Travel Distance (mi)	11463	11512	11522	11480	11528	11337	11550
Travel Time (hr)	352.1	356.4	360.5	353.4	357.6	350.9	363.5
Total Delay (hr)	88.0	92.4	96.0	90.3	93.0	89.8	98.2
Total Stops	6878	7126	7265	7007	7159	6922	7348
Fuel Used (gal)	370.1	373.6	375.6	370.8	373.1	365.2	374.5

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	5414	5403	5325	5381
Vehs Exited	5466	5408	5272	5387
Starting Vehs	404	359	336	355
Ending Vehs	352	354	389	353
Denied Entry Before	1	0	0	0
Denied Entry After	1	2	2	0
Travel Distance (mi)	11610	11824	11255	11508
Travel Time (hr)	357.2	372.1	346.9	357.0
Total Delay (hr)	90.1	100.4	88.1	92.6
Total Stops	7038	7533	7026	7128
Fuel Used (gal)	375.4	382.4	365.8	372.6

Intersection: 1: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	U	T	T	L	L	T	T
Maximum Queue (ft)	146	82	110	32	134	139	163	125	101	104
Average Queue (ft)	68	13	43	3	68	76	82	35	46	42
95th Queue (ft)	120	55	96	18	113	124	136	85	88	86
Link Distance (ft)		1050			1429	1429			2076	2076
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300		400	300			400	400		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 2: Dixon High School Entrance & NC 210

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	29	58
Average Queue (ft)	3	18
95th Queue (ft)	17	47
Link Distance (ft)		978
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	275	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Dixon Rd & NC 210

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	156	78
Average Queue (ft)	37	27
95th Queue (ft)	110	59
Link Distance (ft)	4591	1003
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	T	R	R	L	L	T
Maximum Queue (ft)	131	100	145	98	455	146	54	57	86	164
Average Queue (ft)	68	27	66	33	221	29	12	12	38	68
95th Queue (ft)	108	65	115	74	400	111	39	40	73	133
Link Distance (ft)	2025	2025			857					1490
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			375	375		300	300	500	500	
Storage Blk Time (%)	7									
Queuing Penalty (veh)	5									

Intersection: 5: NC 210 & Manchester Ln/USMC Base Secondary Entrance

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	40	25	21	23	15
Average Queue (ft)	12	5	3	2	1
95th Queue (ft)	38	20	14	14	8
Link Distance (ft)	1170	1001			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			275	175	200
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: NC 210 & Betty Dixon Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	162	105	191	56	160	289
Average Queue (ft)	82	24	91	18	43	130
95th Queue (ft)	138	79	159	47	104	237
Link Distance (ft)	1963		1111			6961
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		175		275	175	
Storage Blk Time (%)	0					3
Queuing Penalty (veh)	0					2

Intersection: 7: NC 210 & Beaufort Dr

Movement	WB
Directions Served	R
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	1014
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: NC 210 & Village Dr/Quarters Landing Cir

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R	L	TR
Maximum Queue (ft)	100	69	38	176	4	29	12
Average Queue (ft)	39	20	7	48	0	6	0
95th Queue (ft)	77	50	27	134	4	23	6
Link Distance (ft)	1076		988	2740			612
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50			175	150	
Storage Blk Time (%)		5	0	0			
Queuing Penalty (veh)		0	0	0			

Intersection: 9: NC 210 & NC 172

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	59	254	211	232	190	150	416	249	189	599	705
Average Queue (ft)	16	131	94	94	52	33	182	110	93	148	401
95th Queue (ft)	42	230	176	191	136	108	330	222	153	383	648
Link Distance (ft)		2017		1972			2961				2740
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	400		200		450	300		150	400	400	
Storage Blk Time (%)			0	1			21	1			17
Queuing Penalty (veh)			2	4			47	5			66

Intersection: 10: NC 210 & Ridge Field Ave/Dixon Middle School

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	88	75	58	140	302	54
Average Queue (ft)	38	23	17	51	130	15
95th Queue (ft)	74	52	45	114	238	44
Link Distance (ft)	1001		2505		2961	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	425		350		350	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 11: NC 210 & Pebble Shore Dr

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	66	31
Average Queue (ft)	18	7
95th Queue (ft)	43	26
Link Distance (ft)	970	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	225	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: NC 210 & Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	LT	R	L	TR	L	TR
Maximum Queue (ft)	199	149	231	150	152	158	155	246
Average Queue (ft)	86	56	96	75	62	56	69	115
95th Queue (ft)	160	110	174	134	119	117	131	199
Link Distance (ft)	2054		2024		2520		2949	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		50		150		100	
Storage Blk Time (%)	2	0	27	22	1	0	2	8
Queuing Penalty (veh)	3	0	49	47	2	0	7	14

Intersection: 13: US 17 & Dixon High School Entrance

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	U	R	L
Maximum Queue (ft)	74	54	27	2	62
Average Queue (ft)	29	19	2	0	16
95th Queue (ft)	60	40	12	2	45
Link Distance (ft)	940				
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		125	275	275	275
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary















Network wide Queuing Penalty: 253

Appendix E-3

2040 No-Build AM Peak Hour Analyses

Lanes, Volumes, Timings
1: US 17 & NC 210

2040 No-Build AM Peak
02/21/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	117	467	4	1374	231	622	925
Future Volume (vph)	117	467	4	1374	231	622	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	400	300		300	400	
Storage Lanes	1	1	1		1	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	2760	1736	3471	1553	3367	3471
Flt Permitted	0.950		0.279			0.950	
Satd. Flow (perm)	1752	2760	510	3471	1553	3367	3471
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	45			55			55
Link Distance (ft)	1156			1509			2095
Travel Time (s)	17.5			18.7			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%	4%
Adj. Flow (vph)	130	519	4	1527	257	691	1028
Shared Lane Traffic (%)							
Lane Group Flow (vph)	130	519	4	1527	257	691	1028
Turn Type	Prot	pt+ov	Perm	NA	Perm	Prot	NA
Protected Phases	3	3 1		2		1	6
Permitted Phases			2		2		
Detector Phase	3	1		2		1	6
Switch Phase							
Minimum Initial (s)	7.0		14.0	14.0	14.0	7.0	14.0
Minimum Split (s)	14.0		21.0	21.0	21.0	14.0	21.0
Total Split (s)	14.0		49.0	49.0	49.0	27.0	76.0
Total Split (%)	15.6%		54.4%	54.4%	54.4%	30.0%	84.4%
Maximum Green (s)	7.0		42.0	42.0	42.0	20.0	69.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	None	Min
Act Effct Green (s)	9.0	35.6	41.8	41.8	41.8	21.5	68.3
Actuated g/C Ratio	0.10	0.41	0.48	0.48	0.48	0.25	0.78
v/c Ratio	0.72	0.46	0.02	0.92	0.35	0.83	0.38
Control Delay	62.5	21.1	12.2	31.8	15.8	42.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	21.1	12.2	31.8	15.8	42.0	3.4
LOS	E	C	B	C	B	D	A
Approach Delay	29.4			29.4			18.9



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	C			C		B	
Queue Length 50th (ft)	73	121	1	398	86	193	69
Queue Length 95th (ft)	#163	171	7	#561	141	#281	90
Internal Link Dist (ft)	1076		1429		2015		
Turn Bay Length (ft)	300	400	300	300		400	
Base Capacity (vph)	181	1140	243	1752	742	850	2828
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.46	0.02	0.87	0.35	0.81	0.36

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 87.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 25.1

Intersection LOS: C

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15

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

















Queue shown is maximum after two cycles.

Splits and Phases: 1: US 17 & NC 210



Lanes, Volumes, Timings
4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 No-Build AM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 	 	
Traffic Volume (vph)	136	158	838	404	514	921
Future Volume (vph)	136	158	838	404	514	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375		300	500	
Storage Lanes	2	2		2	2	
Taper Length (ft)	100				300	
Lane Util. Factor	0.97	0.88	1.00	0.88	0.97	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3400	2760	1845	2760	3400	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	2760	1845	2760	3400	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		55			55
Link Distance (ft)	2082		955			1576
Travel Time (s)	56.8		11.8			19.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	151	176	931	449	571	1023
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	176	931	449	571	1023
Turn Type	Prot	pt+ov	NA	Prot	Prot	NA
Protected Phases	3	3 1	2	2	1	6
Permitted Phases						
Detector Phase	3	1	2		1	6
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	23.0		54.0	54.0	23.0	77.0
Total Split (%)	23.0%		54.0%	54.0%	23.0%	77.0%
Maximum Green (s)	16.0		47.0	47.0	16.0	70.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	None	Min
Act Effct Green (s)	11.5	34.5	49.0	49.0	18.0	72.0
Actuated g/C Ratio	0.12	0.37	0.52	0.52	0.19	0.77
v/c Ratio	0.36	0.17	0.96	0.31	0.87	0.72
Control Delay	40.0	20.3	44.6	13.6	52.8	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	20.3	44.6	13.6	52.8	9.6
LOS	D	C	D	B	D	A
Approach Delay	29.4		34.6			25.1

Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 No-Build AM Peak
 02/21/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	C		C		C	
Queue Length 50th (ft)	42	39	503	81	170	248
Queue Length 95th (ft)	72	64	#825	123	#272	446
Internal Link Dist (ft)	2002		875		1496	
Turn Bay Length (ft)	375		300		500	
Base Capacity (vph)	654	1018	966	1446	654	1420
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.17	0.96	0.31	0.87	0.72

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 93.5
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 77.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
6: NC 210 & Betty Dixon Rd

2040 No-Build AM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	212	151	1158	371	193	843
Future Volume (vph)	212	151	1158	371	193	843
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		275	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1845	1568	1752	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	1845	1568	1752	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	2002		1165			7028
Travel Time (s)	39.0		17.7			106.5
Peak Hour Factor	0.50	0.50	0.90	0.50	0.50	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	424	302	1287	742	386	937
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	302	1287	742	386	937
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	14.0	19.0
Total Split (s)	39.0	39.0	105.0	39.0	36.0	141.0
Total Split (%)	21.7%	21.7%	58.3%	21.7%	20.0%	78.3%
Maximum Green (s)	32.0	32.0	98.0	32.0	29.0	134.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	34.0	34.0	100.0	139.0	31.0	136.0
Actuated g/C Ratio	0.19	0.19	0.56	0.77	0.17	0.76
v/c Ratio	1.30	1.03	1.26	0.61	1.28	0.67
Control Delay	208.0	129.2	158.2	11.5	205.3	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	208.0	129.2	158.2	11.5	205.3	13.9
LOS	F	F	F	B	F	B
Approach Delay	175.2		104.5			69.8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	F		F		E	
Queue Length 50th (ft)	~636	~380	~1894	342	~575	503
Queue Length 95th (ft)	336	243	#2160	164	311	638
Internal Link Dist (ft)	1922		1085		6948	
Turn Bay Length (ft)	175		275		175	
Base Capacity (vph)	327	293	1025	1210	301	1394
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.03	1.26	0.61	1.28	0.67

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Natural Cycle: 180
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 105.8
 Intersection Capacity Utilization 95.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
9: NC 210 & NC 172

2040 No-Build AM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	481	134	297	296	636	122	912	440	548	530	80
Future Volume (vph)	150	481	134	297	296	636	122	912	440	548	530	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	200		450	300		150	400		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.967				0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1784	0	1752	1845	1568	1752	1845	1568	3400	1808	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1784	0	1752	1845	1568	1752	1845	1568	3400	1808	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2075			3100			2850	
Travel Time (s)		26.0			31.4			47.0			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	167	534	149	330	329	707	136	1013	489	609	589	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	683	0	330	329	707	136	1013	489	609	678	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	19.0	19.0	14.0	19.0	
Total Split (s)	25.0	47.0		27.0	49.0	27.0	19.0	69.0	69.0	27.0	77.0	
Total Split (%)	14.7%	27.6%		15.9%	28.8%	15.9%	11.2%	40.6%	40.6%	15.9%	45.3%	
Maximum Green (s)	18.0	40.0		20.0	42.0	20.0	12.0	62.0	62.0	20.0	70.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)	19.4	42.0		22.0	44.6	71.6	14.0	64.0	64.0	22.0	72.0	
Actuated g/C Ratio	0.11	0.25		0.13	0.26	0.42	0.08	0.38	0.38	0.13	0.42	
v/c Ratio	0.83	1.55		1.46	0.68	1.07	0.94	1.46	0.83	1.38	0.89	
Control Delay	104.8	299.8		277.5	64.8	102.1	136.6	252.6	61.4	237.2	60.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	104.8	299.8		277.5	64.8	102.1	136.6	252.6	61.4	237.2	60.0	
LOS	F	F		F	E	F	F	F	E	F	E	
Approach Delay		261.5			135.5			185.9			143.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F			F			F			F		
Queue Length 50th (ft)	185	~1067		~500	334	~875	154	~1535	494	~462	693	
Queue Length 95th (ft)	#314	#1321		#709	452	#1129	#300	#1803	657	#589	#934	
Internal Link Dist (ft)	2015			1995			3020			2770		
Turn Bay Length (ft)	400			200			450			300		
Base Capacity (vph)	206	440		226	483	659	144	694	590	440	765	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.81	1.55		1.46	0.68	1.07	0.94	1.46	0.83	1.38	0.89	

Intersection Summary

Area Type: Other

Cycle Length: 170

Actuated Cycle Length: 170

Natural Cycle: 170

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.55

Intersection Signal Delay: 174.5

Intersection LOS: F

Intersection Capacity Utilization 130.2%

ICU Level of Service H

Analysis Period (min) 15

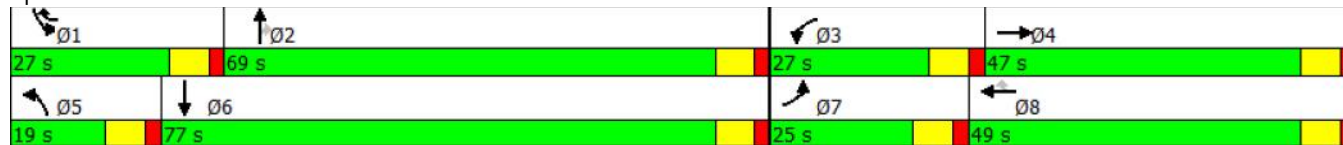
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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













Queue shown is maximum after two cycles.

Splits and Phases: 9: NC 210 & NC 172



Lanes, Volumes, Timings
 10: NC 210 & Ridge Field Ave/Dixon Middle School

2040 No-Build AM Peak
 02/21/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	128	68	127	1298	840	154
Future Volume (vph)	128	68	127	1298	840	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	425	350			350
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1752	1845	1845	1568
Fl _t Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1553	1752	1845	1845	1568
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	1052			2580	3100	
Travel Time (s)	28.7			39.1	47.0	
Peak Hour Factor	0.50	0.50	0.50	0.90	0.90	0.50
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	256	136	254	1442	933	308
Shared Lane Traffic (%)						
Lane Group Flow (vph)	256	136	254	1442	933	308
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	21.0	21.0	21.0	89.0	68.0	21.0
Total Split (%)	19.1%	19.1%	19.1%	80.9%	61.8%	19.1%
Maximum Green (s)	14.0	14.0	14.0	82.0	61.0	14.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	16.0	37.0	16.0	84.0	63.0	84.0
Actuated g/C Ratio	0.15	0.34	0.15	0.76	0.57	0.76
v/c Ratio	1.02	0.26	1.00	1.02	0.88	0.26
Control Delay	108.2	28.3	104.5	45.0	32.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.2	28.3	104.5	45.0	32.2	4.4
LOS	F	C	F	D	C	A
Approach Delay	80.5			53.9	25.3	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	F		D		C	
Queue Length 50th (ft)	~187	69	182	~1086	537	53
Queue Length 95th (ft)	141	62	140	#1347	#839	39
Internal Link Dist (ft)	972		2500		3020	
Turn Bay Length (ft)	425		350		350	
Base Capacity (vph)	252	522	254	1408	1056	1197
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.26	1.00	1.02	0.88	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 46.4
 Intersection Capacity Utilization 83.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NC 210 & Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
12: NC 210 & Old Folkstone Rd

2040 No-Build AM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	340	188	84	244	450	189	464	118	462	339	187
Future Volume (vph)	254	340	188	84	244	450	189	464	118	462	339	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	250		50	150		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	1752	1789	0	1752	1747	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1845	1568	1752	1845	1568	1752	1789	0	1752	1747	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		2092			2068			2564			3020	
Travel Time (s)		31.7			31.3			31.8			45.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	282	378	209	93	271	500	210	516	131	513	377	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	378	209	93	271	500	210	647	0	513	585	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	28.0	40.0	28.0	14.0	26.0	47.0	28.0	59.0		47.0	78.0	
Total Split (%)	17.5%	25.0%	17.5%	8.8%	16.3%	29.4%	17.5%	36.9%		29.4%	48.8%	
Maximum Green (s)	21.0	33.0	21.0	7.0	19.0	40.0	21.0	52.0		40.0	71.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	23.0	35.0	62.4	9.0	21.0	68.0	22.4	54.0		42.0	73.6	
Actuated g/C Ratio	0.14	0.22	0.39	0.06	0.13	0.42	0.14	0.34		0.26	0.46	
v/c Ratio	1.12	0.94	0.34	0.95	1.12	0.75	0.86	1.07		1.12	0.73	
Control Delay	153.3	92.5	36.2	150.4	154.0	47.4	97.4	107.0		130.5	41.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	153.3	92.5	36.2	150.4	154.0	47.4	97.4	107.0		130.5	41.7	
LOS	F	F	D	F	F	D	F	F		F	D	
Approach Delay		98.7			91.9			104.7			83.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				F			F			F	
Queue Length 50th (ft)	~338	393	152	99	~325	438	217	~748		~614	495	
Queue Length 95th (ft)	#533	#596	225	#220	#516	592	#358	#995		#848	653	
Internal Link Dist (ft)	2012				1988			2484			2940	
Turn Bay Length (ft)	250		150	250		50	150			100		
Base Capacity (vph)	251	403	617	98	242	666	251	603		459	804	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.12	0.94	0.34	0.95	1.12	0.75	0.84	1.07		1.12	0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Natural Cycle: 160
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 93.9
 Intersection Capacity Utilization 100.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: NC 210 & Old Folkstone Rd



Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑	↘	
Traffic Vol, veh/h	1372	29	21	912	11	11
Future Vol, veh/h	1372	29	21	912	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	50	50	90	50	50
Heavy Vehicles, %	3	3	3	3	7	7
Mvmt Flow	1524	58	42	1013	22	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1524	0	2621 762
Stage 1	-	-	-	-	1524 -
Stage 2	-	-	-	-	1097 -
Critical Hdwy	-	-	4.145	-	6.705 7.005
Critical Hdwy Stg 1	-	-	-	-	5.905 -
Critical Hdwy Stg 2	-	-	-	-	5.505 -
Follow-up Hdwy	-	-	2.2285	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	432	-	~ 21 339
Stage 1	-	-	-	-	161 -
Stage 2	-	-	-	-	309 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	432	-	~ 19 339
Mov Cap-2 Maneuver	-	-	-	-	~ 19 -
Stage 1	-	-	-	-	161 -
Stage 2	-	-	-	-	279 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	\$ 394.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	36	-	-	432	-
HCM Lane V/C Ratio	1.222	-	-	0.097	-
HCM Control Delay (s)	\$ 394.8	-	-	14.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.6	-	-	0.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	34.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1367	19	76	909	16	99
Future Vol, veh/h	1367	19	76	909	16	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	9	9
Mvmt Flow	1519	21	84	1010	18	110

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1540	0	2708
Stage 1	-	-	-	-	1529
Stage 2	-	-	-	-	1179
Critical Hdwy	-	-	4.13	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.227	-	3.581
Pot Cap-1 Maneuver	-	-	428	-	22
Stage 1	-	-	-	-	190
Stage 2	-	-	-	-	283
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	428	-	~ 12
Mov Cap-2 Maneuver	-	-	-	-	~ 12
Stage 1	-	-	-	-	190
Stage 2	-	-	-	-	156

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	\$ 743.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	56	-	-	428	-
HCM Lane V/C Ratio	2.282	-	-	0.197	-
HCM Control Delay (s)	\$ 743.9	-	-	15.5	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	12.7	-	-	0.7	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	4	9	17	23	16	4	6	1273	4	4	1024	4
Future Vol, veh/h	4	9	17	23	16	4	6	1273	4	4	1024	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	275	175	-	175	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	10	19	26	18	4	7	1414	4	4	1138	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2586	2577	571	2011	2579	1414	1142	0	0	1414	0	0
Stage 1	1149	1149	-	1428	1428	-	-	-	-	-	-	-
Stage 2	1437	1428	-	583	1151	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.59	6.99	7.345	6.545	6.245	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.59	5.59	-	6.145	5.545	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.545	5.545	-	-	-	-	-	-	-
Follow-up Hdwy	3.557	4.057	3.357	3.5285	4.0285	3.3285	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	14	24	456	39	25	167	605	-	-	476	-	-
Stage 1	207	266	-	166	198	-	-	-	-	-	-	-
Stage 2	160	194	-	464	270	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	6	24	456	~ 25	25	167	605	-	-	476	-	-
Mov Cap-2 Maneuver	6	24	-	~ 25	25	-	-	-	-	-	-	-
Stage 1	205	264	-	164	196	-	-	-	-	-	-	-
Stage 2	140	192	-	424	268	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	442.4		626.2		0.1		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	28	25	167	476	-	-
HCM Lane V/C Ratio	0.011	-	-	1.19	1.733	0.027	0.009	-	-
HCM Control Delay (s)	11	-	-	442.4	687.6	27.1	12.6	-	-
HCM Lane LOS	B	-	-	F	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	3.9	5.3	0.1	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑	↖		↑
Traffic Vol, veh/h	0	47	1547	26	0	1030
Future Vol, veh/h	0	47	1547	26	0	1030
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	52	1719	29	0	1144

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1719	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-	-
Pot Cap-1 Maneuver	0	110	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	110	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	64.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	110
HCM Lane V/C Ratio	-	-	0.475
HCM Control Delay (s)	-	-	64.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	2.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	23	4	74	87	4	29	102	1549	42	9	1003	21
Future Vol, veh/h	23	4	74	87	4	29	102	1549	42	9	1003	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	26	4	82	97	4	32	113	1721	47	10	1114	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3112	3094	1126	3137	3106	1721	1138	0	0	1721	0	0
Stage 1	1146	1146	-	1948	1948	-	-	-	-	-	-	-
Stage 2	1966	1948	-	1189	1158	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 7	12	248	~ 7	11	110	610	-	-	365	-	-
Stage 1	241	273	-	~ 83	110	-	-	-	-	-	-	-
Stage 2	81	110	-	228	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	248	-	0	110	610	-	-	365	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	241	266	-	~ 83	0	-	-	-	-	-	-	-
Stage 2	-	0	-	146	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	0.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	610	-	-	-	110	365	-
HCM Lane V/C Ratio	0.186	-	-	-	0.333	0.027	-
HCM Control Delay (s)	12.2	0	-	-	53.3	15.1	-
HCM Lane LOS	B	A	-	-	F	C	-
HCM 95th %tile Q(veh)	0.7	-	-	-	1.3	0.1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	65.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	90	34	30	1311	871	53
Future Vol, veh/h	90	34	30	1311	871	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	225	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	100	38	33	1457	968	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2491	968	968	0	-	0
Stage 1	968	-	-	-	-	-
Stage 2	1523	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	~ 32	307	708	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 31	307	708	-	-	-
Mov Cap-2 Maneuver	~ 31	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	189	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s \$ 1268		0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	41	-	-
HCM Lane V/C Ratio	0.047	-	3.36	-	-
HCM Control Delay (s)	10.3	-	\$ 1268	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	15.4	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection							
Int Delay, s/veh	205.2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↕	↗	↖	↕
Traffic Vol, veh/h	57	81	4	1482	104	98	973
Future Vol, veh/h	57	81	4	1482	104	98	973
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	125	275	-	275	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	50	50	90	90	50	50	90
Heavy Vehicles, %	6	6	4	4	4	4	4
Mvmt Flow	114	162	4	1647	208	196	1081

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	2589	823	789	0	0	1647	0
Stage 1	1656	-	-	-	-	-	-
Stage 2	933	-	-	-	-	-	-
Critical Hdwy	6.92	7.02	6.48	-	-	4.18	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.54	-	-	2.24	-
Pot Cap-1 Maneuver	~ 19	308	447	-	-	380	-
Stage 1	135	-	-	-	-	-	-
Stage 2	334	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	~ 9	308	447	-	-	380	-
Mov Cap-2 Maneuver	~ 9	-	-	-	-	-	-
Stage 1	135	-	-	-	-	-	-
Stage 2	162	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, \$ 2519.4		0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	447	-	-	9	308	380	-
HCM Lane V/C Ratio	0.01	-	-12.667	0.526	0.516	-	-
HCM Control Delay (s)	13.1	-	\$ 6058.3	29	24.1	-	-
HCM Lane LOS	B	-	-	F	D	C	-
HCM 95th %tile Q(veh)	0	-	-	15.8	2.9	2.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8777	8686	8659	8905	8847	8560	8763
Vehs Exited	8029	7976	7956	8047	8073	7828	7902
Starting Vehs	992	1046	1005	987	940	958	893
Ending Vehs	1740	1756	1708	1845	1714	1690	1754
Denied Entry Before	7	5	16	7	4	7	27
Denied Entry After	1179	1447	1270	1373	1237	1459	1369
Travel Distance (mi)	17318	16943	17127	17256	17384	16936	17081
Travel Time (hr)	1963.8	2069.4	1988.4	2082.8	1935.7	2003.9	2053.4
Total Delay (hr)	1572.7	1685.8	1600.3	1693.2	1542.5	1620.2	1666.1
Total Stops	25093	23506	24431	25256	26343	23262	23528
Fuel Used (gal)	871.5	888.1	872.0	900.5	866.8	871.4	887.1

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	8890	8719	8678	8747
Vehs Exited	7958	8018	7831	7959
Starting Vehs	940	981	881	953
Ending Vehs	1872	1682	1728	1747
Denied Entry Before	10	5	8	7
Denied Entry After	1419	1274	1327	1331
Travel Distance (mi)	17355	17227	17020	17165
Travel Time (hr)	2122.9	1992.4	1968.7	2018.1
Total Delay (hr)	1728.9	1601.8	1584.2	1629.6
Total Stops	24928	24762	23533	24462
Fuel Used (gal)	906.6	878.3	866.9	880.9

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8777	8686	8659	8905	8847	8560	8763
Vehs Exited	8029	7976	7956	8047	8073	7828	7902
Starting Vehs	992	1046	1005	987	940	958	893
Ending Vehs	1740	1756	1708	1845	1714	1690	1754
Denied Entry Before	7	5	16	7	4	7	27
Denied Entry After	1179	1447	1270	1373	1237	1459	1369
Travel Distance (mi)	17318	16943	17127	17256	17384	16936	17081
Travel Time (hr)	1963.8	2069.4	1988.4	2082.8	1935.7	2003.9	2053.4
Total Delay (hr)	1572.7	1685.8	1600.3	1693.2	1542.5	1620.2	1666.1
Total Stops	25093	23506	24431	25256	26343	23262	23528
Fuel Used (gal)	871.5	888.1	872.0	900.5	866.8	871.4	887.1

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	8890	8719	8678	8747
Vehs Exited	7958	8018	7831	7959
Starting Vehs	940	981	881	953
Ending Vehs	1872	1682	1728	1747
Denied Entry Before	10	5	8	7
Denied Entry After	1419	1274	1327	1331
Travel Distance (mi)	17355	17227	17020	17165
Travel Time (hr)	2122.9	1992.4	1968.7	2018.1
Total Delay (hr)	1728.9	1601.8	1584.2	1629.6
Total Stops	24928	24762	23533	24462
Fuel Used (gal)	906.6	878.3	866.9	880.9

Intersection: 1: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	U	T	T	R	L	L	T	T
Maximum Queue (ft)	147	125	146	73	513	529	400	280	256	96	99
Average Queue (ft)	61	34	63	6	297	308	74	174	140	33	35
95th Queue (ft)	122	100	135	48	458	471	306	251	234	77	81
Link Distance (ft)		1050			1429	1429				2076	2076
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		400	300			300	400	400		
Storage Blk Time (%)					10	12					
Queuing Penalty (veh)					0	28					

Intersection: 2: Dixon High School Entrance & NC 210

Movement	EB	EB	WB	NB
Directions Served	T	T	L	LR
Maximum Queue (ft)	376	119	61	107
Average Queue (ft)	16	4	13	27
95th Queue (ft)	171	84	43	81
Link Distance (ft)	1050	1050		978
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			275	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Dixon Rd & NC 210

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	8	1656	1000
Average Queue (ft)	0	688	707
95th Queue (ft)	4	2096	1256
Link Distance (ft)	351	4591	1003
Upstream Blk Time (%)		0	37
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	T	R	R	L	L	T
Maximum Queue (ft)	119	73	91	74	691	500	119	178	189	222
Average Queue (ft)	58	22	42	21	411	172	63	93	113	108
95th Queue (ft)	99	57	74	57	638	488	108	151	167	192
Link Distance (ft)	2025	2025			857					1490
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			375	375		300	300	500	500	
Storage Blk Time (%)	34									
Queuing Penalty (veh)	137									

Intersection: 5: NC 210 & Manchester Ln/USMC Base Secondary Entrance

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	T	L
Maximum Queue (ft)	88	135	21	24	5	24
Average Queue (ft)	27	46	4	2	0	3
95th Queue (ft)	68	111	16	15	5	14
Link Distance (ft)	1169	1001			459	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			275	175		200
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: NC 210 & Betty Dixon Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	757	274	1112	375	275	1936
Average Queue (ft)	229	110	708	237	175	500
95th Queue (ft)	644	242	1256	513	308	1417
Link Distance (ft)	1963		1111			6961
Upstream Blk Time (%)	3					
Queuing Penalty (veh)	48					
Storage Bay Dist (ft)		175		275	175	
Storage Blk Time (%)	21	1	36		8	28
Queuing Penalty (veh)	32	1	133		66	53

Intersection: 7: NC 210 & Beaufort Dr

Movement	WB	NB	NB	SB
Directions Served	R	T	R	T
Maximum Queue (ft)	56	375	75	1119
Average Queue (ft)	9	80	5	417
95th Queue (ft)	37	377	63	1250
Link Distance (ft)	1014	612		1111
Upstream Blk Time (%)		0		3
Queuing Penalty (veh)		7		35
Storage Bay Dist (ft)			150	
Storage Blk Time (%)		6		
Queuing Penalty (veh)		2		

Intersection: 8: NC 210 & Village Dr/Quarters Landing Cir

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R	L	TR
Maximum Queue (ft)	1100	150	1007	1028	165	227	624
Average Queue (ft)	779	141	826	297	8	18	297
95th Queue (ft)	1321	151	1245	886	85	112	789
Link Distance (ft)	1081		988	2740			612
Upstream Blk Time (%)	38		60				11
Queuing Penalty (veh)	0		0				109
Storage Bay Dist (ft)		50			175	150	
Storage Blk Time (%)		100	3	13			36
Queuing Penalty (veh)		33	2	6			3

Intersection: 9: NC 210 & NC 172

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	500	2076	300	2031	550	400	2968	250	500	600	2761
Average Queue (ft)	327	2031	294	1988	524	170	2929	207	475	565	2036
95th Queue (ft)	678	2155	322	2097	670	430	3166	319	569	701	3562
Link Distance (ft)		2017		1972			2961				2740
Upstream Blk Time (%)		93		65			6				13
Queuing Penalty (veh)		0		0			81				150
Storage Bay Dist (ft)	400		200		450	300		150	400	400	
Storage Blk Time (%)		80	83	9	19	6	53	21	75	83	2
Queuing Penalty (veh)		121	775	86	114	76	297	213	457	503	9

Intersection: 10: NC 210 & Ridge Field Ave/Dixon Middle School

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	245	114	450	2510	374	117
Average Queue (ft)	119	33	309	2171	178	21
95th Queue (ft)	221	81	624	3307	328	75
Link Distance (ft)	1001			2505	2961	
Upstream Blk Time (%)				5		
Queuing Penalty (veh)				77		
Storage Bay Dist (ft)		425	350			350
Storage Blk Time (%)				70	0	
Queuing Penalty (veh)				89	1	

Intersection: 11: NC 210 & Pebble Shore Dr

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	986	324	2943
Average Queue (ft)	625	105	1625
95th Queue (ft)	1217	350	3595
Link Distance (ft)	970		2942
Upstream Blk Time (%)	36		1
Queuing Penalty (veh)	0		11
Storage Bay Dist (ft)		225	
Storage Blk Time (%)			64
Queuing Penalty (veh)			19

Intersection: 12: NC 210 & Old Folkstone Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	350	2102	250	350	2078	150	250	2515	200	1751
Average Queue (ft)	333	1524	122	167	1938	143	207	1890	197	1215
95th Queue (ft)	396	2520	292	389	2398	185	311	2942	204	2008
Link Distance (ft)		2054			2023			2513		2942
Upstream Blk Time (%)		34			72			30		
Queuing Penalty (veh)		0			0			0		
Storage Bay Dist (ft)	250		150	250		50	150		100	
Storage Blk Time (%)	67	44	1	0	81	31	22	67	67	6
Queuing Penalty (veh)	353	195	7	1	433	100	130	126	351	26

Intersection: 13: US 17 & Dixon High School Entrance

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	U	T	T	R	L	T	T
Maximum Queue (ft)	968	225	27	2	4	19	242	98	25
Average Queue (ft)	868	35	3	0	0	1	100	4	1
95th Queue (ft)	1162	167	15	2	3	11	218	60	24
Link Distance (ft)	940			2020	2020			1429	1429
Upstream Blk Time (%)	77								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)		125	275			275	275		
Storage Blk Time (%)	100	0					2	0	
Queuing Penalty (veh)	81	0					8	0	

Network Summary















Network wide Queuing Penalty: 5584

Appendix E-4

2040 No-Build PM Peak Hour Analyses

Lanes, Volumes, Timings
1: US 17 & NC 210

2040 No-Build PM Peak
02/21/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	231	622	4	925	117	467	1374
Future Volume (vph)	231	622	4	925	117	467	1374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	400	300		300	400	
Storage Lanes	1	1	1		1	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1752	2760	1736	3471	1553	3367	3471
Flt Permitted	0.950		0.169			0.950	
Satd. Flow (perm)	1752	2760	309	3471	1553	3367	3471
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	45			55			55
Link Distance (ft)	1156			1509			2095
Travel Time (s)	17.5			18.7			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%	4%
Adj. Flow (vph)	257	691	4	1028	130	519	1527
Shared Lane Traffic (%)							
Lane Group Flow (vph)	257	691	4	1028	130	519	1527
Turn Type	Prot	pt+ov	Perm	NA	Perm	Prot	NA
Protected Phases	3	3 1		2		1	6
Permitted Phases			2		2		
Detector Phase	3	1		2		1	6
Switch Phase							
Minimum Initial (s)	7.0		14.0	14.0	14.0	7.0	14.0
Minimum Split (s)	14.0		21.0	21.0	21.0	14.0	21.0
Total Split (s)	25.0		41.0	41.0	41.0	24.0	65.0
Total Split (%)	27.8%		45.6%	45.6%	45.6%	26.7%	72.2%
Maximum Green (s)	18.0		34.0	34.0	34.0	17.0	58.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	None	Min
Act Effct Green (s)	17.3	40.6	28.5	28.5	28.5	18.2	51.9
Actuated g/C Ratio	0.22	0.51	0.36	0.36	0.36	0.23	0.65
v/c Ratio	0.67	0.49	0.04	0.82	0.23	0.67	0.67
Control Delay	39.7	14.9	17.8	29.7	19.4	34.5	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	14.9	17.8	29.7	19.4	34.5	10.5
LOS	D	B	B	C	B	C	B
Approach Delay	21.6			28.5			16.6



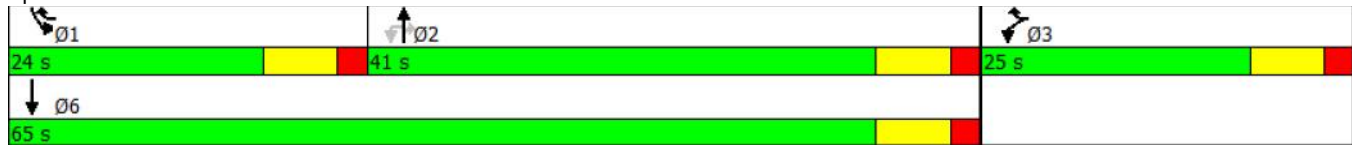
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	C			C		B	
Queue Length 50th (ft)	121	123	1	252	47	127	231
Queue Length 95th (ft)	217	200	8	332	87	198	306
Internal Link Dist (ft)	1076			1429		2015	
Turn Bay Length (ft)	300	400	300		300	400	
Base Capacity (vph)	451	1454	111	1609	558	823	2679
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.48	0.04	0.64	0.23	0.63	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 79.4
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: US 17 & NC 210



Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 No-Build PM Peak
 02/21/2018

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	404	514	921	136	158	838
Future Volume (vph)	404	514	921	136	158	838
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375		300	500	
Storage Lanes	2	2		2	2	
Taper Length (ft)	100				300	
Lane Util. Factor	0.97	0.88	1.00	0.88	0.97	1.00
Fr _t		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3400	2760	1845	2760	3400	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3400	2760	1845	2760	3400	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		55			55
Link Distance (ft)	2082		955			1576
Travel Time (s)	56.8		11.8			19.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	449	571	1023	151	176	931
Shared Lane Traffic (%)						
Lane Group Flow (vph)	449	571	1023	151	176	931
Turn Type	Prot	pt+ov	NA	Prot	Prot	NA
Protected Phases	3	3 1	2	2	1	6
Permitted Phases						
Detector Phase	3	1	2		1	6
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		23.0	23.0	23.0	23.0
Total Split (s)	23.0		64.0	64.0	23.0	87.0
Total Split (%)	20.9%		58.2%	58.2%	20.9%	79.1%
Maximum Green (s)	16.0		57.0	57.0	16.0	80.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	None	Min
Act Effct Green (s)	17.6	36.5	59.1	59.1	13.9	78.0
Actuated g/C Ratio	0.17	0.35	0.56	0.56	0.13	0.74
v/c Ratio	0.79	0.60	0.99	0.10	0.39	0.68
Control Delay	53.9	31.4	50.9	11.7	44.5	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	31.4	50.9	11.7	44.5	10.5
LOS	D	C	D	B	D	B
Approach Delay	41.3		45.9			15.9

Lanes, Volumes, Timings
 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 No-Build PM Peak
 02/21/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D		D		B	
Queue Length 50th (ft)	151	178	650	25	57	287
Queue Length 95th (ft)	#231	240	#1027	46	90	413
Internal Link Dist (ft)	2002		875		1496	
Turn Bay Length (ft)	375		300		500	
Base Capacity (vph)	579	1062	1031	1543	579	1433
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.54	0.99	0.10	0.30	0.65

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 105.6
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 34.4
 Intersection Capacity Utilization 78.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D













95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
6: NC 210 & Betty Dixon Rd

2040 No-Build PM Peak
02/21/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	371	193	843	212	151	1158
Future Volume (vph)	371	193	843	212	151	1158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		275	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	1553	1845	1568	1752	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	1553	1845	1568	1752	1845
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	2002		1165			7028
Travel Time (s)	39.0		17.7			106.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	412	214	937	236	168	1287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	214	937	236	168	1287
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2		1	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	7.0	7.0	12.0
Minimum Split (s)	14.0	14.0	19.0	14.0	14.0	19.0
Total Split (s)	35.0	35.0	77.0	35.0	18.0	95.0
Total Split (%)	26.9%	26.9%	59.2%	26.9%	13.8%	73.1%
Maximum Green (s)	28.0	28.0	70.0	28.0	11.0	88.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Min	None	None	Min
Act Effct Green (s)	30.0	30.0	72.0	107.0	13.0	90.0
Actuated g/C Ratio	0.23	0.23	0.55	0.82	0.10	0.69
v/c Ratio	1.03	0.60	0.92	0.18	0.96	1.01
Control Delay	101.7	52.6	41.4	2.8	116.3	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.7	52.6	41.4	2.8	116.3	47.8
LOS	F	D	D	A	F	D
Approach Delay	84.9		33.6			55.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	F		C		E	
Queue Length 50th (ft)	~371	162	688	33	143	~1032
Queue Length 95th (ft)	#575	250	#1000	50	#288	#1399
Internal Link Dist (ft)	1922		1085			6948
Turn Bay Length (ft)		175		275	175	
Base Capacity (vph)	400	358	1021	1290	175	1277
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.60	0.92	0.18	0.96	1.01

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 53.4

Intersection LOS: D

Intersection Capacity Utilization 89.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
9: NC 210 & NC 172

2040 No-Build PM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	296	122	440	481	548	134	530	297	636	912	150
Future Volume (vph)	80	296	122	440	481	548	134	530	297	636	912	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		0	200		450	300		150	400		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	100			100			100			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.956				0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1763	0	1752	1845	1568	1752	1845	1568	3400	1806	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1763	0	1752	1845	1568	1752	1845	1568	3400	1806	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2075			3100			2850	
Travel Time (s)		26.0			31.4			47.0			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	89	329	136	489	534	609	149	589	330	707	1013	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	465	0	489	534	609	149	589	330	707	1180	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8			2			
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	19.0	19.0	14.0	19.0	
Total Split (s)	15.0	38.0		39.0	62.0	40.0	17.0	63.0	63.0	40.0	86.0	
Total Split (%)	8.3%	21.1%		21.7%	34.4%	22.2%	9.4%	35.0%	35.0%	22.2%	47.8%	
Maximum Green (s)	8.0	31.0		32.0	55.0	33.0	10.0	56.0	56.0	33.0	79.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)	10.0	33.0		34.0	57.0	97.0	12.0	58.0	58.0	35.0	81.0	
Actuated g/C Ratio	0.06	0.18		0.19	0.32	0.54	0.07	0.32	0.32	0.19	0.45	
v/c Ratio	0.92	1.44		1.48	0.91	0.72	1.28	0.99	0.65	1.07	1.45	
Control Delay	151.9	262.8		278.8	80.2	37.4	238.5	94.3	59.6	121.2	247.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	151.9	262.8		278.8	80.2	37.4	238.5	94.3	59.6	121.2	247.1	
LOS	F	F		F	F	D	F	F	E	F	F	
Approach Delay		245.0			123.7			103.7			199.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F			F			F			F		
Queue Length 50th (ft)	107	-742		-791	611	533	-222	697	337	-474	-1892	
Queue Length 95th (ft)	#228	#979		#1031	#836	698	#383	#963	459	#608	#2161	
Internal Link Dist (ft)	2015			1995			3020			2770		
Turn Bay Length (ft)	400			200		450		300		150	400	
Base Capacity (vph)	97	323		330	584	844	116	594	505	661	812	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.92	1.44		1.48	0.91	0.72	1.28	0.99	0.65	1.07	1.45	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Natural Cycle: 180

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.48

Intersection Signal Delay: 160.6

Intersection LOS: F

Intersection Capacity Utilization 128.6%

ICU Level of Service H

Analysis Period (min) 15

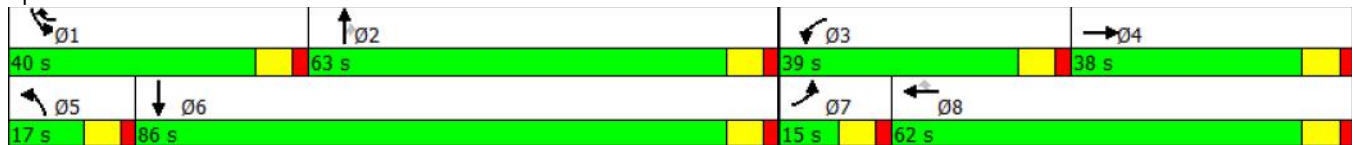
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 9: NC 210 & NC 172



Lanes, Volumes, Timings
 10: NC 210 & Ridge Field Ave/Dixon Middle School

2040 No-Build PM Peak
 02/21/2018

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	154	127	68	840	1298	128
Future Volume (vph)	154	127	68	840	1298	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	425	350			350
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	1736	1553	1752	1845	1845	1568
Fl _t Permitted	0.950		0.950			
Satd. Flow (perm)	1736	1553	1752	1845	1845	1568
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	1052			2580	3100	
Travel Time (s)	28.7			39.1	47.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	3%	3%	3%	3%
Adj. Flow (vph)	171	141	76	933	1442	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	141	76	933	1442	142
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	19.0	19.0	14.0
Total Split (s)	21.0	14.0	14.0	139.0	125.0	21.0
Total Split (%)	13.1%	8.8%	8.8%	86.9%	78.1%	13.1%
Maximum Green (s)	14.0	7.0	7.0	132.0	118.0	14.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	16.0	30.0	9.0	134.0	120.0	141.0
Actuated g/C Ratio	0.10	0.19	0.06	0.84	0.75	0.88
v/c Ratio	0.99	0.48	0.78	0.60	1.04	0.10
Control Delay	135.3	64.5	117.7	6.2	56.8	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.3	64.5	117.7	6.2	56.8	1.4
LOS	F	E	F	A	E	A
Approach Delay	103.3			14.6	51.8	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	F		B		D	
Queue Length 50th (ft)	182	134	80	262	~1626	14
Queue Length 95th (ft)	#345	210	#175	342	#1890	22
Internal Link Dist (ft)	972		2500		3020	
Turn Bay Length (ft)	425		350		350	
Base Capacity (vph)	173	291	98	1545	1383	1381
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.48	0.78	0.60	1.04	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Natural Cycle: 160
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 44.4
 Intersection Capacity Utilization 85.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NC 210 & Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
12: NC 210 & Old Folkstone Rd

2040 No-Build PM Peak

02/21/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	244	189	118	340	462	188	339	84	450	464	254
Future Volume (vph)	187	244	189	118	340	462	188	339	84	450	464	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	250		50	150		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.970			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1845	1568	1752	1845	1568	1752	1789	0	1752	1747	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	1845	1568	1752	1845	1568	1752	1789	0	1752	1747	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			55			45	
Link Distance (ft)		2092			2068			2552			3020	
Travel Time (s)		31.7			31.3			31.6			45.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	208	271	210	131	378	513	209	377	93	500	516	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	271	210	131	378	513	209	470	0	500	798	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	19.0	31.0	20.0	18.0	30.0	41.0	20.0	40.0		41.0	61.0	
Total Split (%)	14.6%	23.8%	15.4%	13.8%	23.1%	31.5%	15.4%	30.8%		31.5%	46.9%	
Maximum Green (s)	12.0	24.0	13.0	11.0	23.0	34.0	13.0	33.0		34.0	54.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	14.0	26.2	46.2	12.8	25.0	66.0	15.0	35.0		36.0	56.0	
Actuated g/C Ratio	0.11	0.20	0.36	0.10	0.19	0.51	0.12	0.27		0.28	0.43	
v/c Ratio	1.11	0.73	0.38	0.76	1.07	0.64	1.03	0.98		1.03	1.06	
Control Delay	149.4	61.2	33.8	84.1	116.5	28.1	128.1	83.0		95.0	86.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	149.4	61.2	33.8	84.1	116.5	28.1	128.1	83.0		95.0	86.4	
LOS	F	E	C	F	F	C	F	F		F	F	
Approach Delay		79.5			68.0			96.9			89.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			E			F			F		
Queue Length 50th (ft)	~199	216	131	109	~351	307	~189	394		~451	~738	
Queue Length 95th (ft)	#360	#323	203	#209	#549	434	#350	#615		#670	#985	
Internal Link Dist (ft)	2012			1988			2472			2940		
Turn Bay Length (ft)	250		150	250		50	150			100		
Base Capacity (vph)	188	372	556	175	354	796	202	481		485	752	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.11	0.73	0.38	0.75	1.07	0.64	1.03	0.98		1.03	1.06	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 83.1
 Intersection Capacity Utilization 95.2%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: NC 210 & Old Folkstone Rd



Intersection						
Int Delay, s/veh	10.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑	↘	
Traffic Vol, veh/h	911	9	12	1373	27	33
Future Vol, veh/h	911	9	12	1373	27	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	275	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	7	7
Mvmt Flow	1012	10	13	1526	30	37

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1012	0	2564 506
Stage 1	-	-	-	-	1012 -
Stage 2	-	-	-	-	1552 -
Critical Hdwy	-	-	4.145	-	6.705 7.005
Critical Hdwy Stg 1	-	-	-	-	5.905 -
Critical Hdwy Stg 2	-	-	-	-	5.505 -
Follow-up Hdwy	-	-	2.2285	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	678	-	~ 23 501
Stage 1	-	-	-	-	304 -
Stage 2	-	-	-	-	184 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	678	-	~ 23 501
Mov Cap-2 Maneuver	-	-	-	-	~ 23 -
Stage 1	-	-	-	-	304 -
Stage 2	-	-	-	-	180 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	\$ 401
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	48	-	-	678	-
HCM Lane V/C Ratio	1.389	-	-	0.02	-
HCM Control Delay (s)	\$ 401	-	-	10.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.3	-	-	0.1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	903	13	102	1373	16	78
Future Vol, veh/h	903	13	102	1373	16	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	9	9
Mvmt Flow	1003	14	113	1526	18	87

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1018	0	2763
Stage 1	-	-	-	-	1011
Stage 2	-	-	-	-	1752
Critical Hdwy	-	-	4.13	-	6.49
Critical Hdwy Stg 1	-	-	-	-	5.49
Critical Hdwy Stg 2	-	-	-	-	5.49
Follow-up Hdwy	-	-	2.227	-	3.581
Pot Cap-1 Maneuver	-	-	678	-	20
Stage 1	-	-	-	-	341
Stage 2	-	-	-	-	147
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	678	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	341
Stage 2	-	-	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	25.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	678	-
HCM Lane V/C Ratio	0.37	-	-	0.167	-
HCM Control Delay (s)	25.1	-	-	11.4	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.6	-	-	0.6	-

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	4	16	5	4	9	4	17	1026	22	4	1272	4
Future Vol, veh/h	4	16	5	4	9	4	17	1026	22	4	1272	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	275	175	-	175	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	18	6	4	10	4	19	1140	24	4	1413	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2607	2602	709	1902	2605	1140	1418	0	0	1140	0	0
Stage 1	1424	1424	-	1178	1178	-	-	-	-	-	-	-
Stage 2	1183	1178	-	724	1427	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.59	6.99	7.345	6.545	6.245	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.59	5.59	-	6.145	5.545	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.545	5.545	-	-	-	-	-	-	-
Follow-up Hdwy	3.557	4.057	3.357	3.5285	4.0285	3.3285	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	13	23	370	46	24	242	474	-	-	606	-	-
Stage 1	139	195	-	230	262	-	-	-	-	-	-	-
Stage 2	224	257	-	382	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	8	22	370	14	23	242	474	-	-	606	-	-
Mov Cap-2 Maneuver	8	22	-	14	23	-	-	-	-	-	-	-
Stage 1	133	194	-	221	251	-	-	-	-	-	-	-
Stage 2	203	247	-	340	198	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/\$	619.1	\$ 311.2	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	474	-	-	20	19	242	606	-	-
HCM Lane V/C Ratio	0.04	-	-	1.389	0.76	0.018	0.007	-	-
HCM Control Delay (s)	12.9	-	-	\$ 619.1	\$ 400.8	20.2	11	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.8	2.1	0.1	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖	↗		↖
Traffic Vol, veh/h	0	32	1024	32	0	1562
Future Vol, veh/h	0	32	1024	32	0	1562
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	36	1138	36	0	1736

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1138	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	-
Pot Cap-1 Maneuver	0	244	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	244	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	244
HCM Lane V/C Ratio	-	-	0.146
HCM Control Delay (s)	-	-	22.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.5

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕	↕	↕	↕	
Traffic Vol, veh/h	21	4	102	42	4	9	74	1004	86	29	1548	24
Future Vol, veh/h	21	4	102	42	4	9	74	1004	86	29	1548	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	23	4	113	47	4	10	82	1116	96	32	1720	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3085	3078	1733	3137	3091	1116	1747	0	0	1116	0	0
Stage 1	1798	1798	-	1280	1280	-	-	-	-	-	-	-
Stage 2	1287	1280	-	1857	1811	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 7	12	~ 108	~ 7	12	251	356	-	-	622	-	-
Stage 1	102	131	-	203	235	-	-	-	-	-	-	-
Stage 2	201	235	-	94	129	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 3	~ 108	-	~ 3	251	356	-	-	622	-	-
Mov Cap-2 Maneuver	-	~ 3	-	-	~ 3	-	-	-	-	-	-	-
Stage 1	28	124	-	55	64	-	-	-	-	-	-	-
Stage 2	49	64	-	-	122	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.2	0.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	356	-	-	-	-	9	622	-	-
HCM Lane V/C Ratio	0.231	-	-	-	-	1.605	0.052	-	-
HCM Control Delay (s)	18.1	0	-	-	-	\$ 1095.6	11.1	-	-
HCM Lane LOS	C	A	-	-	-	F	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-	2.7	0.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	27.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	54	29	33	870	1312	91
Future Vol, veh/h	54	29	33	870	1312	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	225	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	60	32	37	967	1458	101

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2498	1458	1458	0	-	0
Stage 1	1458	-	-	-	-	-
Stage 2	1040	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	~ 32	158	461	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 29	158	461	-	-	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	312	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s\$	783.6	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	461	-	41	-	-
HCM Lane V/C Ratio	0.08	-	2.249	-	-
HCM Control Delay (s)	13.5	-	\$ 783.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	9.9	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection							
Int Delay, s/veh	44.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↕	↗	↖	↕
Traffic Vol, veh/h	104	98	4	973	56	81	1482
Future Vol, veh/h	104	98	4	973	56	81	1482
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	125	275	-	275	275	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	4	4	4	4	4
Mvmt Flow	116	109	4	1081	62	90	1647

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2093	541	1202	0	0	1081
Stage 1	1090	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Critical Hdwy	6.92	7.02	6.48	-	-	4.18
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.54	-	-	2.24
Pot Cap-1 Maneuver	~ 43	475	242	-	-	629
Stage 1	275	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	475	242	-	-	629
Mov Cap-2 Maneuver	~ 37	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	262	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s\$	616.8	0.1	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	242	-	-	37	475	629
HCM Lane V/C Ratio	0.018	-	-	3.123	0.229	0.143
HCM Control Delay (s)	20.2	-	-	\$ 1184.1	14.8	11.7
HCM Lane LOS	C	-	-	F	B	B
HCM 95th %tile Q(veh)	0.1	-	-	13.1	0.9	0.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	8997	8947	9183	9109	9164	8923	8950
Vehs Exited	8236	8293	8262	8279	8346	8247	8214
Starting Vehs	958	956	973	948	907	991	910
Ending Vehs	1719	1610	1894	1778	1725	1667	1646
Denied Entry Before	13	34	66	36	73	9	37
Denied Entry After	1018	1242	956	1067	1179	984	1130
Travel Distance (mi)	17619	17506	17323	17583	17764	17857	17102
Travel Time (hr)	1868.5	1919.2	1940.2	1930.8	1939.4	1942.2	1876.1
Total Delay (hr)	1467.2	1519.6	1545.2	1528.1	1534.3	1535.7	1485.6
Total Stops	25810	23600	25604	26107	24997	27034	22556
Fuel Used (gal)	864.8	873.4	874.7	877.7	884.1	886.1	853.7

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	8984	8848	8909	9000
Vehs Exited	8193	8067	8319	8246
Starting Vehs	892	909	987	946
Ending Vehs	1683	1690	1577	1693
Denied Entry Before	60	56	30	40
Denied Entry After	1099	1332	1279	1127
Travel Distance (mi)	17391	17184	17742	17507
Travel Time (hr)	1879.6	1963.1	2018.3	1927.7
Total Delay (hr)	1482.0	1571.2	1613.4	1528.2
Total Stops	24046	23739	25506	24903
Fuel Used (gal)	862.8	876.2	898.9	875.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	8997	8947	9183	9109	9164	8923	8950
Vehs Exited	8236	8293	8262	8279	8346	8247	8214
Starting Vehs	958	956	973	948	907	991	910
Ending Vehs	1719	1610	1894	1778	1725	1667	1646
Denied Entry Before	13	34	66	36	73	9	37
Denied Entry After	1018	1242	956	1067	1179	984	1130
Travel Distance (mi)	17619	17506	17323	17583	17764	17857	17102
Travel Time (hr)	1868.5	1919.2	1940.2	1930.8	1939.4	1942.2	1876.1
Total Delay (hr)	1467.2	1519.6	1545.2	1528.1	1534.3	1535.7	1485.6
Total Stops	25810	23600	25604	26107	24997	27034	22556
Fuel Used (gal)	864.8	873.4	874.7	877.7	884.1	886.1	853.7

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	8984	8848	8909	9000
Vehs Exited	8193	8067	8319	8246
Starting Vehs	892	909	987	946
Ending Vehs	1683	1690	1577	1693
Denied Entry Before	60	56	30	40
Denied Entry After	1099	1332	1279	1127
Travel Distance (mi)	17391	17184	17742	17507
Travel Time (hr)	1879.6	1963.1	2018.3	1927.7
Total Delay (hr)	1482.0	1571.2	1613.4	1528.2
Total Stops	24046	23739	25506	24903
Fuel Used (gal)	862.8	876.2	898.9	875.2

Intersection: 1: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	R	U	T	T	R	L	L	T	T
Maximum Queue (ft)	193	122	150	32	302	304	31	203	183	190	197
Average Queue (ft)	98	39	71	4	180	188	2	133	93	96	94
95th Queue (ft)	164	100	131	19	268	275	19	190	171	158	157
Link Distance (ft)		1050			1429	1429				2076	2076
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	300		400	300			300	400	400		
Storage Blk Time (%)	0				0	0					
Queuing Penalty (veh)	0				0	0					

Intersection: 2: Dixon High School Entrance & NC 210

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	56	32	195
Average Queue (ft)	2	5	72
95th Queue (ft)	55	24	174
Link Distance (ft)	1050		978
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		275	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Dixon Rd & NC 210

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	1332	842
Average Queue (ft)	0	363	425
95th Queue (ft)	3	1071	1036
Link Distance (ft)	351	4591	1003
Upstream Blk Time (%)			16
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	B16
Directions Served	L	L	R	R	T	R	R	L	L	T	T
Maximum Queue (ft)	315	278	246	213	833	500	73	85	172	457	19
Average Queue (ft)	162	123	130	91	530	176	23	30	70	170	1
95th Queue (ft)	268	234	216	175	860	532	61	69	230	457	19
Link Distance (ft)	2025	2025			857					1490	4591
Upstream Blk Time (%)					0					0	
Queuing Penalty (veh)					5					2	
Storage Bay Dist (ft)			375	375		300	300	500	500		
Storage Blk Time (%)		0			37					2	
Queuing Penalty (veh)		2			50					3	

Intersection: 5: NC 210 & Manchester Ln/USMC Base Secondary Entrance

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	L	T	TR
Maximum Queue (ft)	107	50	25	72	117	75	440	396
Average Queue (ft)	41	12	3	11	11	3	68	58
95th Queue (ft)	96	36	17	46	80	44	414	378
Link Distance (ft)	1171	1001			459		857	857
Upstream Blk Time (%)							1	0
Queuing Penalty (veh)							4	2
Storage Bay Dist (ft)			275	175		200		
Storage Blk Time (%)					0		9	
Queuing Penalty (veh)					0		0	

Intersection: 6: NC 210 & Betty Dixon Rd

Movement	WB	WB	NB	NB	SB	SB	B33
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	1985	275	820	374	275	7021	342
Average Queue (ft)	1287	225	317	103	207	3842	61
95th Queue (ft)	2396	365	716	352	350	7623	316
Link Distance (ft)	1963		1111			6961	459
Upstream Blk Time (%)	31		0			14	2
Queuing Penalty (veh)	0		0			174	11
Storage Bay Dist (ft)		175		275	175		
Storage Blk Time (%)	75	7	12		7	51	
Queuing Penalty (veh)	145	24	26		82	77	

Intersection: 7: NC 210 & Beaufort Dr

Movement	WB	NB	SB
Directions Served	R	T	T
Maximum Queue (ft)	39	55	1111
Average Queue (ft)	3	2	867
95th Queue (ft)	20	40	1497
Link Distance (ft)	1014	612	1111
Upstream Blk Time (%)			1
Queuing Penalty (veh)			14
Storage Bay Dist (ft)			
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 8: NC 210 & Village Dr/Quarters Landing Cir

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R	L	TR
Maximum Queue (ft)	1099	148	998	2132	275	249	620
Average Queue (ft)	1008	140	651	937	58	52	533
95th Queue (ft)	1273	158	1134	2477	243	210	828
Link Distance (ft)	1080		988	2740			612
Upstream Blk Time (%)	77		21	4			5
Queuing Penalty (veh)	0		0	48			75
Storage Bay Dist (ft)		50			175	150	
Storage Blk Time (%)		100	16	33			42
Queuing Penalty (veh)		13	7	29			12

Intersection: 9: NC 210 & NC 172

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	L	TR
Maximum Queue (ft)	500	2074	300	2027	550	400	2974	250	365	600	2750
Average Queue (ft)	267	1861	295	1983	444	346	2287	152	224	534	2670
95th Queue (ft)	647	2463	319	2135	770	507	3817	311	336	765	3037
Link Distance (ft)		2017		1972			2961				2740
Upstream Blk Time (%)		68		55			11				4
Queuing Penalty (veh)		0		0			111				68
Storage Bay Dist (ft)	400		200		450	300		150	400	400	
Storage Blk Time (%)		87	69	13	2	64	35	12	0	0	50
Queuing Penalty (veh)		70	715	133	23	530	151	79	2	3	317

Intersection: 10: NC 210 & Ridge Field Ave/Dixon Middle School

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	733	422	416	1936	578	409
Average Queue (ft)	297	138	154	773	297	39
95th Queue (ft)	829	424	458	2143	531	202
Link Distance (ft)	1001			2505	2961	
Upstream Blk Time (%)	9			2		
Queuing Penalty (veh)	0			17		
Storage Bay Dist (ft)		425	350			350
Storage Blk Time (%)	22			39	6	
Queuing Penalty (veh)	28			26	8	

Intersection: 11: NC 210 & Pebble Shore Dr

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	147	131	452
Average Queue (ft)	53	22	66
95th Queue (ft)	143	108	565
Link Distance (ft)	970		2942
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)		225	
Storage Blk Time (%)			6
Queuing Penalty (veh)			2

Intersection: 12: NC 210 & Old Folkstone Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	349	988	250	350	2075	150	250	1280	200	968
Average Queue (ft)	271	458	117	188	2007	144	237	849	195	546
95th Queue (ft)	419	1058	240	421	2264	180	295	1480	220	925
Link Distance (ft)		2054			2023			2501		2942
Upstream Blk Time (%)					79					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	250		150	250		50	150		100	
Storage Blk Time (%)	48	19	2	0	75	16	55	51	55	27
Queuing Penalty (veh)	210	70	10	1	438	73	232	96	395	123

Intersection: 13: US 17 & Dixon High School Entrance

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	U	R	L
Maximum Queue (ft)	981	225	25	10	98
Average Queue (ft)	900	116	2	0	37
95th Queue (ft)	1125	300	12	7	76
Link Distance (ft)	940				
Upstream Blk Time (%)	79				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		125	275	275	275
Storage Blk Time (%)	100	0			
Queuing Penalty (veh)	98	0			

Network Summary

Network wide Queuing Penalty: 4833

Appendix E-5

2040 Build Alt. G-1 AM Peak Hour Analyses

Lanes, Volumes, Timings
101: US 17 & NC 210

2040 Build Alt G-1 AM Peak

05/25/2018

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖↖	↑↑	↗	↘↘	↑↑
Traffic Volume (vph)	177	478	1370	236	732	823
Future Volume (vph)	177	478	1370	236	732	823
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0		300	400	
Storage Lanes	1	2		1	2	
Taper Length (ft)	100				300	
Lane Util. Factor	1.00	0.88	0.95	1.00	0.97	0.95
Fr _t		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	2760	3471	1553	3367	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	2760	3471	1553	3367	3471
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		55			55
Link Distance (ft)	578		581			2095
Travel Time (s)	8.8		7.2			26.0
Peak Hour Factor	0.77	0.90	0.90	0.90	0.85	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Adj. Flow (vph)	230	531	1522	262	861	914
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	531	1522	262	861	914
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3!	3 1	2		1	1 2 3!
Permitted Phases				2		
Detector Phase	3	1	2		1	
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	
Minimum Split (s)	14.0		21.0	21.0	14.0	
Total Split (s)	17.0		45.0	45.0	28.0	
Total Split (%)	18.9%		50.0%	50.0%	31.1%	
Maximum Green (s)	10.0		38.0	38.0	21.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	12.0	40.0	40.0	40.0	23.0	90.0
Actuated g/C Ratio	0.13	0.44	0.44	0.44	0.26	1.00
v/c Ratio	0.99	0.43	0.99	0.38	1.00	0.26
Control Delay	97.3	18.6	45.9	18.8	65.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	18.6	45.9	18.8	65.8	0.2
LOS	F	B	D	B	E	A
Approach Delay	42.4		41.9			32.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D		D		C	
Queue Length 50th (ft)	132	114	435	96	-253	0
Queue Length 95th (ft)	#218	160	#606	157	#345	0
Internal Link Dist (ft)	498		501		2015	
Turn Bay Length (ft)	300		300		400	
Base Capacity (vph)	233	1226	1542	690	860	3471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.43	0.99	0.38	1.00	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 81.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.















Splits and Phases: 101: US 17 & NC 210



Lanes, Volumes, Timings
 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 Build Alt G-1 AM Peak

05/25/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	143	161	39	859	423	525	947
Future Volume (vph)	143	161	39	859	423	525	947
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375	300		300	500	
Storage Lanes	2	2	1		2	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	0.97	0.88	1.00	0.95	0.88	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3400	2760	1752	3505	2760	3400	3505
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3400	2760	1752	3505	2760	3400	3505
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			55			55
Link Distance (ft)	2082			541			915
Travel Time (s)	56.8			6.7			11.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	159	179	43	954	470	583	1052
Shared Lane Traffic (%)							
Lane Group Flow (vph)	159	179	43	954	470	583	1052
Turn Type	Prot	pt+ov	Prot	NA	Prot	Prot	NA
Protected Phases	3	3 1	5	2	2	1	6
Permitted Phases							
Detector Phase	3	1	5	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		14.0	23.0	23.0	23.0	23.0
Total Split (s)	25.0		14.0	57.0	57.0	38.0	81.0
Total Split (%)	20.8%		11.7%	47.5%	47.5%	31.7%	67.5%
Maximum Green (s)	18.0		7.0	50.0	50.0	31.0	74.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	12.9	46.7	10.7	63.3	63.3	28.7	84.2
Actuated g/C Ratio	0.11	0.39	0.09	0.53	0.53	0.24	0.70
v/c Ratio	0.43	0.17	0.28	0.52	0.32	0.72	0.43
Control Delay	53.4	23.0	57.9	11.8	10.1	46.8	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	23.0	57.9	11.8	10.1	46.8	9.4
LOS	D	C	E	B	B	D	A
Approach Delay	37.3			12.6			22.7



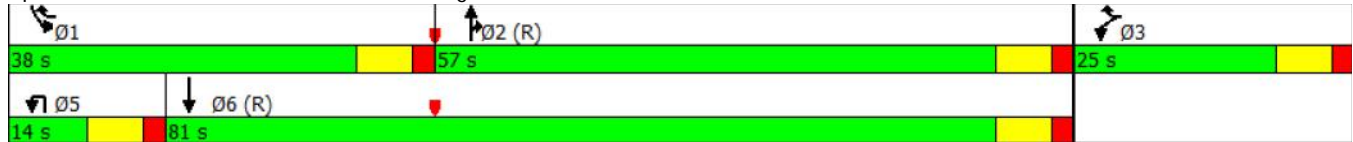
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	D			B		C	
Queue Length 50th (ft)	60	51	33	115	51	217	178
Queue Length 95th (ft)	93	68	m52	225	m93	262	266
Internal Link Dist (ft)	2002			461		835	
Turn Bay Length (ft)	375		300		300		500
Base Capacity (vph)	566	1183	155	1849	1456	949	2461
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.15	0.28	0.52	0.32	0.61	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 70 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 57.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
601: NC 210 & Betty Dixon Rd

2040 Build Alt G-1 AM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	195	0	0	0	380	0	1207	395	0	0	0
Future Volume (vph)	0	195	0	0	0	380	0	1207	395	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		175	0		275	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		332			2003			1156			838	
Travel Time (s)		6.5			39.0			17.5			12.7	
Peak Hour Factor	0.90	0.50	0.90	0.50	0.90	0.50	0.90	0.90	0.50	0.50	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	4%	2%	4%	2%	3%	3%	3%	3%	2%
Adj. Flow (vph)	0	390	0	0	0	760	0	1341	790	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	390	0	0	0	760	0	1341	790	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		14.0				14.0		19.0	19.0			
Total Split (s)		44.0				44.0		76.0	76.0			
Total Split (%)		36.7%				36.7%		63.3%	63.3%			
Maximum Green (s)		37.0				37.0		69.0	69.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		40.4				40.4		69.6	69.6			
Actuated g/C Ratio		0.34				0.34		0.58	0.58			
v/c Ratio		0.63				0.83		0.66	0.87			
Control Delay		38.1				44.9		19.7	34.6			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		38.1				44.9		19.7	34.6			
LOS		D				D		B	C			
Approach Delay		38.1			44.9			25.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			C				
Queue Length 50th (ft)		246				297		369	515			
Queue Length 95th (ft)		168				175		449	253			
Internal Link Dist (ft)		252			1923			1076			758	
Turn Bay Length (ft)						175			275			
Base Capacity (vph)		638				946		2105	909			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.61				0.80		0.64	0.87			

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 31.3
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 601: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
603: NC 210 & Betty Dixon Rd U-Turn

2040 Build Alt G-1 AM Peak

05/25/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	0	1075	0	0	227	0
Future Volume (vph)	0	1075	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	1752	0
Right Turn on Red				No	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		5732	862		364	
Travel Time (s)		86.8	13.1		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.50	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%
Adj. Flow (vph)	0	1194	0	0	454	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1194	0	0	454	0
Turn Type		NA			Prot	
Protected Phases		6			5	
Permitted Phases						
Detector Phase		6			5	
Switch Phase						
Minimum Initial (s)		12.0			7.0	
Minimum Split (s)		19.0			14.0	
Total Split (s)		32.0			28.0	
Total Split (%)		53.3%			46.7%	
Maximum Green (s)		25.0			21.0	
Yellow Time (s)		5.0			5.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		-2.0			-2.0	
Total Lost Time (s)		5.0			5.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	
Recall Mode		Min			None	
Act Effct Green (s)		22.5			19.3	
Actuated g/C Ratio		0.43			0.37	
v/c Ratio		0.79			0.70	
Control Delay		17.7			21.5	
Queue Delay		0.0			0.0	
Total Delay		17.7			21.5	
LOS		B			C	
Approach Delay		17.7			21.5	
Approach LOS		B			C	
Queue Length 50th (ft)		171			124	
Queue Length 95th (ft)		256			99	

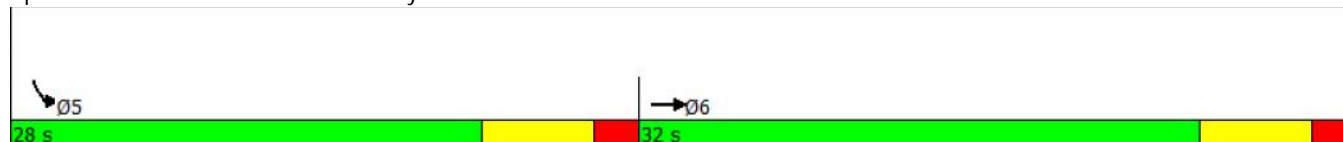


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		5652	782		284	
Turn Bay Length (ft)						
Base Capacity (vph)		1882			801	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.63			0.57	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52.1
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	18.8
Intersection Capacity Utilization	81.4%
Analysis Period (min)	15
	Intersection LOS: B
	ICU Level of Service D

Splits and Phases: 603: NC 210 & Betty Dixon Rd U-Turn



Lanes, Volumes, Timings
901: NC 210 & NC 172

2040 Build Alt G-1 AM Peak

05/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	459	154	311	280	636	140	1001	462	551	584	79
Future Volume (vph)	150	459	154	311	280	636	140	1001	462	551	584	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		450	450		450	700		350
Storage Lanes	1		2	2		2	1		1	2		1
Taper Length (ft)	100			200			100			200		
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2079			1642			1516	
Travel Time (s)		26.0			31.5			24.9			23.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	167	510	171	346	311	707	156	1112	513	612	649	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	510	171	346	311	707	156	1112	513	612	649	88
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0	14.0	14.0	19.0	14.0
Total Split (s)	18.0	22.0	26.0	22.0	26.0	31.0	26.0	45.0	22.0	31.0	50.0	18.0
Total Split (%)	15.0%	18.3%	21.7%	18.3%	21.7%	25.8%	21.7%	37.5%	18.3%	25.8%	41.7%	15.0%
Maximum Green (s)	11.0	15.0	19.0	15.0	19.0	24.0	19.0	38.0	15.0	24.0	43.0	11.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	13.3	17.9	38.2	16.6	21.1	49.9	17.3	39.8	61.4	25.7	48.2	64.5
Actuated g/C Ratio	0.11	0.15	0.32	0.14	0.18	0.42	0.14	0.33	0.51	0.21	0.40	0.54
v/c Ratio	0.86	0.98	0.34	0.74	0.96	0.62	0.62	0.96	0.64	0.84	0.46	0.10
Control Delay	89.7	85.5	33.1	59.8	90.2	30.4	52.4	48.5	26.3	56.7	28.2	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	85.5	33.1	59.8	90.2	30.4	52.4	48.5	26.3	56.7	28.2	14.9
LOS	F	F	C	E	F	C	D	D	C	E	C	B
Approach Delay		75.8			51.5			42.4			40.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			D			D			D		
Queue Length 50th (ft)	130	~222	102	133	242	240	114	435	284	235	192	32
Queue Length 95th (ft)	#258	#334	158	186	#422	311	m148	#577	m412	#320	258	64
Internal Link Dist (ft)	2015			1999			1562			1436		
Turn Bay Length (ft)	400		400	400		450	450		450	700		350
Base Capacity (vph)	194	522	547	481	324	1153	306	1168	802	736	1407	843
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.98	0.31	0.72	0.96	0.61	0.51	0.95	0.64	0.83	0.46	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 49.5
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 901: NC 210 & NC 172



Lanes, Volumes, Timings
1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-1 AM Peak

05/25/2018

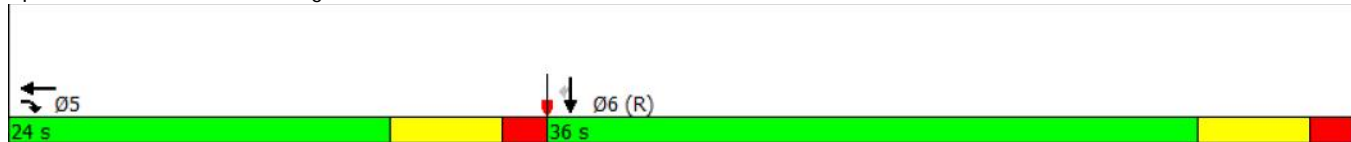
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	216	0	138	0	0	0	0	0	912	172
Future Volume (vph)	0	0	216	0	138	0	0	0	0	0	912	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		425	0		0	0		0	0		350
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Flt Permitted												
Satd. Flow (perm)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		1052			301			823			1495	
Travel Time (s)		28.7			5.9			18.7			34.0	
Peak Hour Factor	0.50	0.90	0.50	0.90	0.90	0.90	0.50	0.90	0.90	0.90	0.90	0.50
Heavy Vehicles (%)	4%	2%	4%	2%	3%	2%	3%	3%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	432	0	153	0	0	0	0	0	1013	344
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	432	0	153	0	0	0	0	0	1013	344
Turn Type			Prot		NA						NA	Perm
Protected Phases			5		5						6	
Permitted Phases												6
Detector Phase			5		5						6	
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			14.0		14.0						19.0	19.0
Total Split (s)			24.0		24.0						36.0	36.0
Total Split (%)			40.0%		40.0%						60.0%	60.0%
Maximum Green (s)			17.0		17.0						29.0	29.0
Yellow Time (s)			5.0		5.0						5.0	5.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			-2.0		-2.0						-2.0	-2.0
Total Lost Time (s)			5.0		5.0						5.0	5.0
Lead/Lag			Lead		Lead						Lag	Lag
Lead-Lag Optimize?			Yes		Yes						Yes	Yes
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Min	C-Min
Act Effct Green (s)			16.6		16.6						33.4	33.4
Actuated g/C Ratio			0.28		0.28						0.56	0.56
v/c Ratio			0.57		0.30						0.52	0.39
Control Delay			21.2		10.3						7.8	7.5
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			21.2		10.3						7.8	7.5
LOS			C		B						A	A
Approach Delay		21.2			10.3						7.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			A					
Queue Length 50th (ft)	75			24			153 64					
Queue Length 95th (ft)	52			m30			235 65					
Internal Link Dist (ft)	972			221			743			1415		
Turn Bay Length (ft)	425			350								
Base Capacity (vph)	880			594			1967			871		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.49			0.26			0.51			0.39		

Intersection Summary










Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 50.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
 1003: Ridge Field Ave U-Turn & NC 210

2040 Build Alt G-1 AM Peak
 05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	142	0	0	1548	0	0
Future Volume (vph)	142	0	0	1548	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Frt Protected	0.950					
Satd. Flow (prot)	1752	0	0	3505	0	0
Frt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	3505	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	223			1772	742	
Travel Time (s)	4.3			26.8	11.2	
Peak Hour Factor	0.50	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	3%	2%	2%
Adj. Flow (vph)	284	0	0	1720	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	0	0	1720	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	14.0			19.0		
Total Split (s)	19.0			41.0		
Total Split (%)	31.7%			68.3%		
Maximum Green (s)	12.0			34.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	13.7			36.3		
Actuated g/C Ratio	0.23			0.60		
v/c Ratio	0.71			0.81		
Control Delay	36.0			12.1		
Queue Delay	0.0			0.0		
Total Delay	36.0			12.1		
LOS	D			B		
Approach Delay	36.0			12.1		
Approach LOS	D			B		
Queue Length 50th (ft)	14			168		
Queue Length 95th (ft)	100			348		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	143			1692	662	
Turn Bay Length (ft)						
Base Capacity (vph)	413			2131		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.69			0.81		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 81.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D



















Splits and Phases: 1003: Ridge Field Ave U-Turn & NC 210



Lanes, Volumes, Timings
1201: Old Folkstone Rd

2040 Build Alt G-1 AM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	806	0	194	0	0	0	0	0	453	443
Future Volume (vph)	0	0	806	0	194	0	0	0	0	0	453	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	0		0	0		0	0		400
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		2092			504			851			584	
Travel Time (s)		31.7			7.6			19.3			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	896	0	216	0	0	0	0	0	503	492
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	896	0	216	0	0	0	0	0	503	492
Turn Type			custom		NA						NA	custom
Protected Phases			4 5		5						6	4 6
Permitted Phases												6
Detector Phase			4 5		5						6	
Switch Phase												
Minimum Initial (s)					7.0						12.0	
Minimum Split (s)					14.0						19.0	
Total Split (s)					19.0						19.0	
Total Split (%)					31.7%						31.7%	
Maximum Green (s)					12.0						12.0	
Yellow Time (s)					5.0						5.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					-2.0						-2.0	
Total Lost Time (s)					5.0						5.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	
Recall Mode					None						Min	
Act Effct Green (s)			34.2		12.8						14.0	35.4
Actuated g/C Ratio			0.59		0.22						0.24	0.61
v/c Ratio			0.55		0.53						0.59	0.51
Control Delay			8.8		25.4						23.4	9.1
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			8.8		25.4						23.4	9.1
LOS			A		C						C	A
Approach Delay		8.8			25.4						16.3	
Approach LOS		A			C						B	

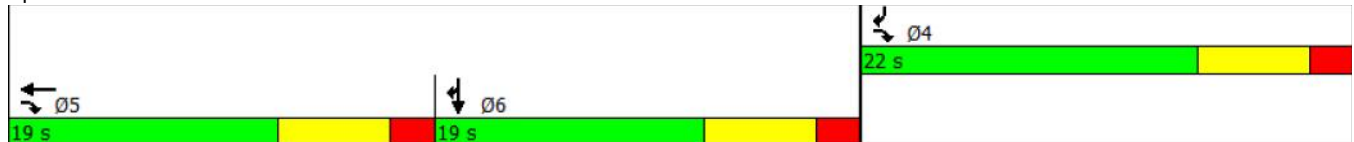
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	14.0
Total Split (s)	22.0
Total Split (%)	37%
Maximum Green (s)	15.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)			93		68						85	89
Queue Length 95th (ft)			139		125						130	156
Internal Link Dist (ft)		2012			424			771			504	
Turn Bay Length (ft)			350									400
Base Capacity (vph)			1673		448						852	962
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.54		0.48						0.59	0.51

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	58.3
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	14.1
Intersection Capacity Utilization:	49.1%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 1201: Old Folkstone Rd















Lane Group	Ø4
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
1203: Old Folkstone Rd

2040 Build Alt G-1 AM Peak

05/25/2018

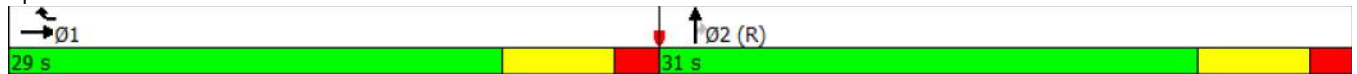
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	489	0	0	0	787	0	793	442	0	0	0
Future Volume (vph)	0	489	0	0	0	787	0	793	442	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		350	0		400	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			55			30	
Link Distance (ft)		596			2213			482			777	
Travel Time (s)		11.6			33.5			6.0			17.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	543	0	0	0	874	0	881	491	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	0	0	0	874	0	881	491	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		14.0	14.0			
Minimum Split (s)		14.0				14.0		21.0	21.0			
Total Split (s)		29.0				29.0		31.0	31.0			
Total Split (%)		48.3%				48.3%		51.7%	51.7%			
Maximum Green (s)		22.0				22.0		24.0	24.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		25.0				25.0		25.0	25.0			
Actuated g/C Ratio		0.42				0.42		0.42	0.42			
v/c Ratio		0.37				0.75		0.60	0.74			
Control Delay		12.2				20.0		10.9	15.8			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		12.2				20.0		10.9	15.8			
LOS		B				C		B	B			
Approach Delay		12.2			20.0			12.7				
Approach LOS		B			C			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		106				133		103	113			
Queue Length 95th (ft)		60				#223		m113	m129			
Internal Link Dist (ft)		516			2133			402			697	
Turn Bay Length (ft)						350			400			
Base Capacity (vph)		1512				1191		1573	660			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.36				0.73		0.56	0.74			

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 52 (87%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 14.9
 Intersection Capacity Utilization 57.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.











Splits and Phases: 1203: Old Folkstone Rd



Lanes, Volumes, Timings
 1205: NC 210 & Old Folkstone Rd NB U-Turn

2040 Build Alt G-1 AM Peak

05/25/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	314	0	0	0	0	1071
Future Volume (vph)	314	0	0	0	0	1071
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	0	0	3539
Right Turn on Red	No	No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		30			30
Link Distance (ft)	515		692			804
Travel Time (s)	10.0		15.7			18.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	349	0	0	0	0	1190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	0	0	0	0	1190
Turn Type	Prot					NA
Protected Phases	5					6
Permitted Phases						
Detector Phase	5					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	14.0					19.0
Total Split (s)	18.0					42.0
Total Split (%)	30.0%					70.0%
Maximum Green (s)	11.0					35.0
Yellow Time (s)	5.0					5.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	-2.0					-2.0
Total Lost Time (s)	5.0					5.0
Lead/Lag	Lead					Lag
Lead-Lag Optimize?	Yes					Yes
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Min
Act Effct Green (s)	13.2					36.8
Actuated g/C Ratio	0.22					0.61
v/c Ratio	0.46					0.55
Control Delay	20.4					5.4
Queue Delay	0.0					0.0
Total Delay	20.4					5.4
LOS	C					A
Approach Delay	20.4					5.4
Approach LOS	C					A
Queue Length 50th (ft)	52					46
Queue Length 95th (ft)	m78					57
Internal Link Dist (ft)	435		612			724



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	799					2227
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.44					0.53

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 46 (77%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 81.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.










Splits and Phases: 1205: NC 210 & Old Folkstone Rd NB U-Turn



Lanes, Volumes, Timings
1207: NC 210 & Old Folkstone Rd SB U-Turn

2040 Build Alt G-1 AM Peak

05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 					
Traffic Volume (vph)	613	0	0	816	0	0
Future Volume (vph)	613	0	0	816	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			55	30	
Link Distance (ft)	461			1263	818	
Travel Time (s)	7.0			15.7	18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	681	0	0	907	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	681	0	0	907	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			14.0		
Minimum Split (s)	14.0			21.0		
Total Split (s)	20.0			40.0		
Total Split (%)	33.3%			66.7%		
Maximum Green (s)	13.0			33.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	15.4			34.6		
Actuated g/C Ratio	0.26			0.58		
v/c Ratio	0.77			0.85		
Control Delay	28.4			20.3		
Queue Delay	0.0			0.0		
Total Delay	28.4			20.3		
LOS	C			C		
Approach Delay	28.4			20.3		
Approach LOS	C			C		
Queue Length 50th (ft)	118			234		
Queue Length 95th (ft)	#194			#482		
Internal Link Dist (ft)	381			1183	738	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	884			1087		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.77			0.83		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.8
 Intersection Capacity Utilization 84.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1207: NC 210 & Old Folkstone Rd SB U-Turn



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑						↑		↑	
Traffic Vol, veh/h	0	1408	127	0	0	0	0	0	79	0	21	0
Future Vol, veh/h	0	1408	127	0	0	0	0	0	79	0	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	50	90	90	90	90	90	50	50	50	50
Heavy Vehicles, %	2	3	3	2	2	2	2	2	7	2	3	2
Mvmt Flow	0	1564	254	0	0	0	0	0	158	0	42	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	782	-	1564	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1564	-
Critical Hdwy	-	-	-	-	-	7.04	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.37	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	326	0	109	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	169	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	326	-	109	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	109	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	169	-

Approach	EB	NB	SB
HCM Control Delay, s	0	26	57.4
HCM LOS		D	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	326	-	-	109
HCM Lane V/C Ratio	0.485	-	-	0.385
HCM Control Delay (s)	26	-	-	57.4
HCM Lane LOS	D	-	-	F
HCM 95th %tile Q(veh)	2.5	-	-	1.6

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↑	
Traffic Vol, veh/h	0	0	0	957	68	0
Future Vol, veh/h	0	0	0	957	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	50	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1063	136	0

Major/Minor	Major2	Minor1
Conflicting Flow All	-	- 532
Stage 1	-	- 0
Stage 2	-	- 532
Critical Hdwy	-	- 6.86
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- 5.86
Follow-up Hdwy	-	- 3.53
Pot Cap-1 Maneuver	0	- 475 0
Stage 1	0	- - 0
Stage 2	0	- 551 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	-	- 475 -
Mov Cap-2 Maneuver	-	- 475 -
Stage 1	-	- - -
Stage 2	-	- 551 -

Approach	WB	NB
HCM Control Delay, s	0	15.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBT
Capacity (veh/h)	475	-
HCM Lane V/C Ratio	0.286	-
HCM Control Delay (s)	15.6	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	1.2	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑		↑	
Traffic Vol, veh/h	0	1403	18	0	0	0	0	0	115	0	76	0
Future Vol, veh/h	0	1403	18	0	0	0	0	0	115	0	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	3	3	2	9	2	9	2	3	2
Mvmt Flow	0	1559	20	0	0	0	0	0	128	0	84	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	789	-	1579	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1579	-
Critical Hdwy	-	-	-	-	-	7.08	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.39	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	319	0	107	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	166	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	319	-	107	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	107	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	166	-

Approach	EB	NB	SB
HCM Control Delay, s	0	23.6	110.4
HCM LOS		C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	319	-	-	107
HCM Lane V/C Ratio	0.401	-	-	0.789
HCM Control Delay (s)	23.6	-	-	110.4
HCM Lane LOS	C	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	4.4

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↖	
Traffic Vol, veh/h	0	0	0	1009	16	0
Future Vol, veh/h	0	0	0	1009	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1121	18	0

Major/Minor	Major2	Minor1
Conflicting Flow All	-	- 561
Stage 1	-	- 0
Stage 2	-	- 561
Critical Hdwy	-	- 6.86
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- 5.86
Follow-up Hdwy	-	- 3.53
Pot Cap-1 Maneuver	0	- 455 0
Stage 1	0	- - 0
Stage 2	0	- 532 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	-	- 455 -
Mov Cap-2 Maneuver	-	- 455 -
Stage 1	-	- - -
Stage 2	-	- 532 -

Approach	WB	NB
HCM Control Delay, s	0	13.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBT
Capacity (veh/h)	455	-
HCM Lane V/C Ratio	0.039	-
HCM Control Delay (s)	13.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	30	0	12	0	0	0	0	0	1084	14
Future Vol, veh/h	0	0	30	0	12	0	0	0	0	0	1084	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	33	0	13	0	0	0	0	0	1204	16

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	602	-	1204	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1204	-	-	-
Critical Hdwy	-	-	7.02	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.36	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	433	0	181	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	253	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	433	-	181	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	181	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	253	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	14		26.5			0		
HCM LOS	B		D					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	433	181	-	-
HCM Lane V/C Ratio	0.077	0.074	-	-
HCM Control Delay (s)	14	26.5	-	-
HCM Lane LOS	B	D	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	4	0	0	0	43	0	1317	13	0	0	0
Future Vol, veh/h	0	4	0	0	0	43	0	1317	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	4	0	0	0	48	0	1463	14	0	0	0

Major/Minor	Minor2		Minor1		Major1	
Conflicting Flow All	-	1463	-	-	-	732
Stage 1	-	0	-	-	-	-
Stage 2	-	1463	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33
Pot Cap-1 Maneuver	0	126	0	0	0	361
Stage 1	0	-	0	0	0	-
Stage 2	0	190	0	0	0	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	126	-	-	-	361
Mov Cap-2 Maneuver	-	126	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	190	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	34.6		16.5		0	
HCM LOS	D		C			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	126	361
HCM Lane V/C Ratio	-	-	0.035	0.132
HCM Control Delay (s)	-	-	34.6	16.5
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.1	0.5

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	9	0	0	1333	0	0
Future Vol, veh/h	9	0	0	1333	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	10	0	0	1481	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	741	-	0
Stage 1	0	-	-
Stage 2	741	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	350	0	-
Stage 1	-	0	-
Stage 2	429	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	350	-	-
Mov Cap-2 Maneuver	350	-	-
Stage 1	-	-	-
Stage 2	429	-	-

Approach	EB	NB
HCM Control Delay, s	15.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 350
HCM Lane V/C Ratio	- 0.029
HCM Control Delay (s)	- 15.6
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	48	1630	29	0	0
Future Vol, veh/h	0	48	1630	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	53	1811	32	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	906	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	277	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	277	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	21.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	277
HCM Lane V/C Ratio	-	0.193
HCM Control Delay (s)	-	21.1
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.7

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↑						↕	
Traffic Vol, veh/h	0	0	110	0	107	0	0	0	0	0	1144	30
Future Vol, veh/h	0	0	110	0	107	0	0	0	0	0	1144	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	122	0	119	0	0	0	0	0	1271	33

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	-	652	-	1304	-	-	-	0
Stage 1	-	-	-	-	0	-	-	-	-
Stage 2	-	-	-	-	1304	-	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-	-
Pot Cap-1 Maneuver	0	0	408	0	158	0	0	-	-
Stage 1	0	0	-	0	-	0	0	-	-
Stage 2	0	0	-	0	227	0	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	-	408	-	158	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	158	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	227	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	17.6		76.1			0		
HCM LOS	C		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	408	158	-	-
HCM Lane V/C Ratio	0.3	0.752	-	-
HCM Control Delay (s)	17.6	76.1	-	-
HCM Lane LOS	C	F	-	-
HCM 95th %tile Q(veh)	1.2	4.7	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	9	0	0	0	120	0	1659	46	0	0	0
Future Vol, veh/h	0	9	0	0	0	120	0	1659	46	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	10	0	0	0	133	0	1843	51	0	0	0

Major/Minor	Minor2		Minor1		Major1	
Conflicting Flow All	-	1843	-	-	-	922
Stage 1	-	0	-	-	-	-
Stage 2	-	1843	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33
Pot Cap-1 Maneuver	0	73	0	0	0	270
Stage 1	0	-	0	0	0	-
Stage 2	0	123	0	0	0	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	-	73	-	-	-	270
Mov Cap-2 Maneuver	-	73	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	123	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	62	30.7	0
HCM LOS	F	D	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	73	270
HCM Lane V/C Ratio	-	-	0.137	0.494
HCM Control Delay (s)	-	-	62	30.7
HCM Lane LOS	-	-	F	D
HCM 95th %tile Q(veh)	-	-	0.5	2.5

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	92	0	0	0	0	1091
Future Vol, veh/h	92	0	0	0	0	1091
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	3
Mvmt Flow	102	0	0	0	0	1212

Major/Minor	Minor1	Major2	
Conflicting Flow All	606	-	-
Stage 1	0	-	-
Stage 2	606	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	426	0	0
Stage 1	-	0	-
Stage 2	504	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	426	-	-
Mov Cap-2 Maneuver	426	-	-
Stage 1	-	-	-
Stage 2	504	-	-

Approach	WB	SB
HCM Control Delay, s	16.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	426	-
HCM Lane V/C Ratio	0.24	-
HCM Control Delay (s)	16.1	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.9	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	33	0	0	1779	0	0
Future Vol, veh/h	33	0	0	1779	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	37	0	0	1977	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	988	-	0
Stage 1	0	-	-
Stage 2	988	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	242	0	0
Stage 1	-	0	0
Stage 2	319	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	242	-	-
Mov Cap-2 Maneuver	242	-	-
Stage 1	-	-	-
Stage 2	319	-	-

Approach	EB	NB
HCM Control Delay, s	22.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 242
HCM Lane V/C Ratio	- 0.152
HCM Control Delay (s)	- 22.5
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 0.5

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	140	0	32	0	0	0	0	0	941	62
Future Vol, veh/h	0	0	140	0	32	0	0	0	0	0	941	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	3	2	3	2	3	3	2	2	3	3
Mvmt Flow	0	0	156	0	36	0	0	0	0	0	1046	69

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	523	-	1046	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1046	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	496	0	225	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	301	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	496	-	225	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	225	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	301	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	15.5		24			0		
HCM LOS	C		C					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	496	225	-	-
HCM Lane V/C Ratio	0.314	0.158	-	-
HCM Control Delay (s)	15.5	24	-	-
HCM Lane LOS	C	C	-	-
HCM 95th %tile Q(veh)	1.3	0.6	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	104	0	0	1449	0	0
Future Vol, veh/h	104	0	0	1449	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	116	0	0	1610	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	805	-	0
Stage 1	0	-	-
Stage 2	805	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	318	0	0
Stage 1	-	0	0
Stage 2	398	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	318	-	-
Mov Cap-2 Maneuver	318	-	-
Stage 1	-	-	-
Stage 2	398	-	-

Approach	EB	NB
HCM Control Delay, s	22.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	318
HCM Lane V/C Ratio	-	0.363
HCM Control Delay (s)	-	22.6
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	1.6

Intersection

Int Delay, s/veh 2.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	81	1482	104	0	0
Future Vol, veh/h	0	81	1482	104	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	275	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	50	90	50	90	90
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	0	162	1647	208	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	823	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.36	-	-
Pot Cap-1 Maneuver	0	308	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	308	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	29	0
HCM LOS	D	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	308
HCM Lane V/C Ratio	-	-	0.526
HCM Control Delay (s)	-	-	29
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.9

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10410	10347	10291	10346	10230	10152	10221
Vehs Exited	10367	10362	10299	10289	10123	10186	10152
Starting Vehs	805	805	835	767	771	829	755
Ending Vehs	848	790	827	824	878	795	824
Denied Entry Before	4	2	2	2	4	1	2
Denied Entry After	1	5	3	4	2	4	2
Travel Distance (mi)	23030	23145	22696	23214	22536	22685	22735
Travel Time (hr)	856.4	824.8	823.0	833.2	809.2	816.4	814.9
Total Delay (hr)	297.8	265.7	271.8	269.6	263.9	266.3	263.7
Total Stops	17927	16369	16310	16727	16622	16796	16206
Fuel Used (gal)	806.8	807.2	793.2	810.2	785.2	792.5	794.6

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10286	10195	10240	10268
Vehs Exited	10215	10157	10256	10242
Starting Vehs	778	807	829	797
Ending Vehs	849	845	813	824
Denied Entry Before	4	1	1	0
Denied Entry After	3	2	1	1
Travel Distance (mi)	23011	22815	22908	22877
Travel Time (hr)	834.6	834.1	828.7	827.5
Total Delay (hr)	275.1	281.3	272.5	272.8
Total Stops	16278	16620	16476	16632
Fuel Used (gal)	801.9	799.7	798.3	799.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	10	2	3	4	5	6
Vehs Entered	10410	10347	10291	10346	10230	10152	10221
Vehs Exited	10367	10362	10299	10289	10123	10186	10152
Starting Vehs	805	805	835	767	771	829	755
Ending Vehs	848	790	827	824	878	795	824
Denied Entry Before	4	2	2	2	4	1	2
Denied Entry After	1	5	3	4	2	4	2
Travel Distance (mi)	23030	23145	22696	23214	22536	22685	22735
Travel Time (hr)	856.4	824.8	823.0	833.2	809.2	816.4	814.9
Total Delay (hr)	297.8	265.7	271.8	269.6	263.9	266.3	263.7
Total Stops	17927	16369	16310	16727	16622	16796	16206
Fuel Used (gal)	806.8	807.2	793.2	810.2	785.2	792.5	794.6

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	7	8	9	Avg
Vehs Entered	10286	10195	10240	10268
Vehs Exited	10215	10157	10256	10242
Starting Vehs	778	807	829	797
Ending Vehs	849	845	813	824
Denied Entry Before	4	1	1	0
Denied Entry After	3	2	1	1
Travel Distance (mi)	23011	22815	22908	22877
Travel Time (hr)	834.6	834.1	828.7	827.5
Total Delay (hr)	275.1	281.3	272.5	272.8
Total Stops	16278	16620	16476	16632
Fuel Used (gal)	801.9	799.7	798.3	799.0

101: US 17 & NC 210 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.1	0.6	0.7
Denied Del/Veh (s)	0.0	0.3	1.4	0.6
Total Delay (hr)	4.1	20.1	9.0	33.2
Total Del/Veh (s)	15.2	44.4	20.6	28.6
Stop Delay (hr)	3.4	13.6	6.3	23.3
Stop Del/Veh (s)	12.4	30.1	14.5	20.1
Total Stops	353	1468	648	2469
Stop/Veh	0.36	0.90	0.41	0.59
Vehicles Entered	974	1605	1547	4126
Vehicles Exited	973	1608	1548	4129
Hourly Exit Rate	973	1608	1548	4129
Input Volume	1004	1606	1555	4165
% of Volume	97	100	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

102: NC 210 Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1
Total Delay (hr)	1.6	0.3	1.9
Total Del/Veh (s)	3.7	1.2	2.8
Stop Delay (hr)	0.4	0.0	0.4
Stop Del/Veh (s)	0.9	0.0	0.5
Total Stops	64	0	64
Stop/Veh	0.04	0.00	0.03
Vehicles Entered	1539	974	2513
Vehicles Exited	1540	974	2514
Hourly Exit Rate	1540	974	2514
Input Volume	1535	1004	2539
% of Volume	100	97	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

103: US 17 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.8	0.2	3.0
Total Del/Veh (s)	6.3	0.9	4.2
Stop Delay (hr)	0.3	0.0	0.3
Stop Del/Veh (s)	0.7	0.0	0.4
Total Stops	56	0	56
Stop/Veh	0.04	0.00	0.02
Vehicles Entered	1563	1033	2596
Vehicles Exited	1563	1032	2595
Hourly Exit Rate	1563	1032	2595
Input Volume	1564	1030	2594
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

201: Dixon High School Entrance & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.5	0.2	0.1	0.9
Total Del/Veh (s)	1.2	11.2	20.1	1.9
Stop Delay (hr)	0.0	0.2	0.1	0.3
Stop Del/Veh (s)	0.0	10.8	15.6	0.7
Total Stops	1	76	18	95
Stop/Veh	0.00	1.00	1.00	0.06
Vehicles Entered	1539	76	18	1633
Vehicles Exited	1540	76	18	1634
Hourly Exit Rate	1540	76	18	1634
Input Volume	1535	79	21	1635
% of Volume	100	96	86	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

202: NC 210 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	992	992
Vehicles Exited	992	992
Hourly Exit Rate	992	992
Input Volume	1025	1025
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0

203: Dixon High School EB U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.2
Total Del/Veh (s)	0.5	7.3	0.9
Stop Delay (hr)	0.0	0.1	0.1
Stop Del/Veh (s)	0.0	5.6	0.3
Total Stops	0	55	55
Stop/Veh	0.00	1.00	0.06
Vehicles Entered	937	55	992
Vehicles Exited	937	55	992
Hourly Exit Rate	937	55	992
Input Volume	957	68	1025
% of Volume	98	81	97
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

204: NC 210 & Dixon High School EB U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.5	1.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1485	1485
Vehicles Exited	1486	1486
Hourly Exit Rate	1486	1486
Input Volume	1490	1490
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

301: Dixon Rd & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	0.3	0.4	0.4	1.1
Total Del/Veh (s)	0.7	12.2	20.2	2.4
Stop Delay (hr)	0.0	0.3	0.3	0.7
Stop Del/Veh (s)	0.0	10.5	16.0	1.5
Total Stops	0	111	74	185
Stop/Veh	0.00	0.99	1.00	0.11
Vehicles Entered	1429	111	74	1614
Vehicles Exited	1429	111	74	1614
Hourly Exit Rate	1429	111	74	1614
Input Volume	1421	115	76	1612
% of Volume	101	97	97	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

302: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1000	1000
Vehicles Exited	1002	1002
Hourly Exit Rate	1002	1002
Input Volume	1025	1025
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

303: Dixon Rd U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	0.0	1.3
Total Del/Veh (s)	4.5	8.8	4.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	7.2	0.1
Total Stops	0	13	13
Stop/Veh	0.00	1.00	0.01
Vehicles Entered	1006	13	1019
Vehicles Exited	999	13	1012
Hourly Exit Rate	999	13	1012
Input Volume	1020	16	1036
% of Volume	98	81	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

304: NC 210 & Dixon Rd U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	1.7	1.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1525	1525
Vehicles Exited	1526	1526
Hourly Exit Rate	1526	1526
Input Volume	1525	1525
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

401: NC 210 & Rifle Range Rd/USMC Base Main Entrance Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	0.0	0.0	0.1
Total Delay (hr)	3.0	5.9	7.9	16.8
Total Del/Veh (s)	35.4	15.8	18.5	19.0
Stop Delay (hr)	2.9	4.4	6.0	13.3
Stop Del/Veh (s)	33.9	11.8	14.2	15.1
Total Stops	221	516	635	1372
Stop/Veh	0.72	0.38	0.41	0.43
Vehicles Entered	299	1338	1507	3144
Vehicles Exited	300	1338	1511	3149
Hourly Exit Rate	300	1338	1511	3149
Input Volume	304	1360	1502	3166
% of Volume	99	98	101	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

402: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.9	1.2	5.1
Total Del/Veh (s)	9.1	4.4	7.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	4	0	4
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1506	1007	2513
Vehicles Exited	1508	1006	2514
Hourly Exit Rate	1508	1006	2514
Input Volume	1502	1020	2522
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

403: NC 210 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	0.8	1.3
Total Del/Veh (s)	1.5	2.4	1.9
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1339	1132	2471
Vehicles Exited	1338	1132	2470
Hourly Exit Rate	1338	1132	2470
Input Volume	1360	1129	2489
% of Volume	98	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

501: NC 210 & Manchester Ln Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.2
Total Del/Veh (s)	6.7	13.6	0.3	0.6
Stop Delay (hr)	0.1	0.0	0.0	0.1
Stop Del/Veh (s)	6.7	8.1	0.0	0.2
Total Stops	28	12	0	40
Stop/Veh	1.00	1.00	0.00	0.03
Vehicles Entered	28	12	1103	1143
Vehicles Exited	28	12	1104	1144
Hourly Exit Rate	28	12	1104	1144
Input Volume	30	12	1098	1140
% of Volume	93	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

502: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1322	1322
Vehicles Exited	1322	1322
Hourly Exit Rate	1322	1322
Input Volume	1342	1342
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

503: NC 210 & USMC Base Secondary Entrance Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2	0.4
Total Del/Veh (s)	18.6	14.9	0.7	1.2
Stop Delay (hr)	0.0	0.2	0.0	0.2
Stop Del/Veh (s)	13.9	14.9	0.0	0.5
Total Stops	4	43	0	47
Stop/Veh	1.00	0.98	0.00	0.03
Vehicles Entered	4	43	1310	1357
Vehicles Exited	4	43	1310	1357
Hourly Exit Rate	4	43	1310	1357
Input Volume	4	43	1330	1377
% of Volume	100	100	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

504: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1106	1106
Vehicles Exited	1107	1107
Hourly Exit Rate	1107	1107
Input Volume	1102	1102
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

505: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	7.5	7.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1351	1351
Vehicles Exited	1352	1352
Hourly Exit Rate	1352	1352
Input Volume	1360	1369
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

506: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1118	1118
Vehicles Exited	1119	1119
Hourly Exit Rate	1119	1119
Input Volume	1116	1116
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

601: NC 210 & Betty Dixon Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	0.0	0.1
Total Delay (hr)	1.9	4.0	7.4	13.2
Total Del/Veh (s)	33.5	37.4	15.9	21.0
Stop Delay (hr)	1.6	3.5	4.1	9.3
Stop Del/Veh (s)	28.3	33.6	8.8	14.7
Total Stops	140	296	722	1158
Stop/Veh	0.69	0.78	0.43	0.51
Vehicles Entered	201	374	1659	2234
Vehicles Exited	200	374	1661	2235
Hourly Exit Rate	200	374	1661	2235
Input Volume	197	380	1678	2255
% of Volume	102	98	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

602: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.6	4.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1310	1310
Vehicles Exited	1310	1310
Hourly Exit Rate	1310	1310
Input Volume	1315	1315
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

603: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.3	0.5	4.8
Total Del/Veh (s)	13.5	8.2	12.6
Stop Delay (hr)	1.3	0.3	1.6
Stop Del/Veh (s)	4.3	4.2	4.2
Total Stops	352	95	447
Stop/Veh	0.31	0.44	0.33
Vehicles Entered	1117	216	1333
Vehicles Exited	1114	216	1330
Hourly Exit Rate	1114	216	1330
Input Volume	1105	227	1332
% of Volume	101	95	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

604: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.1	2.1
Total Del/Veh (s)	4.9	4.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1573	1573
Vehicles Exited	1571	1571
Hourly Exit Rate	1571	1571
Input Volume	1590	1590
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

701: Beaufort Dr & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.8	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.6	0.0	0.0
Total Stops	8	0	8
Stop/Veh	0.16	0.00	0.00
Vehicles Entered	49	1669	1718
Vehicles Exited	49	1669	1718
Hourly Exit Rate	49	1669	1718
Input Volume	48	1687	1735
% of Volume	102	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

801: NC 210 & Village Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.5	0.2	1.0
Total Del/Veh (s)	9.1	15.1	0.8	2.6
Stop Delay (hr)	0.3	0.3	0.0	0.6
Stop Del/Veh (s)	8.4	10.5	0.0	1.5
Total Stops	110	111	1	222
Stop/Veh	0.99	1.00	0.00	0.16
Vehicles Entered	110	111	1157	1378
Vehicles Exited	110	111	1157	1378
Hourly Exit Rate	110	111	1157	1378
Input Volume	110	107	1174	1391
% of Volume	100	104	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

802: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1785	1785
Vehicles Exited	1785	1785
Hourly Exit Rate	1785	1785
Input Volume	1812	1812
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

803: NC 210 & Quarters Landing Cir Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	0.0	2.0	0.5	2.5
Total Del/Veh (s)	35.0	55.9	1.0	5.0
Stop Delay (hr)	0.0	2.0	0.0	2.0
Stop Del/Veh (s)	30.9	56.3	0.0	4.0
Total Stops	5	124	0	129
Stop/Veh	1.00	0.98	0.00	0.07
Vehicles Entered	5	124	1674	1803
Vehicles Exited	5	123	1674	1802
Hourly Exit Rate	5	123	1674	1802
Input Volume	9	120	1705	1834
% of Volume	56	102	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

804: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.5	0.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1163	1163
Vehicles Exited	1163	1163
Hourly Exit Rate	1163	1163
Input Volume	1184	1184
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

805: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.5	0.7
Total Del/Veh (s)	10.3	1.6	2.2
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	8.5	0.0	0.6
Total Stops	80	0	80
Stop/Veh	1.00	0.00	0.07
Vehicles Entered	80	1110	1190
Vehicles Exited	80	1110	1190
Hourly Exit Rate	80	1110	1190
Input Volume	92	1118	1210
% of Volume	87	99	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

806: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1749	1749
Vehicles Exited	1749	1749
Hourly Exit Rate	1749	1749
Input Volume	1779	1779
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

807: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.6
Total Del/Veh (s)	25.4	0.8	1.2
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	23.7	0.0	0.4
Total Stops	29	0	29
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	29	1756	1785
Vehicles Exited	29	1756	1785
Hourly Exit Rate	29	1756	1785
Input Volume	33	1779	1812
% of Volume	88	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

808: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.3	1.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1238	1238
Vehicles Exited	1239	1239
Hourly Exit Rate	1239	1239
Input Volume	1255	1255
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

901: NC 210 & NC 172 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.4	1.0	0.0	0.0	1.4
Denied Del/Veh (s)	1.9	2.9	0.1	0.0	1.1
Total Delay (hr)	16.7	17.6	35.0	26.3	95.4
Total Del/Veh (s)	76.1	50.9	76.8	77.2	70.2
Stop Delay (hr)	14.2	14.9	27.2	23.7	80.1
Stop Del/Veh (s)	65.0	43.4	59.8	69.5	58.9
Total Stops	822	1062	1786	995	4665
Stop/Veh	1.04	0.86	1.09	0.81	0.95
Vehicles Entered	768	1217	1579	1207	4771
Vehicles Exited	765	1216	1578	1192	4751
Hourly Exit Rate	765	1216	1578	1192	4751
Input Volume	763	1227	1603	1221	4814
% of Volume	100	99	98	98	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	1	0	0	1

902: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	3.0	3.3
Total Del/Veh (s)	0.8	6.1	3.9
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	2	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1209	1763	2972
Vehicles Exited	1208	1765	2973
Hourly Exit Rate	1208	1765	2973
Input Volume	1221	1787	3008
% of Volume	99	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

903: NC 210 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	1.4	2.5
Total Del/Veh (s)	2.7	4.7	3.5
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1528	1080	2608
Vehicles Exited	1527	1080	2607
Hourly Exit Rate	1527	1080	2607
Input Volume	1552	1084	2636
% of Volume	98	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1001: Ridge Field Ave/Dixon Middle School Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	1.1	0.7	2.0	3.8
Total Del/Veh (s)	18.6	17.3	6.7	9.5
Stop Delay (hr)	1.0	0.5	1.1	2.7
Stop Del/Veh (s)	17.2	13.3	3.8	6.7
Total Stops	164	81	285	530
Stop/Veh	0.75	0.60	0.26	0.37
Vehicles Entered	216	136	1080	1432
Vehicles Exited	217	136	1078	1431
Hourly Exit Rate	217	136	1078	1431
Input Volume	216	138	1085	1439
% of Volume	100	99	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1002: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.2	2.2
Total Del/Veh (s)	4.7	4.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1662	1662
Vehicles Exited	1664	1664
Hourly Exit Rate	1664	1664
Input Volume	1691	1691
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

1003: Ridge Field Ave U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	3.6	4.8
Total Del/Veh (s)	30.6	8.4	10.2
Stop Delay (hr)	1.1	0.9	2.0
Stop Del/Veh (s)	28.0	2.1	4.2
Total Stops	134	344	478
Stop/Veh	0.97	0.22	0.28
Vehicles Entered	136	1525	1661
Vehicles Exited	137	1525	1662
Hourly Exit Rate	137	1525	1662
Input Volume	142	1548	1690
% of Volume	96	99	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1004: Ridge Field Ave U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1125	1125
Vehicles Exited	1126	1126
Hourly Exit Rate	1126	1126
Input Volume	1130	1130
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1101: Pebble Shore Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.7	1.2
Total Del/Veh (s)	8.0	14.0	2.6	3.5
Stop Delay (hr)	0.3	0.1	0.0	0.4
Stop Del/Veh (s)	7.9	9.8	0.0	1.2
Total Stops	138	29	2	169
Stop/Veh	0.98	1.00	0.00	0.14
Vehicles Entered	138	29	1005	1172
Vehicles Exited	139	29	1002	1170
Hourly Exit Rate	139	29	1002	1170
Input Volume	140	32	1003	1175
% of Volume	99	91	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1102: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1533	1533
Vehicles Exited	1530	1530
Hourly Exit Rate	1530	1530
Input Volume	1554	1554
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

1103: Pebble Shore Dr U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.5	1.0
Total Del/Veh (s)	15.0	1.4	2.3
Stop Delay (hr)	0.4	0.0	0.4
Stop Del/Veh (s)	13.2	0.0	0.9
Total Stops	105	0	105
Stop/Veh	0.99	0.00	0.07
Vehicles Entered	106	1426	1532
Vehicles Exited	105	1426	1531
Hourly Exit Rate	105	1426	1531
Input Volume	104	1449	1553
% of Volume	101	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1104: Pebble Shore Dr U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.8	1.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1081	1081
Vehicles Exited	1082	1082
Hourly Exit Rate	1082	1082
Input Volume	1081	1081
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1201: Old Folkstone Rd Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.5	0.0	0.0	0.6
Total Delay (hr)	2.3	1.2	4.0	7.5
Total Del/Veh (s)	10.5	22.3	15.9	14.2
Stop Delay (hr)	1.4	0.9	2.8	5.1
Stop Del/Veh (s)	6.2	17.4	11.1	9.7
Total Stops	370	145	529	1044
Stop/Veh	0.46	0.76	0.58	0.55
Vehicles Entered	794	188	896	1878
Vehicles Exited	794	187	900	1881
Hourly Exit Rate	794	187	900	1881
Input Volume	806	194	896	1896
% of Volume	99	96	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1202: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.0	2.0
Total Del/Veh (s)	5.0	5.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1410	1410
Vehicles Exited	1408	1408
Hourly Exit Rate	1408	1408
Input Volume	1430	1430
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

1203: Old Folkstone Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.6	0.0	0.2
Total Delay (hr)	0.9	3.7	6.8	11.4
Total Del/Veh (s)	6.7	16.6	19.9	16.3
Stop Delay (hr)	0.5	2.4	4.7	7.7
Stop Del/Veh (s)	3.7	11.1	13.9	11.0
Total Stops	156	475	724	1355
Stop/Veh	0.31	0.60	0.59	0.54
Vehicles Entered	492	780	1218	2490
Vehicles Exited	492	780	1215	2487
Hourly Exit Rate	492	780	1215	2487
Input Volume	489	787	1235	2511
% of Volume	101	99	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1204: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	2.9	2.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1387	1387
Vehicles Exited	1390	1390
Hourly Exit Rate	1390	1390
Input Volume	1386	1386
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1205: NC 210 & Old Folkstone Rd NB U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	1.8	2.3	4.1
Total Del/Veh (s)	20.6	7.7	10.6
Stop Delay (hr)	1.6	1.3	2.9
Stop Del/Veh (s)	18.5	4.4	7.5
Total Stops	236	366	602
Stop/Veh	0.75	0.34	0.43
Vehicles Entered	311	1083	1394
Vehicles Exited	310	1083	1393
Hourly Exit Rate	310	1083	1393
Input Volume	314	1079	1393
% of Volume	99	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1206: Old Folkstone Rd NB U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.0	4.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1560	1560
Vehicles Exited	1558	1558
Hourly Exit Rate	1558	1558
Input Volume	1581	1581
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1207: NC 210 & Old Folkstone Rd SB U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.8	0.4
Total Delay (hr)	3.3	6.9	10.3
Total Del/Veh (s)	19.7	30.5	25.9
Stop Delay (hr)	2.6	3.3	5.9
Stop Del/Veh (s)	15.6	14.4	15.0
Total Stops	427	590	1017
Stop/Veh	0.71	0.72	0.71
Vehicles Entered	603	807	1410
Vehicles Exited	603	806	1409
Hourly Exit Rate	603	806	1409
Input Volume	613	816	1429
% of Volume	98	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1208: Old Folkstone Rd SB U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.2	2.2
Total Del/Veh (s)	6.3	6.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1251	1251
Vehicles Exited	1252	1252
Hourly Exit Rate	1252	1252
Input Volume	1259	1259
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1301: US 17 & Dixon High School Entrance Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.1	0.4	0.4
Total Delay (hr)	0.2	1.0	1.3
Total Del/Veh (s)	11.5	2.3	2.7
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	11.3	0.0	0.5
Total Stops	77	0	77
Stop/Veh	1.00	0.00	0.05
Vehicles Entered	77	1584	1661
Vehicles Exited	77	1585	1662
Hourly Exit Rate	77	1585	1662
Input Volume	81	1586	1667
% of Volume	95	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Denied Delay (hr)	3.3
Denied Del/Veh (s)	1.2
Total Delay (hr)	269.5
Total Del/Veh (s)	87.7
Stop Delay (hr)	162.0
Stop Del/Veh (s)	52.7
Total Stops	16632
Stop/Veh	1.50
Vehicles Entered	10268
Vehicles Exited	10242
Hourly Exit Rate	10242
Input Volume	102766
% of Volume	10
Denied Entry Before	0
Denied Entry After	1

Intersection: 101: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	R	T	T	R	L	L
Maximum Queue (ft)	259	183	173	539	543	400	300	318
Average Queue (ft)	137	75	85	384	394	159	188	206
95th Queue (ft)	233	153	156	537	548	451	279	296
Link Distance (ft)		488	488	503	503			
Upstream Blk Time (%)				4	5			
Queuing Penalty (veh)				32	36			
Storage Bay Dist (ft)	300					300	400	400
Storage Blk Time (%)	0				26	0	0	0
Queuing Penalty (veh)	0				61	1	0	0

Intersection: 102: NC 210

Movement	EB
Directions Served	R
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	488
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 103: US 17

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	85	95
Average Queue (ft)	12	14
95th Queue (ft)	103	109
Link Distance (ft)	875	875
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Dixon High School Entrance & NC 210

Movement	EB	NB	SB
Directions Served	R	R	T
Maximum Queue (ft)	4	95	54
Average Queue (ft)	1	38	17
95th Queue (ft)	6	73	46
Link Distance (ft)		1005	104
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 203: Dixon High School EB U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	57
Average Queue (ft)	29
95th Queue (ft)	52
Link Distance (ft)	101
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 204: NC 210 & Dixon High School EB U-Turn

Movement	EB
Directions Served	T
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	514
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 301: Dixon Rd & NC 210

Movement	EB	EB	NB	SB
Directions Served	T	TR	R	T
Maximum Queue (ft)	6	11	115	102
Average Queue (ft)	0	0	46	40
95th Queue (ft)	4	7	84	77
Link Distance (ft)	168	168	980	138
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 302: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	740
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 303: Dixon Rd U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 304: NC 210 & Dixon Rd U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	U	T	T	R	R	L	L	T
Maximum Queue (ft)	94	104	84	86	92	270	284	186	163	259	259	191
Average Queue (ft)	45	41	32	29	33	119	133	79	78	161	178	93
95th Queue (ft)	81	85	67	69	78	222	236	147	140	242	253	166
Link Distance (ft)	2005	2005				457	457					827
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			375	375	300			300	300	500	500	
Storage Blk Time (%)						0	0	0				
Queuing Penalty (veh)						0	0	0				

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	SB
Directions Served	T
Maximum Queue (ft)	187
Average Queue (ft)	98
95th Queue (ft)	164
Link Distance (ft)	827
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 402: NC 210

Movement	EB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	13
Link Distance (ft)	4318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 403: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 501: NC 210 & Manchester Ln

Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	50	37	2
Average Queue (ft)	16	11	0
95th Queue (ft)	40	35	2
Link Distance (ft)	1138	196	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 502: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 503: NC 210 & USMC Base Secondary Entrance

Movement	EB	WB	NB
Directions Served	T	R	R
Maximum Queue (ft)	27	67	2
Average Queue (ft)	3	22	0
95th Queue (ft)	20	49	2
Link Distance (ft)	180	984	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			175
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 504: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 505: NC 210 & Manchester Ln U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 506: NC 210 & Manchester Ln U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 601: NC 210 & Betty Dixon Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	237	253	230	322	341	321
Average Queue (ft)	115	141	107	168	187	133
95th Queue (ft)	211	216	197	281	293	242
Link Distance (ft)	219	1928		1100	1100	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	2					
Storage Bay Dist (ft)			175			275
Storage Blk Time (%)		4	1		1	0
Queuing Penalty (veh)		7	2		5	2

Intersection: 602: NC 210

Movement	SB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	772
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 603: NC 210 & Betty Dixon Rd U-Turn

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	237	210	130
Average Queue (ft)	116	106	63
95th Queue (ft)	202	187	103
Link Distance (ft)	5643	5643	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: NC 210 & Betty Dixon Rd U-Turn

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	2	5
Average Queue (ft)	0	0
95th Queue (ft)	2	5
Link Distance (ft)	729	729
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 701: Beaufort Dr & NC 210

Movement	WB
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	989
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 801: NC 210 & Village Dr

Movement	EB	WB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	96	96	15
Average Queue (ft)	46	46	1
95th Queue (ft)	79	78	6
Link Distance (ft)	1000	207	202
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 802: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	550
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 803: NC 210 & Quarters Landing Cir

Movement	EB	WB	NB
Directions Served	T	R	R
Maximum Queue (ft)	37	210	2
Average Queue (ft)	5	88	0
95th Queue (ft)	25	179	2
Link Distance (ft)	174	974	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			175
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 804: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 805: NC 210 & Quarters Landing Cir U-Turn

Movement	WB
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Directions Served	L
Maximum Queue (ft)	93
Average Queue (ft)	37
95th Queue (ft)	67
Link Distance (ft)	98
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 806: NC 210 & Quarters Landing Cir U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 807: NC 210 & Village Dr U-Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	61
Average Queue (ft)	23
95th Queue (ft)	53
Link Distance (ft)	114
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 808: NC 210 & Village Dr U-Turn

Movement	EB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	666
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 901: NC 210 & NC 172

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	T	T	R	L	L	T	R	R	L	T	T	
Maximum Queue (ft)	309	419	394	190	170	263	496	272	184	430	696	690	
Average Queue (ft)	120	200	173	33	85	114	227	98	80	127	476	490	
95th Queue (ft)	244	342	316	115	149	249	518	245	157	385	678	695	
Link Distance (ft)	1983			1957						1499			1499
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	400		400		400		400		450		450		
Storage Blk Time (%)	0		0		0		7				15		
Queuing Penalty (veh)	1		1		0		69				21		

Intersection: 901: NC 210 & NC 172

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	530	481	494	250	249	78
Average Queue (ft)	269	315	325	128	141	26
95th Queue (ft)	484	559	564	216	220	66
Link Distance (ft)				1392	1392	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	450	700	700	350		
Storage Blk Time (%)	0	0	0			
Queuing Penalty (veh)	0	0	0			

Intersection: 902: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 903: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1001: Ridge Field Ave/Dixon Middle School

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	151	122	141	161	176	117
Average Queue (ft)	73	24	54	61	86	48
95th Queue (ft)	127	75	104	128	146	101
Link Distance (ft)	988		183	1452	1452	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		425				350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1002: NC 210

Movement	NB
Directions Served	T
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	670
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1003: Ridge Field Ave U-Turn & NC 210

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	157	181	174
Average Queue (ft)	78	91	99
95th Queue (ft)	134	155	161
Link Distance (ft)	126	1685	1685
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1004: Ridge Field Ave U-Turn

Movement	SB
Directions Served	LT
Maximum Queue (ft)	8
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	748
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1101: Pebble Shore Dr

Movement	EB	WB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	90	58	178	2	13
Average Queue (ft)	36	21	6	0	1
95th Queue (ft)	70	50	171	2	7
Link Distance (ft)	954	161	1642	1642	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1102: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1103: Pebble Shore Dr U-Turn & NC 210

Movement

EB

Directions Served L
 Maximum Queue (ft) 117
 Average Queue (ft) 48
 95th Queue (ft) 88
 Link Distance (ft) 125
 Upstream Blk Time (%) 0
 Queuing Penalty (veh) 0
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1104: Pebble Shore Dr U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1201: Old Folkstone Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	176	171	163	157	177	216
Average Queue (ft)	91	90	83	87	94	106
95th Queue (ft)	147	149	141	142	155	181
Link Distance (ft)	2041		383	419	419	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		350				400
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1202: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	707
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1203: Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	R	T	T	R
Maximum Queue (ft)	114	119	218	211	218	339	336
Average Queue (ft)	55	51	132	113	93	127	177
95th Queue (ft)	101	93	188	182	168	246	288
Link Distance (ft)		416	2156		369	369	
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						2	0
Storage Bay Dist (ft)	250			350			400
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						1	1

Intersection: 1204: NC 210

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	16	5
Average Queue (ft)	1	0
95th Queue (ft)	8	5
Link Distance (ft)	582	582
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1205: NC 210 & Old Folkstone Rd NB U-Turn

Movement	WB	WB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	113	172	212	208
Average Queue (ft)	50	95	108	97
95th Queue (ft)	90	152	180	172
Link Distance (ft)	286	286	727	727
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1206: Old Folkstone Rd NB U-Turn

Movement	NB
Directions Served	LT
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	689
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1207: NC 210 & Old Folkstone Rd SB U-Turn

Movement	EB	EB	NB
Directions Served	L	L	T
Maximum Queue (ft)	173	205	519
Average Queue (ft)	92	128	265
95th Queue (ft)	147	185	456
Link Distance (ft)	282	282	1235
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1208: Old Folkstone Rd SB U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1301: US 17 & Dixon High School Entrance

Movement	WB
Directions Served	R
Maximum Queue (ft)	100
Average Queue (ft)	33
95th Queue (ft)	69
Link Distance (ft)	903
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary













Network wide Queuing Penalty: 337

Appendix E-6

**2040 Build ALT. G-1
PM Peak Hour Analyses**

Lanes, Volumes, Timings
101: US 17 & NC 210

2040 Build Alt G-1 PM Peak
05/22/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	340	634	921	120	559	1289
Future Volume (vph)	340	634	921	120	559	1289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400	0		300	400	
Storage Lanes	1	2		1	2	
Taper Length (ft)	100				300	
Lane Util. Factor	1.00	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	2760	3471	1553	3367	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	2760	3471	1553	3367	3471
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		55			55
Link Distance (ft)	578		581			2095
Travel Time (s)	8.8		7.2			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Adj. Flow (vph)	378	704	1023	133	621	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	704	1023	133	621	1432
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3!	3 1	2		1	1 2 3!
Permitted Phases				2		
Detector Phase	3	1	2		1	
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	
Minimum Split (s)	14.0		21.0	21.0	14.0	
Total Split (s)	28.0		37.0	37.0	25.0	
Total Split (%)	31.1%		41.1%	41.1%	27.8%	
Maximum Green (s)	21.0		30.0	30.0	18.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Min	Min	None	
Act Effct Green (s)	22.0	46.6	28.9	28.9	19.6	85.6
Actuated g/C Ratio	0.26	0.54	0.34	0.34	0.23	1.00
v/c Ratio	0.84	0.47	0.87	0.25	0.81	0.41
Control Delay	49.5	13.7	36.2	22.2	41.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	13.7	36.2	22.2	41.6	0.4
LOS	D	B	D	C	D	A
Approach Delay	26.2		34.6			12.8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	C		C		B	
Queue Length 50th (ft)	204	134	275	53	174	0
Queue Length 95th (ft)	#356	184	357	97	#257	0
Internal Link Dist (ft)	498		501		2015	
Turn Bay Length (ft)	400			300	400	
Base Capacity (vph)	474	1481	1307	525	792	3471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.48	0.78	0.25	0.78	0.41

Intersection Summary





















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 85.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 22.1
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 101: US 17 & NC 210



Lanes, Volumes, Timings
 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 Build Alt G-1 PM Peak
 05/22/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 	 	 	 
Traffic Volume (vph)	423	525	13	947	143	161	859
Future Volume (vph)	423	525	13	947	143	161	859
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375	300		300	500	
Storage Lanes	2	2	1		2	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	0.97	0.88	1.00	0.95	0.88	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3400	2760	1752	3505	2760	3400	3505
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3400	2760	1752	3505	2760	3400	3505
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			55			55
Link Distance (ft)	2082			541			915
Travel Time (s)	56.8			6.7			11.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	470	583	14	1052	159	179	954
Shared Lane Traffic (%)							
Lane Group Flow (vph)	470	583	14	1052	159	179	954
Turn Type	Prot	pt+ov	Prot	NA	Prot	Prot	NA
Protected Phases	3	3 1	5	2	2	1	6
Permitted Phases							
Detector Phase	3	1	5	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		14.0	23.0	23.0	23.0	23.0
Total Split (s)	33.0		14.0	62.0	62.0	25.0	73.0
Total Split (%)	27.5%		11.7%	51.7%	51.7%	20.8%	60.8%
Maximum Green (s)	26.0		7.0	55.0	55.0	18.0	66.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	23.8	43.3	9.2	66.7	66.7	14.5	80.3
Actuated g/C Ratio	0.20	0.36	0.08	0.56	0.56	0.12	0.67
v/c Ratio	0.70	0.59	0.10	0.54	0.10	0.44	0.41
Control Delay	50.1	32.8	53.2	19.5	14.4	51.7	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	32.8	53.2	19.5	14.4	51.7	11.4
LOS	D	C	D	B	B	D	B
Approach Delay	40.6			19.2			17.7



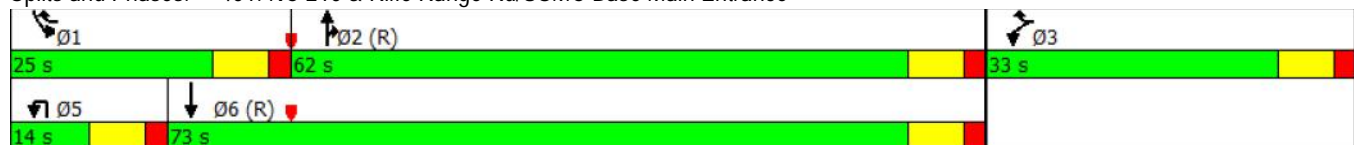
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	D			B			B
Queue Length 50th (ft)	176	208	10	255	31	68	134
Queue Length 95th (ft)	219	230	32	393	61	101	298
Internal Link Dist (ft)	2002			461			835
Turn Bay Length (ft)	375		300	300		500	
Base Capacity (vph)	802	1123	134	1955	1534	566	2361
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.52	0.10	0.54	0.10	0.32	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 92 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 25.3
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B













Splits and Phases: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance















Lanes, Volumes, Timings
601: NC 210 & Betty Dixon Rd

2040 Build Alt G-1 PM Peak

05/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	153	0	0	0	590	0	880	227	0	0	0
Future Volume (vph)	0	153	0	0	0	590	0	880	227	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		175	0		275	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		332			2003			1156			838	
Travel Time (s)		6.5			39.0			17.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	4%	2%	4%	2%	3%	3%	3%	3%	2%
Adj. Flow (vph)	0	170	0	0	0	656	0	978	252	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	0	656	0	978	252	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		14.0				14.0		19.0	19.0			
Total Split (s)		28.0				28.0		32.0	32.0			
Total Split (%)		46.7%				46.7%		53.3%	53.3%			
Maximum Green (s)		21.0				21.0		25.0	25.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		Min	Min			
Act Effct Green (s)		18.7				18.7		19.6	19.6			
Actuated g/C Ratio		0.38				0.38		0.40	0.40			
v/c Ratio		0.24				0.62		0.69	0.40			
Control Delay		12.1				15.8		15.4	13.1			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		12.1				15.8		15.4	13.1			
LOS		B				B		B	B			
Approach Delay		12.1			15.8			14.9				

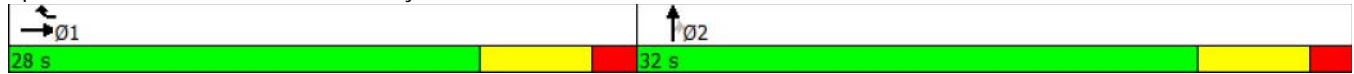
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		30				79		115	49			
Queue Length 95th (ft)		78				160		191	105			
Internal Link Dist (ft)		252			1923			1076			758	
Turn Bay Length (ft)						175			275			
Base Capacity (vph)		901				1334		2009	632			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.19				0.49		0.49	0.40			

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 48.6
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 53.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 601: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
603: NC 210 & Betty Dixon Rd U-Turn

2040 Build Alt G-1 PM Peak
05/22/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	0	1360	0	0	395	0
Future Volume (vph)	0	1360	0	0	395	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	1752	0
Right Turn on Red				No	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		5732	862		364	
Travel Time (s)		86.8	13.1		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%
Adj. Flow (vph)	0	1511	0	0	439	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1511	0	0	439	0
Turn Type		NA			Prot	
Protected Phases		6			5	
Permitted Phases						
Detector Phase		6			5	
Switch Phase						
Minimum Initial (s)		12.0			7.0	
Minimum Split (s)		19.0			14.0	
Total Split (s)		36.0			24.0	
Total Split (%)		60.0%			40.0%	
Maximum Green (s)		29.0			17.0	
Yellow Time (s)		5.0			5.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		-2.0			-2.0	
Total Lost Time (s)		5.0			5.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	
Recall Mode		C-Min			None	
Act Effct Green (s)		31.5			18.5	
Actuated g/C Ratio		0.52			0.31	
v/c Ratio		0.82			0.81	
Control Delay		14.6			33.6	
Queue Delay		0.0			0.0	
Total Delay		14.6			33.6	
LOS		B			C	
Approach Delay		14.6			33.6	
Approach LOS		B			C	
Queue Length 50th (ft)		285			143	
Queue Length 95th (ft)		131			#278	

Lanes, Volumes, Timings
603: NC 210 & Betty Dixon Rd U-Turn

2040 Build Alt G-1 PM Peak
05/22/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		5652	782		284	
Turn Bay Length (ft)						
Base Capacity (vph)		1847			558	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.82			0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 4 (7%), Referenced to phase 6:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 86.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 603: NC 210 & Betty Dixon Rd U-Turn



Lanes, Volumes, Timings
901: NC 210 & NC 172

2040 Build Alt G-1 PM Peak

05/22/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	280	140	462	459	551	154	584	311	636	1001	150
Future Volume (vph)	79	280	140	462	459	551	154	584	311	636	1001	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		450	450		450	700		350
Storage Lanes	1		2	2		2	1		1	2		1
Taper Length (ft)	100			200			100			200		
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Fr			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2079			1642			1516	
Travel Time (s)		26.0			31.5			24.9			23.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	88	311	156	513	510	612	171	649	346	707	1112	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	311	156	513	510	612	171	649	346	707	1112	167
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0	14.0	14.0	19.0	14.0
Total Split (s)	14.0	19.0	21.0	35.0	40.0	36.0	21.0	30.0	35.0	36.0	45.0	14.0
Total Split (%)	11.7%	15.8%	17.5%	29.2%	33.3%	30.0%	17.5%	25.0%	29.2%	30.0%	37.5%	11.7%
Maximum Green (s)	7.0	12.0	14.0	28.0	33.0	29.0	14.0	23.0	28.0	29.0	38.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	9.1	18.8	37.2	25.1	34.9	68.1	15.4	25.8	55.9	30.3	40.6	52.7
Actuated g/C Ratio	0.08	0.16	0.31	0.21	0.29	0.57	0.13	0.22	0.47	0.25	0.34	0.44
v/c Ratio	0.67	0.57	0.32	0.72	0.95	0.39	0.76	0.86	0.47	0.82	0.94	0.24
Control Delay	78.4	52.4	34.9	50.0	70.9	15.2	70.3	58.9	21.1	51.5	53.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	52.4	34.9	50.0	70.9	15.2	70.3	58.9	21.1	51.5	53.8	22.6
LOS	E	D	C	D	E	B	E	E	C	D	D	C
Approach Delay		51.6			43.5			49.3			50.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			D			D		
Queue Length 50th (ft)	68	118	92	191	387	139	123	261	166	264	441	81
Queue Length 95th (ft)	#146	#185	161	239	#601	183	#236	#365	221	337	#584	131
Internal Link Dist (ft)	2015			1999			1562			1436		
Turn Bay Length (ft)	400		400	400		450	450		450	700		350
Base Capacity (vph)	132	549	493	850	538	1584	233	754	731	878	1187	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.57	0.32	0.60	0.95	0.39	0.73	0.86	0.47	0.81	0.94	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E



















95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 901: NC 210 & NC 172



Lanes, Volumes, Timings
1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-1 PM Peak
05/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	310	0	74	0	0	0	0	0	1410	142
Future Volume (vph)	0	0	310	0	74	0	0	0	0	0	1410	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		425	0		0	0		0	0		350
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Flt Permitted												
Satd. Flow (perm)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		1052			301			823			1495	
Travel Time (s)		28.7			5.9			18.7			34.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	2%	4%	2%	3%	2%	3%	3%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	344	0	82	0	0	0	0	0	1567	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	344	0	82	0	0	0	0	0	1567	158
Turn Type			Prot		NA						NA	Perm
Protected Phases			5		5						6	
Permitted Phases												6
Detector Phase			5		5						6	
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			14.0		14.0						19.0	19.0
Total Split (s)			18.0		18.0						42.0	42.0
Total Split (%)			30.0%		30.0%						70.0%	70.0%
Maximum Green (s)			11.0		11.0						35.0	35.0
Yellow Time (s)			5.0		5.0						5.0	5.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			-2.0		-2.0						-2.0	-2.0
Total Lost Time (s)			5.0		5.0						5.0	5.0
Lead/Lag			Lead		Lead						Lag	Lag
Lead-Lag Optimize?			Yes		Yes						Yes	Yes
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Min	C-Min
Act Effct Green (s)			12.9		12.9						37.1	37.1
Actuated g/C Ratio			0.22		0.22						0.62	0.62
v/c Ratio			0.59		0.21						0.72	0.16
Control Delay			25.6		19.2						20.7	6.8
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			25.6		19.2						20.7	6.8
LOS			C		B						C	A
Approach Delay		25.6			19.2						19.4	

Lanes, Volumes, Timings
 1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-1 PM Peak
 05/22/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B						B		
Queue Length 50th (ft)	61			21						616 43		
Queue Length 95th (ft)	104			m33						m633 m57		
Internal Link Dist (ft)	972			221			743			1415		
Turn Bay Length (ft)	425									350		
Base Capacity (vph)	608			410						2187 969		
Starvation Cap Reductn	0			0						0 0		
Spillback Cap Reductn	0			0						0 0		
Storage Cap Reductn	0			0						0 0		
Reduced v/c Ratio	0.57			0.20						0.72 0.16		

Intersection Summary










Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 10 (17%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 58.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
 1003: Ridge Field Ave U-Turn & NC 210

2040 Build Alt G-1 PM Peak
 05/22/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	172	0	0	985	0	0
Future Volume (vph)	172	0	0	985	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Frt Protected	0.950					
Satd. Flow (prot)	1752	0	0	3505	0	0
Frt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	3505	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	223			1772	742	
Travel Time (s)	4.3			26.8	11.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	3%	2%	2%
Adj. Flow (vph)	191	0	0	1094	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	0	1094	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	14.0			19.0		
Total Split (s)	21.0			39.0		
Total Split (%)	35.0%			65.0%		
Maximum Green (s)	14.0			32.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	13.7			36.3		
Actuated g/C Ratio	0.23			0.60		
v/c Ratio	0.48			0.52		
Control Delay	10.3			6.2		
Queue Delay	0.0			0.0		
Total Delay	10.3			6.2		
LOS	B			A		
Approach Delay	10.3			6.2		
Approach LOS	B			A		
Queue Length 50th (ft)	20			68		
Queue Length 95th (ft)	0			191		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	143			1692	662	
Turn Bay Length (ft)						
Base Capacity (vph)	479			2146		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.40			0.51		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 38 (63%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 82.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service E



















Splits and Phases: 1003: Ridge Field Ave U-Turn & NC 210



Lanes, Volumes, Timings
1201: Old Folkstone Rd

2040 Build Alt G-1 PM Peak

05/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	637	0	193	0	0	0	0	0	622	613
Future Volume (vph)	0	0	637	0	193	0	0	0	0	0	622	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	0		0	0		0	0		400
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		2092			504			851			584	
Travel Time (s)		31.7			7.6			19.3			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	708	0	214	0	0	0	0	0	691	681
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	708	0	214	0	0	0	0	0	691	681
Turn Type			custom		NA						NA	custom
Protected Phases			4 5		5						6	4 6
Permitted Phases												6
Detector Phase			4 5		5						6	
Switch Phase												
Minimum Initial (s)					7.0						12.0	
Minimum Split (s)					14.0						19.0	
Total Split (s)					16.0						21.0	
Total Split (%)					26.7%						35.0%	
Maximum Green (s)					9.0						14.0	
Yellow Time (s)					5.0						5.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					-2.0						-2.0	
Total Lost Time (s)					5.0						5.0	
Lead/Lag					Lag						Lead	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	
Recall Mode					None						Min	
Act Effct Green (s)			27.5		11.1						14.9	31.3
Actuated g/C Ratio			0.52		0.21						0.28	0.60
v/c Ratio			0.48		0.54						0.69	0.72
Control Delay			9.3		26.1						21.4	12.6
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			9.3		26.1						21.4	12.6
LOS			A		C						C	B
Approach Delay		9.3			26.1						17.0	
Approach LOS		A			C						B	

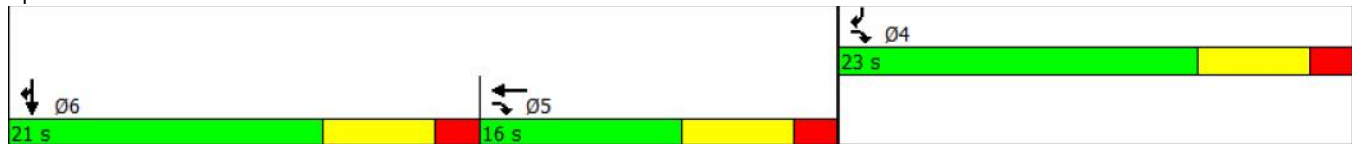
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	14.0
Total Split (s)	23.0
Total Split (%)	38%
Maximum Green (s)	16.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)			68		56						94	125
Queue Length 95th (ft)			112		#146						171	226
Internal Link Dist (ft)		2012			424			771			504	
Turn Bay Length (ft)			350									400
Base Capacity (vph)			1817		393						1086	945
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.39		0.54						0.64	0.72

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 52.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 56.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.













Splits and Phases: 1201: Old Folkstone Rd



Lanes, Volumes, Timings
1203: Old Folkstone Rd

2040 Build Alt G-1 PM Peak

05/22/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	473	0	0	0	931	0	582	314	0	0	0
Future Volume (vph)	0	473	0	0	0	931	0	582	314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		350	0		400	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			55			30	
Link Distance (ft)		596			2213			482			777	
Travel Time (s)		11.6			33.5			6.0			17.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	526	0	0	0	1034	0	647	349	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	0	1034	0	647	349	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		14.0	14.0			
Minimum Split (s)		14.0				14.0		21.0	21.0			
Total Split (s)		34.0				34.0		26.0	26.0			
Total Split (%)		56.7%				56.7%		43.3%	43.3%			
Maximum Green (s)		27.0				27.0		19.0	19.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		29.2				29.2		20.8	20.8			
Actuated g/C Ratio		0.49				0.49		0.35	0.35			
v/c Ratio		0.31				0.76		0.53	0.64			
Control Delay		8.2				16.8		14.0	18.4			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		8.2				16.8		14.0	18.4			
LOS		A				B		B	B			
Approach Delay		8.2			16.8			15.5				
Approach LOS		A			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		56				150		72	109			
Queue Length 95th (ft)		82				235		101	120			
Internal Link Dist (ft)		516			2133			402			697	
Turn Bay Length (ft)						350			400			
Base Capacity (vph)		1780				1402		1296	548			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.30				0.74		0.50	0.64			

Intersection Summary











Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 40 (67%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 57.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1203: Old Folkstone Rd



Lanes, Volumes, Timings
 1205: NC 210 & Old Folkstone Rd NB U-Turn

2040 Build Alt G-1 PM Peak
 05/22/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	442	0	0	0	0	1266
Future Volume (vph)	442	0	0	0	0	1266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	0	0	3539
Right Turn on Red	No	No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		30			30
Link Distance (ft)	515		692			804
Travel Time (s)	10.0		15.7			18.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	491	0	0	0	0	1407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	491	0	0	0	0	1407
Turn Type	Prot					NA
Protected Phases	5					6
Permitted Phases						
Detector Phase	5					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	14.0					19.0
Total Split (s)	20.0					40.0
Total Split (%)	33.3%					66.7%
Maximum Green (s)	13.0					33.0
Yellow Time (s)	5.0					5.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	-2.0					-2.0
Total Lost Time (s)	5.0					5.0
Lead/Lag	Lead					Lag
Lead-Lag Optimize?	Yes					Yes
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Min
Act Effct Green (s)	14.7					35.3
Actuated g/C Ratio	0.24					0.59
v/c Ratio	0.58					0.68
Control Delay	21.0					5.1
Queue Delay	0.0					0.0
Total Delay	21.0					5.1
LOS	C					A
Approach Delay	21.0					5.1
Approach LOS	C					A
Queue Length 50th (ft)	56					34
Queue Length 95th (ft)	m107					55
Internal Link Dist (ft)	435		612			724



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	888					2110
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.55					0.67

Intersection Summary










Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 52 (87%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1205: NC 210 & Old Folkstone Rd NB U-Turn



Lanes, Volumes, Timings
1207: NC 210 & Old Folkstone Rd SB U-Turn

2040 Build Alt G-1 PM Peak
05/22/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 					
Traffic Volume (vph)	443	0	0	646	0	0
Future Volume (vph)	443	0	0	646	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Frt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Frt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			55	30	
Link Distance (ft)	461			1263	818	
Travel Time (s)	7.0			15.7	18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	492	0	0	718	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	492	0	0	718	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			14.0		
Minimum Split (s)	14.0			21.0		
Total Split (s)	19.0			41.0		
Total Split (%)	31.7%			68.3%		
Maximum Green (s)	12.0			34.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	14.5			35.5		
Actuated g/C Ratio	0.24			0.59		
v/c Ratio	0.59			0.65		
Control Delay	23.3			12.0		
Queue Delay	0.0			0.0		
Total Delay	23.3			12.0		
LOS	C			B		
Approach Delay	23.3			12.0		
Approach LOS	C			B		
Queue Length 50th (ft)	78			159		
Queue Length 95th (ft)	125			245		
Internal Link Dist (ft)	381			1183	738	













Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	854			1129		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.58			0.64		

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	52 (87%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	16.6
Intersection Capacity Utilization	84.4%
Analysis Period (min)	15
	Intersection LOS: B
	ICU Level of Service E

Splits and Phases: 1207: NC 210 & Old Folkstone Rd SB U-Turn



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			
Traffic Volume (vph)	0	98	973	56	0	0
Future Volume (vph)	0	98	973	56	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		275	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Fr _t		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1550	3471	1553	0	0
Flt Permitted						
Satd. Flow (perm)	0	1550	3471	1553	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	982		2093			917
Travel Time (s)	26.8		25.9			11.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	4%	4%	2%	2%
Adj. Flow (vph)	0	109	1081	62	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	109	1081	62	0	0
Sign Control	Stop		Free			Free

Intersection Summary

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

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑						↑		↑	
Traffic Vol, veh/h	0	935	90	0	0	0	0	0	154	0	12	0
Future Vol, veh/h	0	935	90	0	0	0	0	0	154	0	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	2	2	2	2	2	7	2	3	2
Mvmt Flow	0	1039	100	0	0	0	0	0	171	0	13	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	519	-	1039	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1039	-
Critical Hdwy	-	-	-	-	-	7.04	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.37	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	489	0	228	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	304	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	489	-	228	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	228	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	304	-

Approach	EB	NB	SB
HCM Control Delay, s	0	16.3	21.8
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	489	-	-	228
HCM Lane V/C Ratio	0.35	-	-	0.058
HCM Control Delay (s)	16.3	-	-	21.8
HCM Lane LOS	C	-	-	C
HCM 95th %tile Q(veh)	1.6	-	-	0.2

Intersection

Int Delay, s/veh 2.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations				↑↑	↘	
Traffic Vol, veh/h	0	0	0	1421	131	0
Future Vol, veh/h	0	0	0	1421	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1579	146	0

Major/Minor Major2 Minor1

Conflicting Flow All	-	-	789	-
Stage 1	-	-	0	-
Stage 2	-	-	789	-
Critical Hdwy	-	-	6.86	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.86	-
Follow-up Hdwy	-	-	3.53	-
Pot Cap-1 Maneuver	0	-	326	0
Stage 1	0	-	-	0
Stage 2	0	-	405	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	326	-
Mov Cap-2 Maneuver	-	-	326	-
Stage 1	-	-	-	-
Stage 2	-	-	405	-

Approach WB NB

HCM Control Delay, s	0	24.7
HCM LOS		C

Minor Lane/Major Mvmt NBLn1 WBT

Capacity (veh/h)	326	-
HCM Lane V/C Ratio	0.446	-
HCM Control Delay (s)	24.7	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	2.2	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑		↑	
Traffic Vol, veh/h	0	927	13	0	0	0	0	0	93	0	102	0
Future Vol, veh/h	0	927	13	0	0	0	0	0	93	0	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	3	3	2	9	2	9	2	3	2
Mvmt Flow	0	1030	14	0	0	0	0	0	103	0	113	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	522	-	1044	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1044	-
Critical Hdwy	-	-	-	-	-	7.08	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.39	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	482	0	226	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	302	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	482	-	226	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	226	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	302	-

Approach	EB	NB	SB
HCM Control Delay, s	0	14.5	35.9
HCM LOS		B	E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	482	-	-	226
HCM Lane V/C Ratio	0.214	-	-	0.501
HCM Control Delay (s)	14.5	-	-	35.9
HCM Lane LOS	B	-	-	E
HCM 95th %tile Q(veh)	0.8	-	-	2.6

Intersection

Int Delay, s/veh 0.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations				↑↑	↘	
Traffic Vol, veh/h	0	0	0	1511	15	0
Future Vol, veh/h	0	0	0	1511	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1679	17	0

Major/Minor Major2 Minor1

Conflicting Flow All	-	-	839	-
Stage 1	-	-	0	-
Stage 2	-	-	839	-
Critical Hdwy	-	-	6.86	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.86	-
Follow-up Hdwy	-	-	3.53	-
Pot Cap-1 Maneuver	0	-	302	0
Stage 1	0	-	-	0
Stage 2	0	-	382	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	302	-
Mov Cap-2 Maneuver	-	-	302	-
Stage 1	-	-	-	-
Stage 2	-	-	382	-

Approach WB NB

HCM Control Delay, s	0	17.6
HCM LOS		C

Minor Lane/Major Mvmt NBLn1 WBT

Capacity (veh/h)	302	-
HCM Lane V/C Ratio	0.055	-
HCM Control Delay (s)	17.6	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.2	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖↗	↗
Traffic Vol, veh/h	0	0	25	0	21	0	0	0	0	0	1319	9
Future Vol, veh/h	0	0	25	0	21	0	0	0	0	0	1319	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	28	0	23	0	0	0	0	0	1466	10

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	733	-	1466	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1466	-	-	-
Critical Hdwy	-	-	7.02	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.36	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	354	0	126	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	189	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	354	-	126	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	126	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	189	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	16		40		0	
HCM LOS	C		E			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	354	126	-	-
HCM Lane V/C Ratio	0.078	0.185	-	-
HCM Control Delay (s)	16	40	-	-
HCM Lane LOS	C	E	-	-
HCM 95th %tile Q(veh)	0.3	0.6	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	4	0	0	0	17	0	1062	38	0	0	0
Future Vol, veh/h	0	4	0	0	0	17	0	1062	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	4	0	0	0	19	0	1180	42	0	0	0

Major/Minor	Minor2		Minor1		Major1	
Conflicting Flow All	-	1180	-	-	-	590
Stage 1	-	0	-	-	-	-
Stage 2	-	1180	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33
Pot Cap-1 Maneuver	0	187	0	0	0	448
Stage 1	0	-	0	0	0	-
Stage 2	0	260	0	0	0	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-	187	-	-	-	448
Mov Cap-2 Maneuver	-	187	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	260	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	24.7		13.4		0	
HCM LOS	C		B			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	187 448
HCM Lane V/C Ratio	-	-	0.024 0.042
HCM Control Delay (s)	-	-	24.7 13.4
HCM Lane LOS	-	-	C B
HCM 95th %tile Q(veh)	-	-	0.1 0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	14	0	0	1107	0	0
Future Vol, veh/h	14	0	0	1107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	16	0	0	1230	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	615	-	0
Stage 1	0	-	-
Stage 2	615	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	421	0	0
Stage 1	-	0	0
Stage 2	499	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	421	-	-
Mov Cap-2 Maneuver	421	-	-
Stage 1	-	-	-
Stage 2	499	-	-

Approach	EB	NB
HCM Control Delay, s	13.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	421
HCM Lane V/C Ratio	-	0.037
HCM Control Delay (s)	-	13.9
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	32	1077	39	0	0
Future Vol, veh/h	0	32	1077	39	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	36	1197	43	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	598	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.33	-	-
Pot Cap-1 Maneuver	0	443	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	443	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	443
HCM Lane V/C Ratio	-	0.08
HCM Control Delay (s)	-	13.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3

Intersection												
Int Delay, s/veh	14.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖↗	
Traffic Vol, veh/h	0	0	138	0	77	0	0	0	0	0	1671	34
Future Vol, veh/h	0	0	138	0	77	0	0	0	0	0	1671	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	153	0	86	0	0	0	0	0	1857	38

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	947	-	1894	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1894	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	260	0	~ 68	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	115	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	260	-	~ 68	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	115	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	37		298.6			0		
HCM LOS	E		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	260	68	-	-
HCM Lane V/C Ratio	0.59	1.258	-	-
HCM Control Delay (s)	37	298.6	-	-
HCM Lane LOS	E	F	-	-
HCM 95th %tile Q(veh)	3.4	6.9	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	28	0	0	0	55	0	1084	92	0	0	0
Future Vol, veh/h	0	28	0	0	0	55	0	1084	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	31	0	0	0	61	0	1204	102	0	0	0

Major/Minor	Minor2	Minor1	Major1
Conflicting Flow All	- 1204	- - -	602 - 0 0
Stage 1	- 0	- - -	- - -
Stage 2	- 1204	- - -	- - -
Critical Hdwy	- 6.56	- - -	6.96 - - -
Critical Hdwy Stg 1	- - -	- - -	- - -
Critical Hdwy Stg 2	- 5.56	- - -	- - -
Follow-up Hdwy	- 4.03	- - -	3.33 - - -
Pot Cap-1 Maneuver	0 181	0 0 0	440 0 - -
Stage 1	0 - 0	0 0 0	- 0 - -
Stage 2	0 253	0 0 0	- 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 181	- - -	440 - - -
Mov Cap-2 Maneuver	- 181	- - -	- - - -
Stage 1	- - -	- - -	- - - -
Stage 2	- 253	- - -	- - - -

Approach	EB	WB	NB
HCM Control Delay, s	29	14.5	0
HCM LOS	D	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	181 440
HCM Lane V/C Ratio	-	-	0.172 0.139
HCM Control Delay (s)	-	-	29 14.5
HCM Lane LOS	-	-	D B
HCM 95th %tile Q(veh)	-	-	0.6 0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	46	0	0	0	0	1687
Future Vol, veh/h	46	0	0	0	0	1687
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	3
Mvmt Flow	51	0	0	0	0	1874

Major/Minor	Minor1	Major2	
Conflicting Flow All	937	-	-
Stage 1	0	-	-
Stage 2	937	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	261	0	0
Stage 1	-	0	-
Stage 2	339	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	261	-	-
Mov Cap-2 Maneuver	261	-	-
Stage 1	-	-	-
Stage 2	339	-	-

Approach	WB	SB
HCM Control Delay, s	22.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	261	-
HCM Lane V/C Ratio	0.196	-
HCM Control Delay (s)	22.1	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.7	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	31	0	0	1222	0	0
Future Vol, veh/h	31	0	0	1222	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	34	0	0	1358	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	679	-	0
Stage 1	0	-	-
Stage 2	679	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	383	0	0
Stage 1	-	0	0
Stage 2	462	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	383	-	-
Mov Cap-2 Maneuver	383	-	-
Stage 1	-	-	-
Stage 2	462	-	-

Approach	EB	NB
HCM Control Delay, s	15.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	383
HCM Lane V/C Ratio	-	0.09
HCM Control Delay (s)	-	15.3
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.3

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	94	0	34	0	0	0	0	0	1418	105
Future Vol, veh/h	0	0	94	0	34	0	0	0	0	0	1418	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	3	2	3	2	3	3	2	2	3	3
Mvmt Flow	0	0	104	0	38	0	0	0	0	0	1576	117

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	788	-	1576	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1576	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	332	0	108	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	167	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	332	-	108	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	108	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	167	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	20.7		55.3			0		
HCM LOS	C		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	332	108	-	-
HCM Lane V/C Ratio	0.315	0.35	-	-
HCM Control Delay (s)	20.7	55.3	-	-
HCM Lane LOS	C	F	-	-
HCM 95th %tile Q(veh)	1.3	1.4	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	63	0	0	974	0	0
Future Vol, veh/h	63	0	0	974	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	70	0	0	1082	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	541	-	0
Stage 1	0	-	-
Stage 2	541	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	469	0	-
Stage 1	-	0	-
Stage 2	545	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	469	-	-
Mov Cap-2 Maneuver	469	-	-
Stage 1	-	-	-
Stage 2	545	-	-

Approach	EB	NB
HCM Control Delay, s	14	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 469
HCM Lane V/C Ratio	- 0.149
HCM Control Delay (s)	- 14
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.5

Intersection

Int Delay, s/veh 1.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	98	973	56	0	0
Future Vol, veh/h	0	98	973	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	275	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	0	109	1081	62	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	541	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.36	-	-
Pot Cap-1 Maneuver	0	475	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	475	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	14.8	0
HCM LOS	B	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	475
HCM Lane V/C Ratio	-	-	0.229
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10284	10390	10359	10387	10365	10255	10210
Vehs Exited	10171	10271	10299	10389	10308	10285	10116
Starting Vehs	745	783	796	789	787	806	752
Ending Vehs	858	902	856	787	844	776	846
Denied Entry Before	2	2	6	6	1	4	3
Denied Entry After	3	5	3	8	12	3	3
Travel Distance (mi)	22974	23216	23061	23163	23010	23187	23025
Travel Time (hr)	837.0	833.5	819.6	832.4	821.9	840.3	824.5
Total Delay (hr)	272.4	262.6	251.5	263.4	255.7	270.5	256.8
Total Stops	16560	16666	16777	16735	16737	16954	16480
Fuel Used (gal)	810.8	816.5	805.7	817.6	812.8	818.6	810.9

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10455	10349	10464	10351
Vehs Exited	10454	10319	10416	10301
Starting Vehs	814	783	815	779
Ending Vehs	815	813	863	827
Denied Entry Before	8	6	9	3
Denied Entry After	4	7	3	3
Travel Distance (mi)	23518	22832	23467	23145
Travel Time (hr)	854.8	806.0	853.6	832.4
Total Delay (hr)	277.2	244.1	276.0	263.0
Total Stops	17037	16072	17376	16736
Fuel Used (gal)	832.7	800.1	831.3	815.7

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10284	10390	10359	10387	10365	10255	10210
Vehs Exited	10171	10271	10299	10389	10308	10285	10116
Starting Vehs	745	783	796	789	787	806	752
Ending Vehs	858	902	856	787	844	776	846
Denied Entry Before	2	2	6	6	1	4	3
Denied Entry After	3	5	3	8	12	3	3
Travel Distance (mi)	22974	23216	23061	23163	23010	23187	23025
Travel Time (hr)	837.0	833.5	819.6	832.4	821.9	840.3	824.5
Total Delay (hr)	272.4	262.6	251.5	263.4	255.7	270.5	256.8
Total Stops	16560	16666	16777	16735	16737	16954	16480
Fuel Used (gal)	810.8	816.5	805.7	817.6	812.8	818.6	810.9

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	10455	10349	10464	10351
Vehs Exited	10454	10319	10416	10301
Starting Vehs	814	783	815	779
Ending Vehs	815	813	863	827
Denied Entry Before	8	6	9	3
Denied Entry After	4	7	3	3
Travel Distance (mi)	23518	22832	23467	23145
Travel Time (hr)	854.8	806.0	853.6	832.4
Total Delay (hr)	277.2	244.1	276.0	263.0
Total Stops	17037	16072	17376	16736
Fuel Used (gal)	832.7	800.1	831.3	815.7

101: US 17 & NC 210 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.7	0.7
Denied Del/Veh (s)	0.0	0.0	1.3	0.5
Total Delay (hr)	4.3	13.6	11.2	29.2
Total Del/Veh (s)	10.1	45.5	21.5	23.4
Stop Delay (hr)	3.0	10.1	3.8	17.0
Stop Del/Veh (s)	7.1	33.7	7.4	13.6
Total Stops	457	1004	461	1922
Stop/Veh	0.30	0.93	0.25	0.43
Vehicles Entered	1523	1066	1852	4441
Vehicles Exited	1521	1060	1854	4435
Hourly Exit Rate	1521	1060	1854	4435
Input Volume	1540	1071	1848	4459
% of Volume	99	99	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

102: NC 210 Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	0.6	1.2
Total Del/Veh (s)	2.8	1.5	1.9
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	0.9	0.0	0.3
Total Stops	38	0	38
Stop/Veh	0.05	0.00	0.02
Vehicles Entered	692	1522	2214
Vehicles Exited	692	1523	2215
Hourly Exit Rate	692	1523	2215
Input Volume	686	1540	2226
% of Volume	101	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

103: US 17 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.8	0.9	1.7
Total Del/Veh (s)	2.7	1.9	2.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	1	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1069	1618	2687
Vehicles Exited	1069	1618	2687
Hourly Exit Rate	1069	1618	2687
Input Volume	1073	1630	2703
% of Volume	100	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

201: Dixon High School Entrance & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.0	0.2
Total Delay (hr)	0.4	0.3	0.0	0.8
Total Del/Veh (s)	1.3	8.4	12.3	2.3
Stop Delay (hr)	0.0	0.3	0.0	0.3
Stop Del/Veh (s)	0.0	7.6	7.8	1.0
Total Stops	0	148	12	160
Stop/Veh	0.00	0.99	1.00	0.13
Vehicles Entered	1026	148	12	1186
Vehicles Exited	1027	148	12	1187
Hourly Exit Rate	1027	148	12	1187
Input Volume	1025	154	12	1191
% of Volume	100	96	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

202: NC 210 Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1534	1534
Vehicles Exited	1536	1536
Hourly Exit Rate	1536	1536
Input Volume	1553	1553
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

203: Dixon High School EB U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.6
Total Del/Veh (s)	0.6	11.2	1.4
Stop Delay (hr)	0.0	0.3	0.3
Stop Del/Veh (s)	0.0	9.5	0.7
Total Stops	0	105	105
Stop/Veh	0.00	0.99	0.07
Vehicles Entered	1432	105	1537
Vehicles Exited	1432	105	1537
Hourly Exit Rate	1432	105	1537
Input Volume	1424	131	1555
% of Volume	101	80	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

204: NC 210 & Dixon High School EB U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.9	1.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1087	1087
Vehicles Exited	1086	1086
Hourly Exit Rate	1086	1086
Input Volume	1095	1095
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

301: Dixon Rd & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.2	0.4	0.7
Total Del/Veh (s)	0.5	6.8	13.5	2.1
Stop Delay (hr)	0.0	0.1	0.3	0.4
Stop Del/Veh (s)	0.0	5.9	9.1	1.2
Total Stops	1	90	101	192
Stop/Veh	0.00	1.00	1.00	0.16
Vehicles Entered	973	90	100	1163
Vehicles Exited	973	90	101	1164
Hourly Exit Rate	973	90	101	1164
Input Volume	958	93	102	1153
% of Volume	102	97	99	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

302: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1536	1536
Vehicles Exited	1533	1533
Hourly Exit Rate	1533	1533
Input Volume	1527	1527
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

303: Dixon Rd U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.4	0.0	2.5
Total Del/Veh (s)	5.7	12.7	5.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	11.1	0.1
Total Stops	0	14	14
Stop/Veh	0.00	1.00	0.01
Vehicles Entered	1519	14	1533
Vehicles Exited	1520	14	1534
Hourly Exit Rate	1520	14	1534
Input Volume	1511	15	1526
% of Volume	101	93	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

304: NC 210 & Dixon Rd U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1037	1037
Vehicles Exited	1038	1038
Hourly Exit Rate	1038	1038
Input Volume	1026	1026
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

401: NC 210 & Rifle Range Rd/USMC Base Main Entrance Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.7	0.0	0.0	0.2
Total Delay (hr)	9.9	6.3	4.5	20.8
Total Del/Veh (s)	36.0	20.5	15.6	23.8
Stop Delay (hr)	8.7	4.5	3.3	16.5
Stop Del/Veh (s)	31.7	14.5	11.5	18.9
Total Stops	723	545	388	1656
Stop/Veh	0.73	0.49	0.37	0.53
Vehicles Entered	959	1107	1033	3099
Vehicles Exited	963	1106	1034	3103
Hourly Exit Rate	963	1106	1034	3103
Input Volume	948	1103	1020	3071
% of Volume	102	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

402: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.5	1.9	3.5
Total Del/Veh (s)	5.3	4.7	4.9
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	1	2	3
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1018	1480	2498
Vehicles Exited	1017	1480	2497
Hourly Exit Rate	1017	1480	2497
Input Volume	1005	1472	2477
% of Volume	101	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

403: NC 210 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	1.0	1.4
Total Del/Veh (s)	1.3	2.7	2.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1088	1311	2399
Vehicles Exited	1088	1312	2400
Hourly Exit Rate	1088	1312	2400
Input Volume	1080	1295	2375
% of Volume	101	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

501: NC 210 & Manchester Ln Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.2	0.3
Total Del/Veh (s)	8.5	15.8	0.5	0.9
Stop Delay (hr)	0.1	0.1	0.0	0.1
Stop Del/Veh (s)	8.6	10.1	0.0	0.3
Total Stops	25	22	0	47
Stop/Veh	1.00	1.05	0.00	0.03
Vehicles Entered	25	21	1345	1391
Vehicles Exited	25	21	1345	1391
Hourly Exit Rate	25	21	1345	1391
Input Volume	25	21	1328	1374
% of Volume	100	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

502: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1132	1132
Vehicles Exited	1131	1131
Hourly Exit Rate	1131	1131
Input Volume	1122	1122
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

503: NC 210 & USMC Base Secondary Entrance Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.2
Total Del/Veh (s)	12.1	6.2	0.5	0.6
Stop Delay (hr)	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	6.7	6.3	0.0	0.1
Total Stops	4	20	0	24
Stop/Veh	1.00	1.00	0.00	0.02
Vehicles Entered	4	19	1109	1132
Vehicles Exited	4	20	1108	1132
Hourly Exit Rate	4	20	1108	1132
Input Volume	4	17	1100	1121
% of Volume	100	118	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

504: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1349	1349
Vehicles Exited	1349	1349
Hourly Exit Rate	1349	1349
Input Volume	1332	1332
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

505: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.8	1.8
Total Del/Veh (s)	5.5	5.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1134	1134
Vehicles Exited	1131	1131
Hourly Exit Rate	1131	1131
Input Volume	1107	1121
% of Volume	102	101
Denied Entry Before	0	0
Denied Entry After	0	0

506: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1364	1364
Vehicles Exited	1365	1365
Hourly Exit Rate	1365	1365
Input Volume	1346	1346
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

601: NC 210 & Betty Dixon Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.5	0.0	0.1
Total Delay (hr)	0.5	2.5	5.2	8.2
Total Del/Veh (s)	10.3	14.9	16.4	15.4
Stop Delay (hr)	0.3	1.8	3.0	5.1
Stop Del/Veh (s)	6.7	10.8	9.5	9.7
Total Stops	79	395	684	1158
Stop/Veh	0.49	0.66	0.60	0.61
Vehicles Entered	161	595	1126	1882
Vehicles Exited	162	595	1122	1879
Hourly Exit Rate	162	595	1122	1879
Input Volume	155	590	1109	1854
% of Volume	105	101	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

602: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	5.9	5.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1792	1792
Vehicles Exited	1793	1793
Hourly Exit Rate	1793	1793
Input Volume	1773	1773
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

603: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	9.0	2.3	11.2
Total Del/Veh (s)	22.6	21.0	22.2
Stop Delay (hr)	3.3	1.8	5.0
Stop Del/Veh (s)	8.2	16.4	10.0
Total Stops	689	288	977
Stop/Veh	0.48	0.74	0.54
Vehicles Entered	1391	384	1775
Vehicles Exited	1390	385	1775
Hourly Exit Rate	1390	385	1775
Input Volume	1360	395	1755
% of Volume	102	97	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

604: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.4	2.4
Total Del/Veh (s)	5.7	5.7
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.1	0.1
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1490	1490
Vehicles Exited	1492	1492
Hourly Exit Rate	1492	1492
Input Volume	1476	1476
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

701: Beaufort Dr & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.3	0.4	0.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.2	0.0	0.0
Total Stops	2	0	2
Stop/Veh	0.07	0.00	0.00
Vehicles Entered	30	1137	1167
Vehicles Exited	30	1137	1167
Hourly Exit Rate	30	1137	1167
Input Volume	32	1116	1148
% of Volume	94	102	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

801: NC 210 & Village Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	1.2	0.7	0.5	2.4
Total Del/Veh (s)	30.1	33.0	1.1	4.5
Stop Delay (hr)	1.2	0.6	0.0	1.8
Stop Del/Veh (s)	29.8	28.8	0.0	3.3
Total Stops	144	71	2	217
Stop/Veh	0.99	0.99	0.00	0.11
Vehicles Entered	144	71	1706	1921
Vehicles Exited	144	71	1705	1920
Hourly Exit Rate	144	71	1705	1920
Input Volume	138	77	1705	1920
% of Volume	104	92	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

802: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1265	1265
Vehicles Exited	1264	1264
Hourly Exit Rate	1264	1264
Input Volume	1254	1254
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

803: NC 210 & Quarters Landing Cir Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.2	0.2	0.5
Total Del/Veh (s)	15.5	10.6	0.6	1.3
Stop Delay (hr)	0.1	0.2	0.0	0.2
Stop Del/Veh (s)	11.2	10.5	0.0	0.7
Total Stops	26	52	2	80
Stop/Veh	1.00	0.98	0.00	0.06
Vehicles Entered	26	52	1192	1270
Vehicles Exited	26	52	1192	1270
Hourly Exit Rate	26	52	1192	1270
Input Volume	28	55	1177	1260
% of Volume	93	95	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

804: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1732	1732
Vehicles Exited	1732	1732
Hourly Exit Rate	1732	1732
Input Volume	1733	1733
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

805: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	1.2	1.4
Total Del/Veh (s)	21.0	2.5	2.9
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	19.3	0.0	0.4
Total Stops	36	0	36
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	36	1698	1734
Vehicles Exited	36	1696	1732
Hourly Exit Rate	36	1696	1732
Input Volume	46	1687	1733
% of Volume	78	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

806: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.6	0.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1154	1154
Vehicles Exited	1154	1154
Hourly Exit Rate	1154	1154
Input Volume	1140	1140
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

807: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.3
Total Del/Veh (s)	12.4	0.6	0.8
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	10.7	0.0	0.2
Total Stops	29	0	29
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	29	1235	1264
Vehicles Exited	29	1235	1264
Hourly Exit Rate	29	1235	1264
Input Volume	31	1222	1253
% of Volume	94	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

808: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1808	1808
Vehicles Exited	1809	1809
Hourly Exit Rate	1809	1809
Input Volume	1809	1809
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

901: NC 210 & NC 172 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	1.8	0.0	0.0	2.0
Denied Del/Veh (s)	1.8	4.2	0.0	0.0	1.5
Total Delay (hr)	6.7	17.7	29.7	36.2	90.2
Total Del/Veh (s)	47.7	41.8	95.4	71.7	65.4
Stop Delay (hr)	5.8	13.1	26.3	29.9	75.0
Stop Del/Veh (s)	41.0	31.0	84.5	59.2	54.4
Total Stops	419	1084	1215	1734	4452
Stop/Veh	0.83	0.71	1.09	0.95	0.90
Vehicles Entered	494	1491	1081	1787	4853
Vehicles Exited	494	1490	1073	1770	4827
Hourly Exit Rate	494	1490	1073	1770	4827
Input Volume	499	1472	1083	1787	4841
% of Volume	99	101	99	99	100
Denied Entry Before	0	3	0	0	3
Denied Entry After	0	3	0	0	3

902: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	1.5	2.0
Total Del/Veh (s)	1.1	4.3	2.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1780	1228	3008
Vehicles Exited	1779	1228	3007
Hourly Exit Rate	1779	1228	3007
Input Volume	1778	1215	2993
% of Volume	100	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

903: NC 210 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	3.4	4.0
Total Del/Veh (s)	1.9	7.6	5.3
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	1	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1081	1590	2671
Vehicles Exited	1081	1592	2673
Hourly Exit Rate	1081	1592	2673
Input Volume	1083	1603	2686
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1001: Ridge Field Ave/Dixon Middle School Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	1.9	0.4	4.4	6.7
Total Del/Veh (s)	21.0	19.4	9.9	12.0
Stop Delay (hr)	1.7	0.3	2.3	4.3
Stop Del/Veh (s)	19.4	15.6	5.2	7.8
Total Stops	247	47	538	832
Stop/Veh	0.78	0.65	0.33	0.42
Vehicles Entered	314	72	1591	1977
Vehicles Exited	313	72	1593	1978
Hourly Exit Rate	313	72	1593	1978
Input Volume	310	74	1603	1987
% of Volume	101	97	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1002: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.7	2.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1151	1151
Vehicles Exited	1154	1154
Hourly Exit Rate	1154	1154
Input Volume	1158	1158
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1003: Ridge Field Ave U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.0	1.8	2.8
Total Del/Veh (s)	22.4	6.3	8.5
Stop Delay (hr)	0.9	0.6	1.5
Stop Del/Veh (s)	19.6	2.3	4.7
Total Stops	116	201	317
Stop/Veh	0.71	0.20	0.27
Vehicles Entered	163	1006	1169
Vehicles Exited	163	1007	1170
Hourly Exit Rate	163	1007	1170
Input Volume	172	1003	1175
% of Volume	95	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1004: Ridge Field Ave U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	2.8	2.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	4	4
Stop/Veh	0.00	0.00
Vehicles Entered	1711	1711
Vehicles Exited	1711	1711
Hourly Exit Rate	1711	1711
Input Volume	1723	1723
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1101: Pebble Shore Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.2	1.6	2.2
Total Del/Veh (s)	15.5	22.6	3.7	4.7
Stop Delay (hr)	0.4	0.2	0.0	0.6
Stop Del/Veh (s)	15.6	18.5	0.0	1.2
Total Stops	94	30	4	128
Stop/Veh	0.99	1.00	0.00	0.08
Vehicles Entered	95	30	1544	1669
Vehicles Exited	94	30	1541	1665
Hourly Exit Rate	94	30	1541	1665
Input Volume	94	34	1548	1676
% of Volume	100	88	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1102: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1036	1036
Vehicles Exited	1036	1036
Hourly Exit Rate	1036	1036
Input Volume	1037	1037
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1103: Pebble Shore Dr U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.4
Total Del/Veh (s)	6.7	1.1	1.4
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	4.7	0.0	0.3
Total Stops	65	0	65
Stop/Veh	1.00	0.00	0.06
Vehicles Entered	65	1082	1147
Vehicles Exited	65	1083	1148
Hourly Exit Rate	65	1083	1148
Input Volume	63	1079	1142
% of Volume	103	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1104: Pebble Shore Dr U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1510	1510
Vehicles Exited	1508	1508
Hourly Exit Rate	1508	1508
Input Volume	1513	1513
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1201: Old Folkstone Rd Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.6	0.0	0.0	0.5
Total Delay (hr)	1.9	1.2	5.8	8.9
Total Del/Veh (s)	10.4	22.0	17.0	15.4
Stop Delay (hr)	1.2	0.9	3.8	6.0
Stop Del/Veh (s)	7.0	17.1	11.2	10.4
Total Stops	330	148	792	1270
Stop/Veh	0.51	0.77	0.64	0.61
Vehicles Entered	634	190	1230	2054
Vehicles Exited	634	190	1227	2051
Hourly Exit Rate	634	190	1227	2051
Input Volume	637	193	1236	2066
% of Volume	100	98	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1202: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	4.0	4.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1086	1086
Vehicles Exited	1084	1084
Hourly Exit Rate	1084	1084
Input Volume	1089	1089
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1203: Old Folkstone Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.9	0.0	0.4
Total Delay (hr)	1.6	4.5	4.6	10.6
Total Del/Veh (s)	12.0	17.0	18.5	16.5
Stop Delay (hr)	1.2	2.6	3.2	7.0
Stop Del/Veh (s)	8.8	9.9	12.9	10.9
Total Stops	247	553	499	1299
Stop/Veh	0.52	0.58	0.56	0.56
Vehicles Entered	470	932	894	2296
Vehicles Exited	470	931	894	2295
Hourly Exit Rate	470	931	894	2295
Input Volume	473	931	896	2300
% of Volume	99	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1204: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.6	1.6
Total Del/Veh (s)	3.3	3.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1699	1699
Vehicles Exited	1699	1699
Hourly Exit Rate	1699	1699
Input Volume	1708	1708
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1205: NC 210 & Old Folkstone Rd NB U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.2	4.5	6.7
Total Del/Veh (s)	18.0	11.3	12.8
Stop Delay (hr)	1.9	2.7	4.6
Stop Del/Veh (s)	15.5	6.7	8.8
Total Stops	316	601	917
Stop/Veh	0.72	0.41	0.48
Vehicles Entered	435	1442	1877
Vehicles Exited	435	1443	1878
Hourly Exit Rate	435	1443	1878
Input Volume	442	1449	1891
% of Volume	98	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1206: Old Folkstone Rd NB U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.0	4.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	4	4
Stop/Veh	0.00	0.00
Vehicles Entered	1512	1512
Vehicles Exited	1511	1511
Hourly Exit Rate	1511	1511
Input Volume	1514	1514
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1207: NC 210 & Old Folkstone Rd SB U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.6	0.3
Total Delay (hr)	2.4	2.6	4.9
Total Del/Veh (s)	19.0	14.2	16.2
Stop Delay (hr)	1.9	1.0	2.9
Stop Del/Veh (s)	15.4	5.4	9.5
Total Stops	307	249	556
Stop/Veh	0.69	0.38	0.51
Vehicles Entered	440	648	1088
Vehicles Exited	439	647	1086
Hourly Exit Rate	439	647	1086
Input Volume	443	646	1089
% of Volume	99	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1208: Old Folkstone Rd SB U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.1	2.1
Total Del/Veh (s)	6.0	6.0
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1243	1243
Vehicles Exited	1242	1242
Hourly Exit Rate	1242	1242
Input Volume	1259	1259
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1301: US 17 & Dixon High School Entrance Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.3
Total Delay (hr)	0.2	0.4	0.5
Total Del/Veh (s)	5.7	1.3	1.7
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	5.5	0.0	0.5
Total Stops	98	0	98
Stop/Veh	0.98	0.00	0.09
Vehicles Entered	98	1026	1124
Vehicles Exited	98	1024	1122
Hourly Exit Rate	98	1024	1122
Input Volume	98	1029	1127
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Denied Delay (hr)	3.8
Denied Del/Veh (s)	1.3
Total Delay (hr)	259.3
Total Del/Veh (s)	83.9
Stop Delay (hr)	151.4
Stop Del/Veh (s)	49.0
Total Stops	16736
Stop/Veh	1.50
Vehicles Entered	10351
Vehicles Exited	10301
Hourly Exit Rate	10301
Input Volume	102215
% of Volume	10
Denied Entry Before	3
Denied Entry After	3

Intersection: 101: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	R	T	T	R	L	L
Maximum Queue (ft)	306	171	184	430	454	263	210	229
Average Queue (ft)	169	69	82	262	271	19	123	149
95th Queue (ft)	269	143	148	388	401	133	191	210
Link Distance (ft)		488	488	503	503			
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)	400					300	400	400
Storage Blk Time (%)	0				7			
Queuing Penalty (veh)	0				9			

Intersection: 102: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 103: US 17

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 201: Dixon High School Entrance & NC 210

Movement	EB	NB	SB
Directions Served	R	R	T
Maximum Queue (ft)	8	115	36
Average Queue (ft)	0	52	11
95th Queue (ft)	4	90	35
Link Distance (ft)		1005	104
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 202: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 203: Dixon High School EB U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	92
Average Queue (ft)	45
95th Queue (ft)	77
Link Distance (ft)	101
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 204: NC 210 & Dixon High School EB U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 301: Dixon Rd & NC 210

Movement	EB	NB	SB
Directions Served	TR	R	T
Maximum Queue (ft)	13	98	99
Average Queue (ft)	1	36	44
95th Queue (ft)	6	71	77
Link Distance (ft)	168	980	138
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 302: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	740
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 303: Dixon Rd U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	38
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 304: NC 210 & Dixon Rd U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	U	T	T	R	R	L	L	T
Maximum Queue (ft)	224	241	250	264	52	290	304	92	89	114	128	223
Average Queue (ft)	142	155	135	152	15	169	184	36	30	52	78	99
95th Queue (ft)	206	223	219	237	41	267	281	77	72	97	119	181
Link Distance (ft)	2005	2005				457	457					827
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			375	375	300			300	300	500	500	
Storage Blk Time (%)			0			0	0					
Queuing Penalty (veh)			0			0	0					

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	SB
Directions Served	T
Maximum Queue (ft)	222
Average Queue (ft)	103
95th Queue (ft)	183
Link Distance (ft)	827
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 402: NC 210

Movement	EB
Directions Served	R
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	4318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 403: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 501: NC 210 & Manchester Ln

Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	49	53	2
Average Queue (ft)	16	17	0
95th Queue (ft)	40	46	2
Link Distance (ft)	1138	196	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 502: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 503: NC 210 & USMC Base Secondary Entrance

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	31	48
Average Queue (ft)	4	13
95th Queue (ft)	21	37
Link Distance (ft)	180	984
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 504: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 505: NC 210 & Manchester Ln U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 506: NC 210 & Manchester Ln U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 601: NC 210 & Betty Dixon Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	130	203	157	193	206	163
Average Queue (ft)	54	121	70	106	132	82
95th Queue (ft)	105	178	132	167	188	139
Link Distance (ft)	219	1928		1100	1100	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		275	
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		2	0			

Intersection: 602: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 603: NC 210 & Betty Dixon Rd U-Turn

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	326	333	274
Average Queue (ft)	175	174	150
95th Queue (ft)	288	288	238
Link Distance (ft)	5643	5643	281
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: NC 210 & Betty Dixon Rd U-Turn

Movement	NB
Directions Served	LT
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	729
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 701: Beaufort Dr & NC 210

Movement	WB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	1
95th Queue (ft)	13
Link Distance (ft)	989
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 801: NC 210 & Village Dr

Movement	EB	WB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	186	101	5	20
Average Queue (ft)	75	46	0	1
95th Queue (ft)	148	87	5	9
Link Distance (ft)	1000	207	202	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 802: NC 210

Movement	NB
Directions Served	T
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	550
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 803: NC 210 & Quarters Landing Cir

Movement	EB	WB	NB
Directions Served	T	R	R
Maximum Queue (ft)	49	71	24
Average Queue (ft)	20	25	1
95th Queue (ft)	47	54	10
Link Distance (ft)	174	974	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			175
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 804: NC 210

Movement	SB
Directions Served	LT
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 805: NC 210 & Quarters Landing Cir U-Turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	72
Average Queue (ft)	26
95th Queue (ft)	57
Link Distance (ft)	98
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 806: NC 210 & Quarters Landing Cir U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 807: NC 210 & Village Dr U-Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	52
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	114
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 808: NC 210 & Village Dr U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 901: NC 210 & NC 172

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	T	T	R	L	L	T	R	R	L	T	T	
Maximum Queue (ft)	122	164	137	119	206	298	505	102	109	445	528	533	
Average Queue (ft)	47	85	50	26	120	139	276	38	33	177	344	351	
95th Queue (ft)	103	149	127	81	181	224	460	91	89	402	547	544	
Link Distance (ft)	1983						1957			1499			1499
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	400	400		400	400	400	450		450	450			
Storage Blk Time (%)							4				3	6	7
Queuing Penalty (veh)							45				8	9	22

Intersection: 901: NC 210 & NC 172

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	360	458	473	546	564	339
Average Queue (ft)	176	284	294	349	353	111
95th Queue (ft)	295	510	514	554	537	314
Link Distance (ft)			1392		1392	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	450	700	700			350
Storage Blk Time (%)	1		2	0	12	
Queuing Penalty (veh)	5		9	0	18	

Intersection: 902: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 903: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1001: Ridge Field Ave/Dixon Middle School

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	176	153	96	249	292	128
Average Queue (ft)	98	45	35	137	171	54
95th Queue (ft)	156	115	77	232	266	109
Link Distance (ft)	988		183	1452	1452	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		425				350
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 1002: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1003: Ridge Field Ave U-Turn & NC 210

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	184	155	157
Average Queue (ft)	84	71	77
95th Queue (ft)	150	133	136
Link Distance (ft)	126	1685	1685
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1004: Ridge Field Ave U-Turn

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	115	8
Average Queue (ft)	4	0
95th Queue (ft)	78	8
Link Distance (ft)	748	748
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1101: Pebble Shore Dr

Movement	EB	WB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	96	71	348	2	19
Average Queue (ft)	34	23	12	0	1
95th Queue (ft)	72	55	245	2	9
Link Distance (ft)	954	161	1642	1642	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1102: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1103: Pebble Shore Dr U-Turn & NC 210

Movement

EB

Directions Served L
 Maximum Queue (ft) 64
 Average Queue (ft) 31
 95th Queue (ft) 54
 Link Distance (ft) 125
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1104: Pebble Shore Dr U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1201: Old Folkstone Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	152	162	182	194	218	313
Average Queue (ft)	65	89	82	96	121	158
95th Queue (ft)	118	143	148	164	191	265
Link Distance (ft)	2041		383	419	419	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		350				400
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1202: NC 210

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	10	3
Average Queue (ft)	0	0
95th Queue (ft)	7	3
Link Distance (ft)	707	707
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1203: Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	R	T	T	R
Maximum Queue (ft)	140	144	230	209	165	183	239
Average Queue (ft)	82	74	152	129	79	86	114
95th Queue (ft)	127	123	207	194	133	150	196
Link Distance (ft)		416	2156		369	369	
Upstream Blk Time (%)							0
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	250			350			400
Storage Blk Time (%)							0
Queuing Penalty (veh)							0

Intersection: 1204: NC 210

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	18	5
Average Queue (ft)	1	0
95th Queue (ft)	9	5
Link Distance (ft)	582	582
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1205: NC 210 & Old Folkstone Rd NB U-Turn

Movement	WB	WB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	124	242	290	332
Average Queue (ft)	55	124	147	170
95th Queue (ft)	100	199	253	285
Link Distance (ft)	286	286	727	727
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1206: Old Folkstone Rd NB U-Turn

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	2	2
Average Queue (ft)	0	0
95th Queue (ft)	2	2
Link Distance (ft)	689	689
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1207: NC 210 & Old Folkstone Rd SB U-Turn

Movement	EB	EB	NB
Directions Served	L	L	T
Maximum Queue (ft)	136	171	290
Average Queue (ft)	74	99	129
95th Queue (ft)	118	150	240
Link Distance (ft)	282	282	1235
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1208: Old Folkstone Rd SB U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1301: US 17 & Dixon High School Entrance

Movement	WB
Directions Served	R
Maximum Queue (ft)	90
Average Queue (ft)	34
95th Queue (ft)	67
Link Distance (ft)	903
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 137

















Appendix E-7

**2040 Build ALT. G-2
AM Peak Hour Analyses**

Lanes, Volumes, Timings
101: US 17 & NC 210

2040 Build Alt G-2 AM Peak

05/25/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		 	 		 	 
Traffic Volume (vph)	177	478	1370	236	732	823
Future Volume (vph)	177	478	1370	236	732	823
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400	0		300	400	
Storage Lanes	1	2		1	2	
Taper Length (ft)	100				300	
Lane Util. Factor	1.00	0.88	0.95	1.00	0.97	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	2760	3471	1553	3367	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	2760	3471	1553	3367	3471
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		55			55
Link Distance (ft)	1120		581			2095
Travel Time (s)	17.0		7.2			26.0
Peak Hour Factor	0.77	0.90	0.90	0.90	0.85	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Adj. Flow (vph)	230	531	1522	262	861	914
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	531	1522	262	861	914
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3!	3 1	2		1	1 2 3!
Permitted Phases				2		
Detector Phase	3	1	2		1	
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	
Minimum Split (s)	14.0		21.0	21.0	14.0	
Total Split (s)	22.0		54.0	54.0	34.0	
Total Split (%)	20.0%		49.1%	49.1%	30.9%	
Maximum Green (s)	15.0		47.0	47.0	27.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Min		Min	Min	None	
Act Effct Green (s)	16.9	51.0	49.0	49.0	29.1	110.0
Actuated g/C Ratio	0.15	0.46	0.45	0.45	0.26	1.00
v/c Ratio	0.86	0.42	0.98	0.38	0.97	0.26
Control Delay	75.8	18.1	50.2	22.4	63.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.8	18.1	50.2	22.4	63.5	0.2
LOS	E	B	D	C	E	A
Approach Delay	35.5		46.1			30.9



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	D		D		C	
Queue Length 50th (ft)	123	92	544	120	310	0
Queue Length 95th (ft)	#225	143	#718	187	#396	0
Internal Link Dist (ft)	1040		501		2015	
Turn Bay Length (ft)	400		300		400	
Base Capacity (vph)	270	1279	1546	691	891	3471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.42	0.98	0.38	0.97	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 85 (77%), Referenced to phase 3:WBSB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 38.0 Intersection LOS: D
 Intersection Capacity Utilization 81.1% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 101: US 17 & NC 210



Lanes, Volumes, Timings
 201: Dixon High School Entrance & NC 210

2040 Build Alt G-2 AM Peak

05/25/2018

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1408	127	21	936	68	11
Future Volume (vph)	1408	127	21	936	68	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	275		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.981	
Flt Protected			0.950		0.959	
Satd. Flow (prot)	3539	1583	1770	3539	1752	0
Flt Permitted			0.950		0.959	
Satd. Flow (perm)	3539	1583	1770	3539	1752	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	1120			463	1065	
Travel Time (s)	17.0			7.0	29.0	
Peak Hour Factor	0.90	0.50	0.50	0.90	0.50	0.50
Adj. Flow (vph)	1564	254	42	1040	136	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1564	254	42	1040	158	0
Turn Type	NA	pt+ov	Prot	NA	Prot	
Protected Phases	2	2 4	1	6	4	
Permitted Phases						
Detector Phase	2		1	6	4	
Switch Phase						
Minimum Initial (s)	12.0		7.0	12.0	7.0	
Minimum Split (s)	19.0		14.0	19.0	14.0	
Total Split (s)	72.0		14.0	86.0	24.0	
Total Split (%)	65.5%		12.7%	78.2%	21.8%	
Maximum Green (s)	65.0		7.0	79.0	17.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	74.6	98.0	9.6	83.6	16.4	
Actuated g/C Ratio	0.68	0.89	0.09	0.76	0.15	
v/c Ratio	0.65	0.18	0.27	0.39	0.61	
Control Delay	10.1	1.0	51.7	5.2	53.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.0	51.7	5.2	53.6	
LOS	B	A	D	A	D	
Approach Delay	8.8			7.0	53.6	
Approach LOS	A			A	D	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	202	14	28	113	105	
Queue Length 95th (ft)	m141	9	35	154	88	
Internal Link Dist (ft)	1040			383	985	
Turn Bay Length (ft)		100	275			
Base Capacity (vph)	2416	1410	154	2693	303	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.65	0.18	0.27	0.39	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A
 m Volume for 95th percentile queue is metered by upstream signal.















Splits and Phases: 201: Dixon High School Entrance & NC 210



Lanes, Volumes, Timings
 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 Build Alt G-2 AM Peak

05/25/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	143	161	39	859	423	525	947
Future Volume (vph)	143	161	39	859	423	525	947
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375	300		300	500	
Storage Lanes	2	2	1		2	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	0.97	0.88	1.00	0.95	0.88	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3400	2760	1752	3505	2760	3400	3505
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3400	2760	1752	3505	2760	3400	3505
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			55			55
Link Distance (ft)	2082			541			915
Travel Time (s)	56.8			6.7			11.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	159	179	43	954	470	583	1052
Shared Lane Traffic (%)							
Lane Group Flow (vph)	159	179	43	954	470	583	1052
Turn Type	Prot	pt+ov	Prot	NA	Prot	Prot	NA
Protected Phases	3	3 1	5	2	2	1	6
Permitted Phases							
Detector Phase	3	1	5	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		14.0	23.0	23.0	23.0	23.0
Total Split (s)	25.0		14.0	57.0	57.0	38.0	81.0
Total Split (%)	20.8%		11.7%	47.5%	47.5%	31.7%	67.5%
Maximum Green (s)	18.0		7.0	50.0	50.0	31.0	74.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	12.9	46.7	10.7	63.3	63.3	28.7	84.2
Actuated g/C Ratio	0.11	0.39	0.09	0.53	0.53	0.24	0.70
v/c Ratio	0.43	0.17	0.28	0.52	0.32	0.72	0.43
Control Delay	53.4	23.0	57.9	11.8	10.1	46.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	23.0	57.9	11.8	10.1	46.7	9.4
LOS	D	C	E	B	B	D	A
Approach Delay	37.3			12.6			22.7



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	D			B		C	
Queue Length 50th (ft)	60	51	33	115	51	215	177
Queue Length 95th (ft)	93	68	m52	225	m93	258	260
Internal Link Dist (ft)	2002			461		835	
Turn Bay Length (ft)	375		300		300		500
Base Capacity (vph)	566	1183	155	1849	1456	949	2461
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.15	0.28	0.52	0.32	0.61	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 70 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 57.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
601: NC 210 & Betty Dixon Rd

2040 Build Alt G-2 AM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	195	0	0	0	380	0	1207	395	0	0	0
Future Volume (vph)	0	195	0	0	0	380	0	1207	395	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		175	0		275	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		332			2003			1156			838	
Travel Time (s)		6.5			39.0			17.5			12.7	
Peak Hour Factor	0.90	0.50	0.90	0.50	0.90	0.50	0.90	0.90	0.50	0.50	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	4%	2%	4%	2%	3%	3%	3%	3%	2%
Adj. Flow (vph)	0	390	0	0	0	760	0	1341	790	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	390	0	0	0	760	0	1341	790	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		14.0				14.0		19.0	19.0			
Total Split (s)		44.0				44.0		76.0	76.0			
Total Split (%)		36.7%				36.7%		63.3%	63.3%			
Maximum Green (s)		37.0				37.0		69.0	69.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		40.4				40.4		69.6	69.6			
Actuated g/C Ratio		0.34				0.34		0.58	0.58			
v/c Ratio		0.63				0.83		0.66	0.87			
Control Delay		38.1				44.9		19.7	34.6			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		38.1				44.9		19.7	34.6			
LOS		D				D		B	C			
Approach Delay		38.1			44.9			25.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			D			C				
Queue Length 50th (ft)		246				297		369	515			
Queue Length 95th (ft)		168				175		449	253			
Internal Link Dist (ft)		252			1923			1076			758	
Turn Bay Length (ft)						175			275			
Base Capacity (vph)		638				946		2105	909			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.61				0.80		0.64	0.87			

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 31.3
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service A

Splits and Phases: 601: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
603: NC 210 & Betty Dixon Rd U-Turn

2040 Build Alt G-2 AM Peak

05/25/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	0	1075	0	0	227	0
Future Volume (vph)	0	1075	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	1752	0
Right Turn on Red				No	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		5732	862		364	
Travel Time (s)		86.8	13.1		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.50	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%
Adj. Flow (vph)	0	1194	0	0	454	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1194	0	0	454	0
Turn Type		NA			Prot	
Protected Phases		6			5	
Permitted Phases						
Detector Phase		6			5	
Switch Phase						
Minimum Initial (s)		12.0			7.0	
Minimum Split (s)		19.0			14.0	
Total Split (s)		32.0			28.0	
Total Split (%)		53.3%			46.7%	
Maximum Green (s)		25.0			21.0	
Yellow Time (s)		5.0			5.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		-2.0			-2.0	
Total Lost Time (s)		5.0			5.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	
Recall Mode		Min			None	
Act Effct Green (s)		22.5			19.3	
Actuated g/C Ratio		0.43			0.37	
v/c Ratio		0.79			0.70	
Control Delay		17.7			21.5	
Queue Delay		0.0			0.0	
Total Delay		17.7			21.5	
LOS		B			C	
Approach Delay		17.7			21.5	
Approach LOS		B			C	
Queue Length 50th (ft)		171			124	
Queue Length 95th (ft)		256			99	

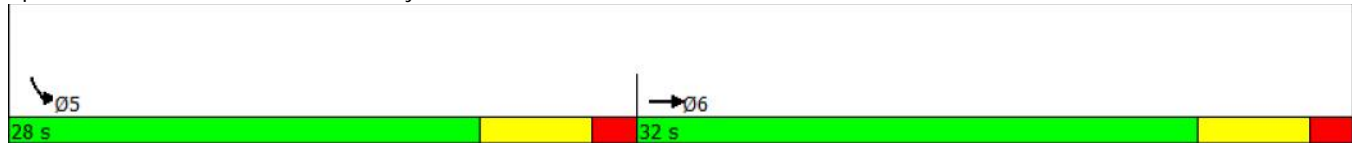


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		5652	782		284	
Turn Bay Length (ft)						
Base Capacity (vph)		1882			801	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.63			0.57	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52.1
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	18.8
Intersection Capacity Utilization	81.4%
Analysis Period (min)	15
	Intersection LOS: B
	ICU Level of Service D

Splits and Phases: 603: NC 210 & Betty Dixon Rd U-Turn



Lanes, Volumes, Timings
901: NC 210 & NC 172

2040 Build Alt G-2 AM Peak

05/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	459	154	311	280	636	140	1001	462	551	584	79
Future Volume (vph)	150	459	154	311	280	636	140	1001	462	551	584	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		450	450		450	700		350
Storage Lanes	1		2	2		2	1		1	2		1
Taper Length (ft)	100			200			100			200		
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Fr			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2079			1642			1516	
Travel Time (s)		26.0			31.5			24.9			23.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	167	510	171	346	311	707	156	1112	513	612	649	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	510	171	346	311	707	156	1112	513	612	649	88
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0	14.0	14.0	19.0	14.0
Total Split (s)	18.0	22.0	26.0	22.0	26.0	31.0	26.0	45.0	22.0	31.0	50.0	18.0
Total Split (%)	15.0%	18.3%	21.7%	18.3%	21.7%	25.8%	21.7%	37.5%	18.3%	25.8%	41.7%	15.0%
Maximum Green (s)	11.0	15.0	19.0	15.0	19.0	24.0	19.0	38.0	15.0	24.0	43.0	11.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	13.3	17.9	38.2	16.6	21.1	49.9	17.3	39.8	61.4	25.7	48.2	64.5
Actuated g/C Ratio	0.11	0.15	0.32	0.14	0.18	0.42	0.14	0.33	0.51	0.21	0.40	0.54
v/c Ratio	0.86	0.98	0.34	0.74	0.96	0.62	0.62	0.96	0.64	0.84	0.46	0.10
Control Delay	89.7	85.5	33.1	59.8	90.2	30.4	52.4	48.5	26.3	56.7	28.2	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	85.5	33.1	59.8	90.2	30.4	52.4	48.5	26.3	56.7	28.2	14.9
LOS	F	F	C	E	F	C	D	D	C	E	C	B
Approach Delay		75.8			51.5			42.4			40.2	

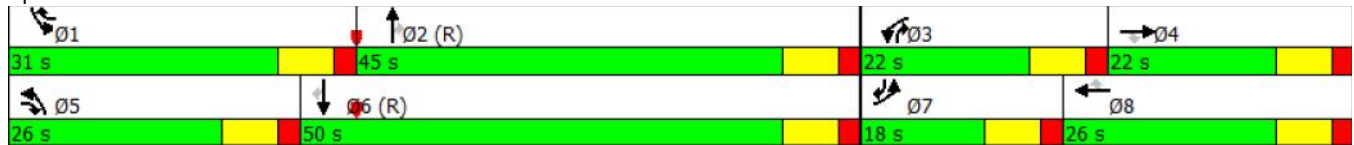
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			D			D			D		
Queue Length 50th (ft)	130	~222	102	133	242	240	114	435	284	235	192	32
Queue Length 95th (ft)	#258	#334	158	186	#422	311	m148	#577	m412	#320	258	64
Internal Link Dist (ft)	2015			1999			1562			1436		
Turn Bay Length (ft)	400		400	400		450	450		450	700		350
Base Capacity (vph)	194	522	547	481	324	1153	306	1168	802	736	1407	843
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.98	0.31	0.72	0.96	0.61	0.51	0.95	0.64	0.83	0.46	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 49.5
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.



















Splits and Phases: 901: NC 210 & NC 172



Lanes, Volumes, Timings
1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-2 AM Peak

05/25/2018

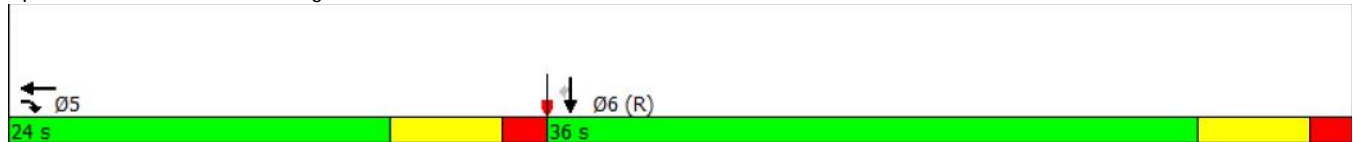
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	216	0	138	0	0	0	0	0	912	172
Future Volume (vph)	0	0	216	0	138	0	0	0	0	0	912	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		425	0		0	0		0	0		350
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Flt Permitted												
Satd. Flow (perm)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		1052			301			823			1495	
Travel Time (s)		28.7			5.9			18.7			34.0	
Peak Hour Factor	0.50	0.90	0.50	0.90	0.90	0.90	0.50	0.90	0.90	0.90	0.90	0.50
Heavy Vehicles (%)	4%	2%	4%	2%	3%	2%	3%	3%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	432	0	153	0	0	0	0	0	1013	344
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	432	0	153	0	0	0	0	0	1013	344
Turn Type			Prot		NA						NA	Perm
Protected Phases			5		5						6	
Permitted Phases												6
Detector Phase			5		5						6	
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			14.0		14.0						19.0	19.0
Total Split (s)			24.0		24.0						36.0	36.0
Total Split (%)			40.0%		40.0%						60.0%	60.0%
Maximum Green (s)			17.0		17.0						29.0	29.0
Yellow Time (s)			5.0		5.0						5.0	5.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			-2.0		-2.0						-2.0	-2.0
Total Lost Time (s)			5.0		5.0						5.0	5.0
Lead/Lag			Lead		Lead						Lag	Lag
Lead-Lag Optimize?			Yes		Yes						Yes	Yes
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Min	C-Min
Act Effct Green (s)			16.6		16.6						33.4	33.4
Actuated g/C Ratio			0.28		0.28						0.56	0.56
v/c Ratio			0.57		0.30						0.52	0.39
Control Delay			21.2		10.3						7.8	7.5
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			21.2		10.3						7.8	7.5
LOS			C		B						A	A
Approach Delay		21.2			10.3						7.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			A					
Queue Length 50th (ft)	75			24			153					
Queue Length 95th (ft)	52			m30			235					
Internal Link Dist (ft)	972			221			743			1415		
Turn Bay Length (ft)	425			350								
Base Capacity (vph)	880			594			1967			871		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.49			0.26			0.51			0.39		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 50.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.










Splits and Phases: 1001: Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
 1003: Ridge Field Ave U-Turn & NC 210

2040 Build Alt G-2 AM Peak

05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	142	0	0	1548	0	0
Future Volume (vph)	142	0	0	1548	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Frt Protected	0.950					
Satd. Flow (prot)	1752	0	0	3505	0	0
Frt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	3505	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	223			1772	742	
Travel Time (s)	4.3			26.8	11.2	
Peak Hour Factor	0.50	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	3%	2%	2%
Adj. Flow (vph)	284	0	0	1720	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	0	0	1720	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	14.0			19.0		
Total Split (s)	19.0			41.0		
Total Split (%)	31.7%			68.3%		
Maximum Green (s)	12.0			34.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	13.7			36.3		
Actuated g/C Ratio	0.23			0.60		
v/c Ratio	0.71			0.81		
Control Delay	36.0			12.1		
Queue Delay	0.0			0.0		
Total Delay	36.0			12.1		
LOS	D			B		
Approach Delay	36.0			12.1		
Approach LOS	D			B		
Queue Length 50th (ft)	14			168		
Queue Length 95th (ft)	100			348		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	143			1692	662	
Turn Bay Length (ft)						
Base Capacity (vph)	413			2131		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.69			0.81		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 81.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D



















Splits and Phases: 1003: Ridge Field Ave U-Turn & NC 210



Lanes, Volumes, Timings
1201: Old Folkstone Rd

2040 Build Alt G-2 AM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	806	0	194	0	0	0	0	0	453	443
Future Volume (vph)	0	0	806	0	194	0	0	0	0	0	453	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	0		0	0		0	0		400
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		2092			504			851			584	
Travel Time (s)		31.7			7.6			19.3			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	896	0	216	0	0	0	0	0	503	492
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	896	0	216	0	0	0	0	0	503	492
Turn Type			custom		NA						NA	custom
Protected Phases			4 5		5						6	4 6
Permitted Phases												6
Detector Phase			4 5		5						6	
Switch Phase												
Minimum Initial (s)					7.0						12.0	
Minimum Split (s)					14.0						19.0	
Total Split (s)					19.0						19.0	
Total Split (%)					31.7%						31.7%	
Maximum Green (s)					12.0						12.0	
Yellow Time (s)					5.0						5.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					-2.0						-2.0	
Total Lost Time (s)					5.0						5.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	
Recall Mode					None						Min	
Act Effct Green (s)			34.2		12.8						14.0	35.4
Actuated g/C Ratio			0.59		0.22						0.24	0.61
v/c Ratio			0.55		0.53						0.59	0.51
Control Delay			8.8		25.4						23.4	9.1
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			8.8		25.4						23.4	9.1
LOS			A		C						C	A
Approach Delay		8.8			25.4						16.3	
Approach LOS		A			C						B	

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	14.0
Total Split (s)	22.0
Total Split (%)	37%
Maximum Green (s)	15.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)			93		68						85	89
Queue Length 95th (ft)			139		125						130	156
Internal Link Dist (ft)		2012			424			771			504	
Turn Bay Length (ft)			350									400
Base Capacity (vph)			1673		448						852	962
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.54		0.48						0.59	0.51

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	58.3
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	14.1
Intersection Capacity Utilization:	49.1%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 1201: Old Folkstone Rd















Lane Group	Ø4
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
1203: Old Folkstone Rd

2040 Build Alt G-2 AM Peak

05/25/2018

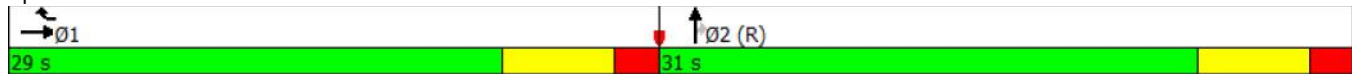
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	489	0	0	0	787	0	793	442	0	0	0
Future Volume (vph)	0	489	0	0	0	787	0	793	442	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		350	0		400	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Fr						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			55			30	
Link Distance (ft)		596			2213			482			777	
Travel Time (s)		11.6			33.5			6.0			17.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	543	0	0	0	874	0	881	491	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	0	0	0	874	0	881	491	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		14.0	14.0			
Minimum Split (s)		14.0				14.0		21.0	21.0			
Total Split (s)		29.0				29.0		31.0	31.0			
Total Split (%)		48.3%				48.3%		51.7%	51.7%			
Maximum Green (s)		22.0				22.0		24.0	24.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		25.0				25.0		25.0	25.0			
Actuated g/C Ratio		0.42				0.42		0.42	0.42			
v/c Ratio		0.37				0.75		0.60	0.74			
Control Delay		12.2				20.0		10.9	15.8			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		12.2				20.0		10.9	15.8			
LOS		B				C		B	B			
Approach Delay		12.2			20.0			12.7				
Approach LOS		B			C			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		106				133		103	113			
Queue Length 95th (ft)		60				#223		m113	m129			
Internal Link Dist (ft)		516			2133			402			697	
Turn Bay Length (ft)						350			400			
Base Capacity (vph)		1512				1191		1573	660			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.36				0.73		0.56	0.74			

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 52 (87%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 14.9
 Intersection Capacity Utilization 57.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.











Splits and Phases: 1203: Old Folkstone Rd



Lanes, Volumes, Timings
1205: NC 210 & Old Folkstone Rd NB U-Turn

2040 Build Alt G-2 AM Peak

05/25/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	314	0	0	0	0	1071
Future Volume (vph)	314	0	0	0	0	1071
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	0	0	3539
Right Turn on Red	No	No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		30			30
Link Distance (ft)	515		692			804
Travel Time (s)	10.0		15.7			18.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	349	0	0	0	0	1190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	0	0	0	0	1190
Turn Type	Prot					NA
Protected Phases	5					6
Permitted Phases						
Detector Phase	5					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	14.0					19.0
Total Split (s)	18.0					42.0
Total Split (%)	30.0%					70.0%
Maximum Green (s)	11.0					35.0
Yellow Time (s)	5.0					5.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	-2.0					-2.0
Total Lost Time (s)	5.0					5.0
Lead/Lag	Lead					Lag
Lead-Lag Optimize?	Yes					Yes
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Min
Act Effct Green (s)	13.2					36.8
Actuated g/C Ratio	0.22					0.61
v/c Ratio	0.46					0.55
Control Delay	20.4					5.4
Queue Delay	0.0					0.0
Total Delay	20.4					5.4
LOS	C					A
Approach Delay	20.4					5.4
Approach LOS	C					A
Queue Length 50th (ft)	52					46
Queue Length 95th (ft)	m78					57
Internal Link Dist (ft)	435		612			724



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	799					2227
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.44					0.53

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 46 (77%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 81.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.










Splits and Phases: 1205: NC 210 & Old Folkstone Rd NB U-Turn



Lanes, Volumes, Timings
 1207: NC 210 & Old Folkstone Rd SB U-Turn

2040 Build Alt G-2 AM Peak

05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 					
Traffic Volume (vph)	613	0	0	816	0	0
Future Volume (vph)	613	0	0	816	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			55	30	
Link Distance (ft)	461			1263	818	
Travel Time (s)	7.0			15.7	18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	681	0	0	907	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	681	0	0	907	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			14.0		
Minimum Split (s)	14.0			21.0		
Total Split (s)	20.0			40.0		
Total Split (%)	33.3%			66.7%		
Maximum Green (s)	13.0			33.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	15.4			34.6		
Actuated g/C Ratio	0.26			0.58		
v/c Ratio	0.77			0.85		
Control Delay	28.4			20.3		
Queue Delay	0.0			0.0		
Total Delay	28.4			20.3		
LOS	C			C		
Approach Delay	28.4			20.3		
Approach LOS	C			C		
Queue Length 50th (ft)	118			234		
Queue Length 95th (ft)	#194			#482		
Internal Link Dist (ft)	381			1183	738	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	884			1087		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.77			0.83		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 6 (10%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 23.8
 Intersection Capacity Utilization 84.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1207: NC 210 & Old Folkstone Rd SB U-Turn



Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑		↑	
Traffic Vol, veh/h	0	1403	18	0	0	0	0	0	115	0	76	0
Future Vol, veh/h	0	1403	18	0	0	0	0	0	115	0	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	3	3	2	9	2	9	2	3	2
Mvmt Flow	0	1559	20	0	0	0	0	0	128	0	84	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	789	-	1579	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1579	-
Critical Hdwy	-	-	-	-	-	7.08	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.39	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	319	0	107	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	166	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	319	-	107	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	107	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	166	-

Approach	EB	NB	SB
HCM Control Delay, s	0	23.6	110.4
HCM LOS		C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	319	-	-	107
HCM Lane V/C Ratio	0.401	-	-	0.789
HCM Control Delay (s)	23.6	-	-	110.4
HCM Lane LOS	C	-	-	F
HCM 95th %tile Q(veh)	1.9	-	-	4.4

Intersection

Int Delay, s/veh 0.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations				↑↑	↘	
Traffic Vol, veh/h	0	0	0	1009	16	0
Future Vol, veh/h	0	0	0	1009	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1121	18	0

Major/Minor Major2 Minor1

Conflicting Flow All	-	-	561	-
Stage 1	-	-	0	-
Stage 2	-	-	561	-
Critical Hdwy	-	-	6.86	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.86	-
Follow-up Hdwy	-	-	3.53	-
Pot Cap-1 Maneuver	0	-	455	0
Stage 1	0	-	-	0
Stage 2	0	-	532	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	455	-
Mov Cap-2 Maneuver	-	-	455	-
Stage 1	-	-	-	-
Stage 2	-	-	532	-

Approach WB NB

HCM Control Delay, s	0	13.2
HCM LOS		B

Minor Lane/Major Mvmt NBLn1 WBT

Capacity (veh/h)	455	-
HCM Lane V/C Ratio	0.039	-
HCM Control Delay (s)	13.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.1	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	30	0	12	0	0	0	0	0	1084	14
Future Vol, veh/h	0	0	30	0	12	0	0	0	0	0	1084	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	33	0	13	0	0	0	0	0	1204	16

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	602	-	1204	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1204	-	-	-
Critical Hdwy	-	-	7.02	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.36	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	433	0	181	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	253	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	433	-	181	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	181	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	253	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	14		26.5			0		
HCM LOS	B		D					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	433	181	-	-
HCM Lane V/C Ratio	0.077	0.074	-	-
HCM Control Delay (s)	14	26.5	-	-
HCM Lane LOS	B	D	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	4	0	0	0	43	0	1317	13	0	0	0
Future Vol, veh/h	0	4	0	0	0	43	0	1317	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	4	0	0	0	48	0	1463	14	0	0	0

Major/Minor	Minor2		Minor1		Major1	
Conflicting Flow All	-	1463	-	-	-	732
Stage 1	-	0	-	-	-	-
Stage 2	-	1463	-	-	-	-
Critical Hdwy	-	6.56	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.56	-	-	-	-
Follow-up Hdwy	-	4.03	-	-	-	3.33
Pot Cap-1 Maneuver	0	126	0	0	0	361
Stage 1	0	-	0	0	0	-
Stage 2	0	190	0	0	0	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-	126	-	-	-	361
Mov Cap-2 Maneuver	-	126	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	190	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	34.6	16.5	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	126 361
HCM Lane V/C Ratio	-	-	0.035 0.132
HCM Control Delay (s)	-	-	34.6 16.5
HCM Lane LOS	-	-	D C
HCM 95th %tile Q(veh)	-	-	0.1 0.5

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	9	0	0	1333	0	0
Future Vol, veh/h	9	0	0	1333	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	10	0	0	1481	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	741	-	0
Stage 1	0	-	-
Stage 2	741	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	350	0	0
Stage 1	-	0	0
Stage 2	429	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	350	-	-
Mov Cap-2 Maneuver	350	-	-
Stage 1	-	-	-
Stage 2	429	-	-

Approach	EB	NB
HCM Control Delay, s	15.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 350
HCM Lane V/C Ratio	- 0.029
HCM Control Delay (s)	- 15.6
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	48	1630	29	0	0
Future Vol, veh/h	0	48	1630	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	53	1811	32	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	906	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.96	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.33	-
Pot Cap-1 Maneuver	0	277	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	277	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	21.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	277
HCM Lane V/C Ratio	-	0.193
HCM Control Delay (s)	-	21.1
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.7

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↑						↕	
Traffic Vol, veh/h	0	0	110	0	107	0	0	0	0	0	1144	30
Future Vol, veh/h	0	0	110	0	107	0	0	0	0	0	1144	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	122	0	119	0	0	0	0	0	1271	33

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	652	-	1304	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1304	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	408	0	158	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	227	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	408	-	158	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	158	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	227	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	17.6		76.1			0		
HCM LOS	C		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	408	158	-	-
HCM Lane V/C Ratio	0.3	0.752	-	-
HCM Control Delay (s)	17.6	76.1	-	-
HCM Lane LOS	C	F	-	-
HCM 95th %tile Q(veh)	1.2	4.7	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	9	0	0	0	120	0	1659	46	0	0	0
Future Vol, veh/h	0	9	0	0	0	120	0	1659	46	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	10	0	0	0	133	0	1843	51	0	0	0

Major/Minor	Minor2	Minor1	Major1
Conflicting Flow All	- 1843	- -	- 922 - 0 0
Stage 1	- 0	- -	- - -
Stage 2	- 1843	- -	- - -
Critical Hdwy	- 6.56	- -	- 6.96 - -
Critical Hdwy Stg 1	- -	- -	- - -
Critical Hdwy Stg 2	- 5.56	- -	- - -
Follow-up Hdwy	- 4.03	- -	- 3.33 - -
Pot Cap-1 Maneuver	0 73	0 0 0	270 0 - -
Stage 1	0 -	0 0 0	- 0 - -
Stage 2	0 123	0 0 0	- 0 - -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	- 73	- -	- 270 - -
Mov Cap-2 Maneuver	- 73	- -	- - - -
Stage 1	- -	- -	- - - -
Stage 2	- 123	- -	- - - -

Approach	EB	WB	NB
HCM Control Delay, s	62	30.7	0
HCM LOS	F	D	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	73 270
HCM Lane V/C Ratio	-	-	0.137 0.494
HCM Control Delay (s)	-	-	62 30.7
HCM Lane LOS	-	-	F D
HCM 95th %tile Q(veh)	-	-	0.5 2.5

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵					↑↑
Traffic Vol, veh/h	92	0	0	0	0	1091
Future Vol, veh/h	92	0	0	0	0	1091
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	3
Mvmt Flow	102	0	0	0	0	1212

Major/Minor	Minor1	Major2	
Conflicting Flow All	606	-	-
Stage 1	0	-	-
Stage 2	606	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	426	0	0
Stage 1	-	0	-
Stage 2	504	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	426	-	-
Mov Cap-2 Maneuver	426	-	-
Stage 1	-	-	-
Stage 2	504	-	-

Approach	WB	SB
HCM Control Delay, s	16.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	426	-
HCM Lane V/C Ratio	0.24	-
HCM Control Delay (s)	16.1	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.9	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	33	0	0	1779	0	0
Future Vol, veh/h	33	0	0	1779	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	37	0	0	1977	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	988	-	0
Stage 1	0	-	-
Stage 2	988	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	242	0	0
Stage 1	-	0	0
Stage 2	319	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	242	-	-
Mov Cap-2 Maneuver	242	-	-
Stage 1	-	-	-
Stage 2	319	-	-

Approach	EB	NB
HCM Control Delay, s	22.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 242
HCM Lane V/C Ratio	- 0.152
HCM Control Delay (s)	- 22.5
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 0.5

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	140	0	32	0	0	0	0	0	941	62
Future Vol, veh/h	0	0	140	0	32	0	0	0	0	0	941	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	3	2	3	2	3	3	2	2	3	3
Mvmt Flow	0	0	156	0	36	0	0	0	0	0	1046	69

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	523	-	1046	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1046	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	496	0	225	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	301	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	496	-	225	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	225	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	301	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	15.5		24		0	
HCM LOS	C		C			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	496	225	-	-
HCM Lane V/C Ratio	0.314	0.158	-	-
HCM Control Delay (s)	15.5	24	-	-
HCM Lane LOS	C	C	-	-
HCM 95th %tile Q(veh)	1.3	0.6	-	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	104	0	0	1449	0	0
Future Vol, veh/h	104	0	0	1449	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	116	0	0	1610	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	805	-	0
Stage 1	0	-	-
Stage 2	805	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	318	0	0
Stage 1	-	0	0
Stage 2	398	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	318	-	-
Mov Cap-2 Maneuver	318	-	-
Stage 1	-	-	-
Stage 2	398	-	-

Approach	EB	NB
HCM Control Delay, s	22.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	318
HCM Lane V/C Ratio	-	0.363
HCM Control Delay (s)	-	22.6
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	1.6

Intersection

Int Delay, s/veh 2.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	81	1482	104	0	0
Future Vol, veh/h	0	81	1482	104	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	275	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	50	90	50	90	90
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	0	162	1647	208	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	823	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.36	-	-
Pot Cap-1 Maneuver	0	308	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	308	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	29	0
HCM LOS	D	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	308
HCM Lane V/C Ratio	-	-	0.526
HCM Control Delay (s)	-	-	29
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	2.9

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10333	10333	10353	10223	10399	10253	10417
Vehs Exited	10227	10302	10306	10226	10331	10213	10345
Starting Vehs	750	809	790	834	831	800	808
Ending Vehs	856	840	837	831	899	840	880
Denied Entry Before	2	5	4	2	7	4	5
Denied Entry After	4	3	1	2	5	4	2
Travel Distance (mi)	23088	22987	22972	22414	23244	22738	23202
Travel Time (hr)	832.8	837.6	827.0	812.9	865.0	823.0	860.1
Total Delay (hr)	272.7	279.9	270.1	269.4	302.1	271.5	295.7
Total Stops	16745	17158	16581	16900	17609	16619	17797
Fuel Used (gal)	805.2	806.0	800.8	784.5	818.2	794.8	816.3

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10311	10525	10390	10355
Vehs Exited	10290	10480	10241	10294
Starting Vehs	820	815	768	793
Ending Vehs	841	860	917	856
Denied Entry Before	3	10	5	2
Denied Entry After	3	4	13	2
Travel Distance (mi)	22996	23144	22888	22967
Travel Time (hr)	853.4	858.4	850.8	842.1
Total Delay (hr)	295.3	295.9	295.0	284.8
Total Stops	16973	17888	17487	17174
Fuel Used (gal)	805.4	814.0	803.6	804.9

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10333	10333	10353	10223	10399	10253	10417
Vehs Exited	10227	10302	10306	10226	10331	10213	10345
Starting Vehs	750	809	790	834	831	800	808
Ending Vehs	856	840	837	831	899	840	880
Denied Entry Before	2	5	4	2	7	4	5
Denied Entry After	4	3	1	2	5	4	2
Travel Distance (mi)	23088	22987	22972	22414	23244	22738	23202
Travel Time (hr)	832.8	837.6	827.0	812.9	865.0	823.0	860.1
Total Delay (hr)	272.7	279.9	270.1	269.4	302.1	271.5	295.7
Total Stops	16745	17158	16581	16900	17609	16619	17797
Fuel Used (gal)	805.2	806.0	800.8	784.5	818.2	794.8	816.3

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	10311	10525	10390	10355
Vehs Exited	10290	10480	10241	10294
Starting Vehs	820	815	768	793
Ending Vehs	841	860	917	856
Denied Entry Before	3	10	5	2
Denied Entry After	3	4	13	2
Travel Distance (mi)	22996	23144	22888	22967
Travel Time (hr)	853.4	858.4	850.8	842.1
Total Delay (hr)	295.3	295.9	295.0	284.8
Total Stops	16973	17888	17487	17174
Fuel Used (gal)	805.4	814.0	803.6	804.9

101: US 17 & NC 210 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.2	0.6	0.8
Denied Del/Veh (s)	0.0	0.5	1.4	0.7
Total Delay (hr)	4.5	23.5	10.2	38.1
Total Del/Veh (s)	16.3	52.2	23.2	32.8
Stop Delay (hr)	3.5	16.8	7.2	27.4
Stop Del/Veh (s)	12.4	37.3	16.6	23.6
Total Stops	331	1410	618	2359
Stop/Veh	0.33	0.87	0.39	0.56
Vehicles Entered	996	1584	1556	4136
Vehicles Exited	988	1593	1549	4130
Hourly Exit Rate	988	1593	1549	4130
Input Volume	1004	1606	1555	4165
% of Volume	98	99	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	1	1

102: NC 210 Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	0.3	1.3
Total Del/Veh (s)	2.6	1.0	2.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	1	0	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1432	950	2382
Vehicles Exited	1432	950	2382
Hourly Exit Rate	1432	950	2382
Input Volume	1434	957	2391
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

103: US 17 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.0	0.3	3.3
Total Del/Veh (s)	7.0	0.9	4.6
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	0.5	0.0	0.3
Total Stops	73	0	73
Stop/Veh	0.05	0.00	0.03
Vehicles Entered	1549	1027	2576
Vehicles Exited	1545	1026	2571
Hourly Exit Rate	1545	1026	2571
Input Volume	1564	1030	2594
% of Volume	99	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

201: Dixon High School Entrance & NC 210 Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.0	0.1	0.2
Total Delay (hr)	4.7	1.3	1.0	7.0
Total Del/Veh (s)	11.0	4.8	44.6	9.7
Stop Delay (hr)	1.7	0.6	1.0	3.3
Stop Del/Veh (s)	3.9	2.4	42.5	4.6
Total Stops	382	143	71	596
Stop/Veh	0.25	0.15	0.88	0.23
Vehicles Entered	1532	960	80	2572
Vehicles Exited	1545	959	80	2584
Hourly Exit Rate	1545	959	80	2584
Input Volume	1542	967	79	2588
% of Volume	100	99	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

301: Dixon Rd & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	0.4	0.5	0.5	1.4
Total Del/Veh (s)	1.0	15.1	23.7	3.1
Stop Delay (hr)	0.0	0.4	0.4	0.8
Stop Del/Veh (s)	0.0	13.2	19.5	1.9
Total Stops	0	119	72	191
Stop/Veh	0.00	0.99	1.00	0.12
Vehicles Entered	1420	119	72	1611
Vehicles Exited	1419	119	72	1610
Hourly Exit Rate	1419	119	72	1610
Input Volume	1421	115	76	1612
% of Volume	100	103	95	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

302: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1014	1014
Vehicles Exited	1013	1013
Hourly Exit Rate	1013	1013
Input Volume	1025	1025
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

303: Dixon Rd U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	0.0	1.4
Total Del/Veh (s)	4.6	8.7	4.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	7.1	0.1
Total Stops	0	15	15
Stop/Veh	0.00	1.00	0.01
Vehicles Entered	1014	15	1029
Vehicles Exited	1010	15	1025
Hourly Exit Rate	1010	15	1025
Input Volume	1020	16	1036
% of Volume	99	94	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

304: NC 210 & Dixon Rd U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1526	1526
Vehicles Exited	1525	1525
Hourly Exit Rate	1525	1525
Input Volume	1525	1525
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

401: NC 210 & Rifle Range Rd/USMC Base Main Entrance Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	0.0	0.0	0.1
Total Delay (hr)	3.0	6.4	7.5	16.9
Total Del/Veh (s)	35.5	16.8	17.9	19.1
Stop Delay (hr)	2.9	4.8	5.7	13.4
Stop Del/Veh (s)	34.0	12.5	13.6	15.1
Total Stops	221	561	602	1384
Stop/Veh	0.73	0.41	0.40	0.43
Vehicles Entered	300	1365	1496	3161
Vehicles Exited	299	1360	1492	3151
Hourly Exit Rate	299	1360	1492	3151
Input Volume	304	1360	1502	3166
% of Volume	98	100	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

402: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.4	1.3	5.7
Total Del/Veh (s)	10.2	4.7	8.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	5	0	5
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1503	1013	2516
Vehicles Exited	1496	1014	2510
Hourly Exit Rate	1496	1014	2510
Input Volume	1502	1020	2522
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

403: NC 210 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	0.7	1.3
Total Del/Veh (s)	1.5	2.3	1.8
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.1
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1366	1106	2472
Vehicles Exited	1365	1107	2472
Hourly Exit Rate	1365	1107	2472
Input Volume	1360	1129	2489
% of Volume	100	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

501: NC 210 & Manchester Ln Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.2
Total Del/Veh (s)	7.6	14.6	0.3	0.6
Stop Delay (hr)	0.1	0.0	0.0	0.1
Stop Del/Veh (s)	7.5	9.2	0.0	0.3
Total Stops	29	10	0	39
Stop/Veh	1.00	1.00	0.00	0.03
Vehicles Entered	29	10	1077	1116
Vehicles Exited	29	10	1078	1117
Hourly Exit Rate	29	10	1078	1117
Input Volume	30	12	1098	1140
% of Volume	97	83	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

502: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1346	1346
Vehicles Exited	1344	1344
Hourly Exit Rate	1344	1344
Input Volume	1342	1342
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

503: NC 210 & USMC Base Secondary Entrance Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.2	0.2	0.5
Total Del/Veh (s)	28.6	14.8	0.7	1.2
Stop Delay (hr)	0.0	0.2	0.0	0.2
Stop Del/Veh (s)	23.0	14.7	0.0	0.5
Total Stops	4	43	0	47
Stop/Veh	1.00	0.98	0.00	0.03
Vehicles Entered	4	44	1334	1382
Vehicles Exited	4	43	1334	1381
Hourly Exit Rate	4	43	1334	1381
Input Volume	4	43	1330	1377
% of Volume	100	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

504: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.2	0.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1080	1080
Vehicles Exited	1081	1081
Hourly Exit Rate	1081	1081
Input Volume	1102	1102
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

505: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	7.4	7.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1377	1377
Vehicles Exited	1374	1374
Hourly Exit Rate	1374	1374
Input Volume	1360	1369
% of Volume	101	100
Denied Entry Before	0	0
Denied Entry After	0	0

506: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1094	1094
Vehicles Exited	1093	1093
Hourly Exit Rate	1093	1093
Input Volume	1116	1116
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

601: NC 210 & Betty Dixon Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.0	0.0
Total Delay (hr)	1.8	3.9	7.3	13.1
Total Del/Veh (s)	34.2	37.8	15.4	20.6
Stop Delay (hr)	1.6	3.5	4.0	9.0
Stop Del/Veh (s)	29.2	34.1	8.3	14.3
Total Stops	135	291	713	1139
Stop/Veh	0.70	0.78	0.42	0.50
Vehicles Entered	191	367	1696	2254
Vehicles Exited	190	366	1695	2251
Hourly Exit Rate	190	366	1695	2251
Input Volume	197	380	1678	2255
% of Volume	96	96	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

602: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	4.6	4.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1292	1292
Vehicles Exited	1294	1294
Hourly Exit Rate	1294	1294
Input Volume	1315	1315
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

603: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.1	0.5	4.6
Total Del/Veh (s)	13.1	8.0	12.3
Stop Delay (hr)	1.3	0.2	1.5
Stop Del/Veh (s)	4.1	4.0	4.1
Total Stops	333	92	425
Stop/Veh	0.30	0.44	0.32
Vehicles Entered	1091	211	1302
Vehicles Exited	1098	211	1309
Hourly Exit Rate	1098	211	1309
Input Volume	1105	227	1332
% of Volume	99	93	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

604: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.2	2.2
Total Del/Veh (s)	4.9	4.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1591	1591
Vehicles Exited	1591	1591
Hourly Exit Rate	1591	1591
Input Volume	1590	1590
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

701: Beaufort Dr & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.8	0.6	0.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.7	0.0	0.0
Total Stops	6	0	6
Stop/Veh	0.13	0.00	0.00
Vehicles Entered	45	1709	1754
Vehicles Exited	45	1709	1754
Hourly Exit Rate	45	1709	1754
Input Volume	48	1687	1735
% of Volume	94	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

801: NC 210 & Village Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.5	0.2	1.0
Total Del/Veh (s)	8.2	16.4	0.7	2.5
Stop Delay (hr)	0.2	0.4	0.0	0.6
Stop Del/Veh (s)	7.5	11.9	0.0	1.5
Total Stops	105	106	1	212
Stop/Veh	0.99	1.00	0.00	0.15
Vehicles Entered	105	106	1153	1364
Vehicles Exited	105	106	1155	1366
Hourly Exit Rate	105	106	1155	1366
Input Volume	110	107	1174	1391
% of Volume	95	99	98	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

802: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.2	1.2
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1820	1820
Vehicles Exited	1820	1820
Hourly Exit Rate	1820	1820
Input Volume	1812	1812
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

803: NC 210 & Quarters Landing Cir Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0
Total Delay (hr)	0.1	2.3	0.5	2.9
Total Del/Veh (s)	39.8	65.3	1.0	5.6
Stop Delay (hr)	0.1	2.3	0.0	2.4
Stop Del/Veh (s)	35.6	65.9	0.0	4.7
Total Stops	8	126	0	134
Stop/Veh	1.00	0.98	0.00	0.07
Vehicles Entered	8	125	1713	1846
Vehicles Exited	8	124	1713	1845
Hourly Exit Rate	8	124	1713	1845
Input Volume	9	120	1705	1834
% of Volume	89	103	100	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

804: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.5	0.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1162	1162
Vehicles Exited	1163	1163
Hourly Exit Rate	1163	1163
Input Volume	1184	1184
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

805: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.5	0.7
Total Del/Veh (s)	9.8	1.7	2.2
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	7.9	0.0	0.6
Total Stops	83	0	83
Stop/Veh	1.00	0.00	0.07
Vehicles Entered	83	1101	1184
Vehicles Exited	83	1103	1186
Hourly Exit Rate	83	1103	1186
Input Volume	92	1118	1210
% of Volume	90	99	98
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

806: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1792	1792
Vehicles Exited	1792	1792
Hourly Exit Rate	1792	1792
Input Volume	1779	1779
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

807: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.6
Total Del/Veh (s)	22.2	0.9	1.2
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	20.5	0.0	0.3
Total Stops	28	0	28
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	28	1792	1820
Vehicles Exited	28	1792	1820
Hourly Exit Rate	28	1792	1820
Input Volume	33	1779	1812
% of Volume	85	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

808: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1229	1229
Vehicles Exited	1230	1230
Hourly Exit Rate	1230	1230
Input Volume	1255	1255
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0

901: NC 210 & NC 172 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.4	1.0	0.2	0.0	1.6
Denied Del/Veh (s)	2.0	2.9	0.4	0.0	1.2
Total Delay (hr)	17.1	17.3	38.4	21.0	93.8
Total Del/Veh (s)	77.3	49.6	82.6	61.7	68.2
Stop Delay (hr)	14.7	14.9	29.9	18.6	78.0
Stop Del/Veh (s)	66.3	42.7	64.2	54.7	56.7
Total Stops	836	1061	1937	972	4806
Stop/Veh	1.05	0.85	1.16	0.79	0.97
Vehicles Entered	781	1225	1618	1201	4825
Vehicles Exited	775	1229	1610	1189	4803
Hourly Exit Rate	775	1229	1610	1189	4803
Input Volume	763	1227	1603	1221	4814
% of Volume	102	100	100	97	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	1	0	1

902: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	3.1	3.3
Total Del/Veh (s)	0.8	6.1	4.0
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	2	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1200	1801	3001
Vehicles Exited	1202	1801	3003
Hourly Exit Rate	1202	1801	3003
Input Volume	1221	1787	3008
% of Volume	98	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

903: NC 210 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	1.4	2.6
Total Del/Veh (s)	2.8	4.7	3.6
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1566	1091	2657
Vehicles Exited	1565	1089	2654
Hourly Exit Rate	1565	1089	2654
Input Volume	1552	1084	2636
% of Volume	101	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1001: Ridge Field Ave/Dixon Middle School Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0
Total Delay (hr)	1.2	0.7	2.1	3.9
Total Del/Veh (s)	18.9	17.1	6.9	9.7
Stop Delay (hr)	1.1	0.5	1.2	2.7
Stop Del/Veh (s)	17.6	13.0	3.8	6.8
Total Stops	165	81	297	543
Stop/Veh	0.75	0.59	0.27	0.37
Vehicles Entered	218	138	1090	1446
Vehicles Exited	217	138	1092	1447
Hourly Exit Rate	217	138	1092	1447
Input Volume	216	138	1085	1439
% of Volume	100	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1002: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.3	2.3
Total Del/Veh (s)	4.9	4.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1706	1706
Vehicles Exited	1705	1705
Hourly Exit Rate	1705	1705
Input Volume	1691	1691
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1003: Ridge Field Ave U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	3.8	4.9
Total Del/Veh (s)	29.7	8.7	10.3
Stop Delay (hr)	1.0	1.0	2.0
Stop Del/Veh (s)	27.1	2.2	4.2
Total Stops	134	360	494
Stop/Veh	0.98	0.23	0.29
Vehicles Entered	137	1569	1706
Vehicles Exited	136	1568	1704
Hourly Exit Rate	136	1568	1704
Input Volume	142	1548	1690
% of Volume	96	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1004: Ridge Field Ave U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	2.1	2.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1142	1142
Vehicles Exited	1141	1141
Hourly Exit Rate	1141	1141
Input Volume	1130	1130
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1101: Pebble Shore Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.8	1.3
Total Del/Veh (s)	8.5	12.9	2.8	3.7
Stop Delay (hr)	0.4	0.1	0.0	0.4
Stop Del/Veh (s)	8.4	8.8	0.0	1.3
Total Stops	151	31	2	184
Stop/Veh	0.99	1.00	0.00	0.15
Vehicles Entered	151	31	1016	1198
Vehicles Exited	152	31	1016	1199
Hourly Exit Rate	152	31	1016	1199
Input Volume	140	32	1003	1175
% of Volume	109	97	101	102
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1102: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.5	0.5
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1574	1574
Vehicles Exited	1575	1575
Hourly Exit Rate	1575	1575
Input Volume	1554	1554
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1103: Pebble Shore Dr U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	0.6	1.0
Total Del/Veh (s)	14.6	1.4	2.3
Stop Delay (hr)	0.4	0.0	0.4
Stop Del/Veh (s)	12.8	0.0	0.9
Total Stops	111	0	111
Stop/Veh	0.99	0.00	0.07
Vehicles Entered	111	1461	1572
Vehicles Exited	111	1462	1573
Hourly Exit Rate	111	1462	1573
Input Volume	104	1449	1553
% of Volume	107	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1104: Pebble Shore Dr U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.9	1.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1102	1102
Vehicles Exited	1104	1104
Hourly Exit Rate	1104	1104
Input Volume	1081	1081
% of Volume	102	102
Denied Entry Before	0	0
Denied Entry After	0	0

1201: Old Folkstone Rd Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.5	0.0	0.0	0.6
Total Delay (hr)	2.4	1.3	4.0	7.7
Total Del/Veh (s)	10.5	23.4	15.7	14.3
Stop Delay (hr)	1.4	1.0	2.8	5.2
Stop Del/Veh (s)	6.3	18.4	10.9	9.7
Total Stops	379	157	528	1064
Stop/Veh	0.46	0.81	0.57	0.55
Vehicles Entered	806	192	910	1908
Vehicles Exited	805	192	913	1910
Hourly Exit Rate	805	192	913	1910
Input Volume	806	194	896	1896
% of Volume	100	99	102	101
Denied Entry Before	1	0	0	1
Denied Entry After	0	0	0	0

1202: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.0	2.0
Total Del/Veh (s)	5.1	5.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1434	1434
Vehicles Exited	1435	1435
Hourly Exit Rate	1435	1435
Input Volume	1430	1430
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1203: Old Folkstone Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.7	0.0	0.2
Total Delay (hr)	0.9	3.9	6.9	11.7
Total Del/Veh (s)	6.9	17.6	19.8	16.6
Stop Delay (hr)	0.5	2.6	4.8	8.0
Stop Del/Veh (s)	3.9	11.8	13.8	11.3
Total Stops	155	500	723	1378
Stop/Veh	0.32	0.62	0.58	0.54
Vehicles Entered	485	792	1242	2519
Vehicles Exited	486	792	1241	2519
Hourly Exit Rate	486	792	1241	2519
Input Volume	489	787	1235	2511
% of Volume	99	101	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1204: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.1	1.1
Total Del/Veh (s)	2.8	2.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1399	1399
Vehicles Exited	1397	1397
Hourly Exit Rate	1397	1397
Input Volume	1386	1386
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1205: NC 210 & Old Folkstone Rd NB U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0
Total Delay (hr)	1.8	2.3	4.1
Total Del/Veh (s)	21.0	7.5	10.5
Stop Delay (hr)	1.6	1.3	2.9
Stop Del/Veh (s)	18.8	4.2	7.5
Total Stops	237	356	593
Stop/Veh	0.75	0.32	0.42
Vehicles Entered	311	1094	1405
Vehicles Exited	311	1092	1403
Hourly Exit Rate	311	1092	1403
Input Volume	314	1079	1393
% of Volume	99	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1206: Old Folkstone Rd NB U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.8	1.8
Total Del/Veh (s)	4.0	4.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	4	4
Stop/Veh	0.00	0.00
Vehicles Entered	1591	1591
Vehicles Exited	1591	1591
Hourly Exit Rate	1591	1591
Input Volume	1581	1581
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1207: NC 210 & Old Folkstone Rd SB U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.0	0.7	0.4
Total Delay (hr)	3.4	7.6	10.9
Total Del/Veh (s)	19.3	33.2	27.2
Stop Delay (hr)	2.6	3.7	6.3
Stop Del/Veh (s)	15.1	16.2	15.7
Total Stops	435	644	1079
Stop/Veh	0.69	0.78	0.74
Vehicles Entered	625	808	1433
Vehicles Exited	625	808	1433
Hourly Exit Rate	625	808	1433
Input Volume	613	816	1429
% of Volume	102	99	100
Denied Entry Before	0	1	1
Denied Entry After	0	0	0

1208: Old Folkstone Rd SB U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.3	2.3
Total Del/Veh (s)	6.4	6.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1267	1267
Vehicles Exited	1269	1269
Hourly Exit Rate	1269	1269
Input Volume	1259	1259
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1301: US 17 & Dixon High School Entrance Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.2	0.2
Denied Del/Veh (s)	0.2	0.5	0.4
Total Delay (hr)	0.3	1.0	1.3
Total Del/Veh (s)	11.0	2.3	2.7
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	10.8	0.0	0.5
Total Stops	81	0	81
Stop/Veh	0.98	0.00	0.05
Vehicles Entered	82	1572	1654
Vehicles Exited	81	1570	1651
Hourly Exit Rate	81	1570	1651
Input Volume	81	1586	1667
% of Volume	100	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Denied Delay (hr)	3.6
Denied Del/Veh (s)	1.3
Total Delay (hr)	281.2
Total Del/Veh (s)	90.8
Stop Delay (hr)	167.7
Stop Del/Veh (s)	54.1
Total Stops	17174
Stop/Veh	1.54
Vehicles Entered	10355
Vehicles Exited	10294
Hourly Exit Rate	10294
Input Volume	100031
% of Volume	10
Denied Entry Before	2
Denied Entry After	2

Intersection: 101: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	R	T	T	R	L	L
Maximum Queue (ft)	296	179	190	587	592	400	339	374
Average Queue (ft)	140	76	90	461	473	261	215	237
95th Queue (ft)	246	162	175	613	625	558	311	339
Link Distance (ft)		1018	1018	504	504			
Upstream Blk Time (%)				9	11			
Queuing Penalty (veh)				72	87			
Storage Bay Dist (ft)	400					300	400	400
Storage Blk Time (%)	0				38	0	0	0
Queuing Penalty (veh)	0				89	1	0	1

Intersection: 102: NC 210

Movement	WB
Directions Served	T
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	441
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 103: US 17

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	148	175
Average Queue (ft)	17	23
95th Queue (ft)	83	104
Link Distance (ft)	875	875
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Dixon High School Entrance & NC 210

Movement	EB	EB	EB	WB	WB	WB	NB
Directions Served	T	T	R	L	T	T	LR
Maximum Queue (ft)	379	386	188	70	167	170	148
Average Queue (ft)	125	115	23	21	46	54	51
95th Queue (ft)	289	285	114	55	121	131	108
Link Distance (ft)	1018	1018			416	416	996
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100	275			
Storage Blk Time (%)		5	0				
Queuing Penalty (veh)		7	0				

Intersection: 301: Dixon Rd & NC 210

Movement	EB	EB	NB	SB
Directions Served	T	TR	R	T
Maximum Queue (ft)	7	13	123	112
Average Queue (ft)	0	1	51	44
95th Queue (ft)	7	8	98	86
Link Distance (ft)	313	313	980	74
Upstream Blk Time (%)				4
Queuing Penalty (veh)				3
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 302: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	5
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	740
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 303: Dixon Rd U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	42
Average Queue (ft)	12
95th Queue (ft)	38
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 304: NC 210 & Dixon Rd U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	U	T	T	R	R	L	L	T
Maximum Queue (ft)	98	112	81	90	99	268	278	175	185	262	270	177
Average Queue (ft)	46	44	28	26	30	130	142	83	79	156	178	87
95th Queue (ft)	83	89	62	67	75	230	240	147	144	245	262	156
Link Distance (ft)	2005	2005				457	457					827
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			375	375	300			300	300	500	500	
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	1					

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	SB
Directions Served	T
Maximum Queue (ft)	184
Average Queue (ft)	88
95th Queue (ft)	158
Link Distance (ft)	827
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 402: NC 210

Movement	EB
Directions Served	R
Maximum Queue (ft)	14
Average Queue (ft)	0
95th Queue (ft)	10
Link Distance (ft)	4318
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 403: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 501: NC 210 & Manchester Ln

Movement

	EB	WB
Directions Served	R	T
Maximum Queue (ft)	52	34
Average Queue (ft)	18	9
95th Queue (ft)	44	32
Link Distance (ft)	1138	196
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 502: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 503: NC 210 & USMC Base Secondary Entrance

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	31	72
Average Queue (ft)	4	22
95th Queue (ft)	21	52
Link Distance (ft)	180	984
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 504: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 505: NC 210 & Manchester Ln U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 506: NC 210 & Manchester Ln U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 601: NC 210 & Betty Dixon Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	246	270	228	323	339	310
Average Queue (ft)	113	139	108	169	184	124
95th Queue (ft)	212	228	206	288	291	232
Link Distance (ft)	219	1928		1100	1100	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	2					
Storage Bay Dist (ft)			175			275
Storage Blk Time (%)		5	1		1	0
Queuing Penalty (veh)		9	3		6	2

Intersection: 602: NC 210

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	14	14
Average Queue (ft)	1	0
95th Queue (ft)	19	14
Link Distance (ft)	772	772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 603: NC 210 & Betty Dixon Rd U-Turn

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	242	232	174
Average Queue (ft)	116	105	62
95th Queue (ft)	204	193	114
Link Distance (ft)	5643	5643	281
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: NC 210 & Betty Dixon Rd U-Turn

Movement	NB
Directions Served	LT
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	2
Link Distance (ft)	729
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 701: Beaufort Dr & NC 210

Movement	WB
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	989
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 801: NC 210 & Village Dr

Movement	EB	WB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	92	102	2	13
Average Queue (ft)	43	48	0	1
95th Queue (ft)	75	82	2	7
Link Distance (ft)	1000	207	202	202
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 802: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 803: NC 210 & Quarters Landing Cir

Movement	EB	WB	NB	NB
Directions Served	T	R	T	R
Maximum Queue (ft)	42	241	4	7
Average Queue (ft)	8	98	0	0
95th Queue (ft)	32	204	4	4
Link Distance (ft)	174	974	216	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				175
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 804: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 805: NC 210 & Quarters Landing Cir U-Turn

Movement	WB
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Directions Served	L
Maximum Queue (ft)	80
Average Queue (ft)	37
95th Queue (ft)	63
Link Distance (ft)	98
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 806: NC 210 & Quarters Landing Cir U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 807: NC 210 & Village Dr U-Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	58
Average Queue (ft)	21
95th Queue (ft)	51
Link Distance (ft)	114
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 808: NC 210 & Village Dr U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 901: NC 210 & NC 172

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	T	T	R	L	L	T	R	R	L	T	T	
Maximum Queue (ft)	253	339	328	172	159	174	385	184	181	515	814	839	
Average Queue (ft)	120	194	171	36	80	97	214	89	82	175	518	533	
95th Queue (ft)	232	312	301	111	145	155	377	163	157	510	795	820	
Link Distance (ft)	1983						1957			1499			1499
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	400		400		400		400		450		450		450
Storage Blk Time (%)	0		0		0		1				22		26
Queuing Penalty (veh)	2		1		0		13				31		119

Intersection: 901: NC 210 & NC 172

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	631	458	458	283	260	103
Average Queue (ft)	328	249	261	133	141	31
95th Queue (ft)	622	459	463	228	226	77
Link Distance (ft)			1392		1392	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	450	700	700		350	
Storage Blk Time (%)	0					
Queuing Penalty (veh)	2					

Intersection: 902: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 903: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1001: Ridge Field Ave/Dixon Middle School

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	157	113	144	177	180	114
Average Queue (ft)	75	23	55	69	91	44
95th Queue (ft)	130	74	110	141	156	94
Link Distance (ft)	988		183	1452	1452	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		425				350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1002: NC 210

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	8	2
Average Queue (ft)	0	0
95th Queue (ft)	6	2
Link Distance (ft)	670	670
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1003: Ridge Field Ave U-Turn & NC 210

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	181	186	197
Average Queue (ft)	79	98	106
95th Queue (ft)	140	164	173
Link Distance (ft)	126	1685	1685
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1004: Ridge Field Ave U-Turn

Movement	SB
Directions Served	LT
Maximum Queue (ft)	7
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	748
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1101: Pebble Shore Dr

Movement	EB	WB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	107	54	190	4	16
Average Queue (ft)	38	22	6	0	1
95th Queue (ft)	77	50	172	3	8
Link Distance (ft)	954	161	1642	1642	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1102: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1103: Pebble Shore Dr U-Turn & NC 210

Movement	EB
Directions Served	L
Maximum Queue (ft)	108
Average Queue (ft)	49
95th Queue (ft)	86
Link Distance (ft)	125
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1104: Pebble Shore Dr U-Turn

Movement	SB
Directions Served	T
Maximum Queue (ft)	9
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	894
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1201: Old Folkstone Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	175	151	160	175	176	225
Average Queue (ft)	95	90	87	90	93	109
95th Queue (ft)	151	139	142	148	152	187
Link Distance (ft)	2041		383	419	419	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		350				400
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1202: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	12
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	707
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1203: Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	R	T	T	R
Maximum Queue (ft)	119	101	227	210	243	318	326
Average Queue (ft)	55	48	138	117	94	122	178
95th Queue (ft)	102	87	199	192	176	232	288
Link Distance (ft)		416	2156		369	369	
Upstream Blk Time (%)					0	0	0
Queuing Penalty (veh)					0	1	0
Storage Bay Dist (ft)	250			350			400
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						0	0

Intersection: 1204: NC 210

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	12	5
Average Queue (ft)	0	0
95th Queue (ft)	6	5
Link Distance (ft)	582	582
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1205: NC 210 & Old Folkstone Rd NB U-Turn

Movement	WB	WB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	107	178	222	195
Average Queue (ft)	50	96	109	92
95th Queue (ft)	89	148	187	167
Link Distance (ft)	286	286	727	727
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1206: Old Folkstone Rd NB U-Turn

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	8	4
Average Queue (ft)	0	0
95th Queue (ft)	6	4
Link Distance (ft)	689	689
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1207: NC 210 & Old Folkstone Rd SB U-Turn

Movement	EB	EB	NB
Directions Served	L	L	T
Maximum Queue (ft)	169	215	496
Average Queue (ft)	94	129	286
95th Queue (ft)	148	191	459
Link Distance (ft)	282	282	1235
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1208: Old Folkstone Rd SB U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1301: US 17 & Dixon High School Entrance

Movement	WB
Directions Served	R
Maximum Queue (ft)	87
Average Queue (ft)	34
95th Queue (ft)	69
Link Distance (ft)	903
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 454

Appendix E-8

**2040 Build ALT. G-2
PM Peak Hour Analyses**

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↖↖	↑↑	↗	↘↘	↑↑
Traffic Volume (vph)	340	634	921	120	559	1289
Future Volume (vph)	340	634	921	120	559	1289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400	0		300	400	
Storage Lanes	1	2		1	2	
Taper Length (ft)	100				300	
Lane Util. Factor	1.00	0.88	0.95	1.00	0.97	0.95
Fr		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	2760	3471	1553	3367	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	2760	3471	1553	3367	3471
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	45		55			55
Link Distance (ft)	1128		581			2095
Travel Time (s)	17.1		7.2			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	4%	4%	4%	4%
Adj. Flow (vph)	378	704	1023	133	621	1432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	704	1023	133	621	1432
Turn Type	Prot	pt+ov	NA	Perm	Prot	NA
Protected Phases	3!	3 1	2		1	1 2 3!
Permitted Phases				2		
Detector Phase	3	1	2		1	
Switch Phase						
Minimum Initial (s)	7.0		14.0	14.0	7.0	
Minimum Split (s)	14.0		21.0	21.0	14.0	
Total Split (s)	31.0		34.0	34.0	25.0	
Total Split (%)	34.4%		37.8%	37.8%	27.8%	
Maximum Green (s)	24.0		27.0	27.0	18.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Max		Min	Min	None	
Act Effct Green (s)	26.7	51.6	28.4	28.4	19.9	90.0
Actuated g/C Ratio	0.30	0.57	0.32	0.32	0.22	1.00
v/c Ratio	0.73	0.45	0.93	0.27	0.83	0.41
Control Delay	35.8	10.0	46.0	24.6	44.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	10.0	46.0	24.6	44.7	0.4
LOS	D	B	D	C	D	A
Approach Delay	19.0		43.6			13.8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach LOS	B		D		B	
Queue Length 50th (ft)	201	144	291	56	174	0
Queue Length 95th (ft)	#324	115	#415	102	#257	0
Internal Link Dist (ft)	1048		501		2015	
Turn Bay Length (ft)	400		300		400	
Base Capacity (vph)	519	1553	1118	490	748	3471
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.45	0.92	0.27	0.83	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 3:WBSB, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 23.1
 Intersection Capacity Utilization 72.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 ! Phase conflict between lane groups.

Splits and Phases: 101: US 17 & NC 210



Lanes, Volumes, Timings
201: Dixon High School Entrance & NC 210

2040 Build Alt G-2 PM Peak

05/25/2018

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	935	90	12	843	131	23
Future Volume (vph)	935	90	12	843	131	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100	275		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850			0.980	
Flt Protected			0.950		0.959	
Satd. Flow (prot)	3539	1583	1770	3539	1751	0
Flt Permitted			0.950		0.959	
Satd. Flow (perm)	3539	1583	1770	3539	1751	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	25	
Link Distance (ft)	1128			463	1063	
Travel Time (s)	17.1			7.0	29.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1039	100	13	937	146	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1039	100	13	937	172	0
Turn Type	NA	pt+ov	Prot	NA	Prot	
Protected Phases	2	2 4	1	6	4	
Permitted Phases						
Detector Phase	2		1	6	4	
Switch Phase						
Minimum Initial (s)	12.0		7.0	12.0	7.0	
Minimum Split (s)	19.0		14.0	19.0	14.0	
Total Split (s)	51.0		14.0	65.0	25.0	
Total Split (%)	56.7%		15.6%	72.2%	27.8%	
Maximum Green (s)	44.0		7.0	58.0	18.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	61.1	86.1	9.1	64.0	16.0	
Actuated g/C Ratio	0.68	0.96	0.10	0.71	0.18	
v/c Ratio	0.43	0.07	0.07	0.37	0.55	
Control Delay	5.1	0.4	37.7	6.1	39.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.1	0.4	37.7	6.1	39.9	
LOS	A	A	D	A	D	
Approach Delay	4.7			6.5	39.9	
Approach LOS	A			A	D	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	28	0	7	93	90	
Queue Length 95th (ft)	374	m7	24	153	144	
Internal Link Dist (ft)	1048			383	983	
Turn Bay Length (ft)		100	275			
Base Capacity (vph)	2416	1514	179	2526	394	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.07	0.07	0.37	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 8.1
 Intersection Capacity Utilization 42.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





















Splits and Phases: 201: Dixon High School Entrance & NC 210



Lanes, Volumes, Timings
 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

2040 Build Alt G-2 PM Peak

05/25/2018

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 	 	 	 
Traffic Volume (vph)	423	525	13	947	143	161	859
Future Volume (vph)	423	525	13	947	143	161	859
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	375	300		300	500	
Storage Lanes	2	2	1		2	2	
Taper Length (ft)	100		100			300	
Lane Util. Factor	0.97	0.88	1.00	0.95	0.88	0.97	0.95
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3400	2760	1752	3505	2760	3400	3505
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3400	2760	1752	3505	2760	3400	3505
Right Turn on Red		No			No		
Satd. Flow (RTOR)							
Link Speed (mph)	25			55			55
Link Distance (ft)	2082			541			915
Travel Time (s)	56.8			6.7			11.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	470	583	14	1052	159	179	954
Shared Lane Traffic (%)							
Lane Group Flow (vph)	470	583	14	1052	159	179	954
Turn Type	Prot	pt+ov	Prot	NA	Prot	Prot	NA
Protected Phases	3	3 1	5	2	2	1	6
Permitted Phases							
Detector Phase	3	1	5	2		1	6
Switch Phase							
Minimum Initial (s)	7.0		7.0	14.0	14.0	7.0	14.0
Minimum Split (s)	23.0		14.0	23.0	23.0	23.0	23.0
Total Split (s)	33.0		14.0	62.0	62.0	25.0	73.0
Total Split (%)	27.5%		11.7%	51.7%	51.7%	20.8%	60.8%
Maximum Green (s)	26.0		7.0	55.0	55.0	18.0	66.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	23.8	43.3	9.2	66.7	66.7	14.5	80.3
Actuated g/C Ratio	0.20	0.36	0.08	0.56	0.56	0.12	0.67
v/c Ratio	0.70	0.59	0.10	0.54	0.10	0.44	0.41
Control Delay	50.1	32.8	53.2	19.5	14.4	51.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	32.8	53.2	19.5	14.4	51.6	11.3
LOS	D	C	D	B	B	D	B
Approach Delay	40.6			19.2			17.7



Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Approach LOS	D			B			B
Queue Length 50th (ft)	176	208	10	255	31	68	133
Queue Length 95th (ft)	219	230	32	393	61	98	289
Internal Link Dist (ft)	2002			461			835
Turn Bay Length (ft)	375		300	300		500	
Base Capacity (vph)	802	1123	134	1955	1534	566	2361
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.52	0.10	0.54	0.10	0.32	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 92 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 25.3
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B













Splits and Phases: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance



Lanes, Volumes, Timings
601: NC 210 & Betty Dixon Rd

2040 Build Alt G-2 PM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	153	0	0	0	590	0	880	227	0	0	0
Future Volume (vph)	0	153	0	0	0	590	0	880	227	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		175	0		275	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1845	0	0	0	2733	0	3505	1568	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		332			2003			1156			838	
Travel Time (s)		6.5			39.0			17.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	4%	2%	4%	2%	3%	3%	3%	3%	2%
Adj. Flow (vph)	0	170	0	0	0	656	0	978	252	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	0	656	0	978	252	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		12.0	12.0			
Minimum Split (s)		14.0				14.0		19.0	19.0			
Total Split (s)		28.0				28.0		32.0	32.0			
Total Split (%)		46.7%				46.7%		53.3%	53.3%			
Maximum Green (s)		21.0				21.0		25.0	25.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		Min	Min			
Act Effct Green (s)		18.7				18.7		19.6	19.6			
Actuated g/C Ratio		0.38				0.38		0.40	0.40			
v/c Ratio		0.24				0.62		0.69	0.40			
Control Delay		12.1				15.8		15.4	13.1			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		12.1				15.8		15.4	13.1			
LOS		B				B		B	B			
Approach Delay		12.1			15.8			14.9				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			B				
Queue Length 50th (ft)		30				79		115	49			
Queue Length 95th (ft)		78				160		191	105			
Internal Link Dist (ft)		252			1923			1076			758	
Turn Bay Length (ft)						175			275			
Base Capacity (vph)		901				1334		2009	632			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.19				0.49		0.49	0.40			

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	48.6
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	15.0
Intersection Capacity Utilization	53.3%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	A

Splits and Phases: 601: NC 210 & Betty Dixon Rd



Lanes, Volumes, Timings
603: NC 210 & Betty Dixon Rd U-Turn

2040 Build Alt G-2 PM Peak
05/25/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	0	1360	0	0	395	0
Future Volume (vph)	0	1360	0	0	395	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	1752	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	1752	0
Right Turn on Red				No	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		5732	862		364	
Travel Time (s)		86.8	13.1		7.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%
Adj. Flow (vph)	0	1511	0	0	439	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1511	0	0	439	0
Turn Type		NA			Prot	
Protected Phases		6			5	
Permitted Phases						
Detector Phase		6			5	
Switch Phase						
Minimum Initial (s)		12.0			7.0	
Minimum Split (s)		19.0			14.0	
Total Split (s)		36.0			24.0	
Total Split (%)		60.0%			40.0%	
Maximum Green (s)		29.0			17.0	
Yellow Time (s)		5.0			5.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		-2.0			-2.0	
Total Lost Time (s)		5.0			5.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	
Recall Mode		C-Min			None	
Act Effct Green (s)		31.5			18.5	
Actuated g/C Ratio		0.52			0.31	
v/c Ratio		0.82			0.81	
Control Delay		14.6			33.6	
Queue Delay		0.0			0.0	
Total Delay		14.6			33.6	
LOS		B			C	
Approach Delay		14.6			33.6	
Approach LOS		B			C	
Queue Length 50th (ft)		285			143	
Queue Length 95th (ft)		131			#278	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Internal Link Dist (ft)		5652	782		284	
Turn Bay Length (ft)						
Base Capacity (vph)		1847			558	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.82			0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 4 (7%), Referenced to phase 6:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 86.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 603: NC 210 & Betty Dixon Rd U-Turn



Lanes, Volumes, Timings
901: NC 210 & NC 172

2040 Build Alt G-2 PM Peak

05/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	280	140	462	459	551	154	584	311	636	1001	150
Future Volume (vph)	79	280	140	462	459	551	154	584	311	636	1001	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		400	400		450	450		450	700		350
Storage Lanes	1		2	2		2	1		1	2		1
Taper Length (ft)	100			200			100			200		
Lane Util. Factor	1.00	0.95	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1568	3400	1845	2760	1752	3505	1568	3400	3505	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		2095			2079			1642			1516	
Travel Time (s)		26.0			31.5			24.9			23.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	88	311	156	513	510	612	171	649	346	707	1112	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	311	156	513	510	612	171	649	346	707	1112	167
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0	7.0	7.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0	14.0	14.0	19.0	14.0
Total Split (s)	14.0	19.0	21.0	35.0	40.0	36.0	21.0	30.0	35.0	36.0	45.0	14.0
Total Split (%)	11.7%	15.8%	17.5%	29.2%	33.3%	30.0%	17.5%	25.0%	29.2%	30.0%	37.5%	11.7%
Maximum Green (s)	7.0	12.0	14.0	28.0	33.0	29.0	14.0	23.0	28.0	29.0	38.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	0.0	-2.0	-2.0	0.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0	7.0	5.0	5.0	5.0	5.0	5.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	None	None	C-Min	None
Act Effct Green (s)	9.1	18.8	37.2	25.1	34.9	68.1	15.4	25.8	55.9	30.3	40.6	52.7
Actuated g/C Ratio	0.08	0.16	0.31	0.21	0.29	0.57	0.13	0.22	0.47	0.25	0.34	0.44
v/c Ratio	0.67	0.57	0.32	0.72	0.95	0.39	0.76	0.86	0.47	0.82	0.94	0.24
Control Delay	78.4	52.4	34.9	50.0	70.9	15.2	70.3	58.9	21.1	51.5	53.8	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	52.4	34.9	50.0	70.9	15.2	70.3	58.9	21.1	51.5	53.8	22.6
LOS	E	D	C	D	E	B	E	E	C	D	D	C
Approach Delay		51.6			43.5			49.3			50.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			D			D		
Queue Length 50th (ft)	68	118	92	191	387	139	123	261	166	264	441	81
Queue Length 95th (ft)	#146	#185	161	239	#601	183	#236	#365	221	337	#584	131
Internal Link Dist (ft)	2015			1999			1562			1436		
Turn Bay Length (ft)	400		400	400		450	450		450	700		350
Base Capacity (vph)	132	549	493	850	538	1584	233	754	731	878	1187	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.57	0.32	0.60	0.95	0.39	0.73	0.86	0.47	0.81	0.94	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 48.2
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



















Splits and Phases: 901: NC 210 & NC 172



Lanes, Volumes, Timings
 1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-2 PM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	310	0	74	0	0	0	0	0	1410	142
Future Volume (vph)	0	0	310	0	74	0	0	0	0	0	1410	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		425	0		0	0		0	0		350
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Flt Permitted												
Satd. Flow (perm)	0	0	2733	0	1845	0	0	0	0	0	3505	1568
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		1052			301			823			1495	
Travel Time (s)		28.7			5.9			18.7			34.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	2%	4%	2%	3%	2%	3%	3%	2%	2%	3%	3%
Adj. Flow (vph)	0	0	344	0	82	0	0	0	0	0	1567	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	344	0	82	0	0	0	0	0	1567	158
Turn Type			Prot		NA						NA	Perm
Protected Phases			5		5						6	
Permitted Phases												6
Detector Phase			5		5						6	
Switch Phase												
Minimum Initial (s)			7.0		7.0						12.0	12.0
Minimum Split (s)			14.0		14.0						19.0	19.0
Total Split (s)			18.0		18.0						42.0	42.0
Total Split (%)			30.0%		30.0%						70.0%	70.0%
Maximum Green (s)			11.0		11.0						35.0	35.0
Yellow Time (s)			5.0		5.0						5.0	5.0
All-Red Time (s)			2.0		2.0						2.0	2.0
Lost Time Adjust (s)			-2.0		-2.0						-2.0	-2.0
Total Lost Time (s)			5.0		5.0						5.0	5.0
Lead/Lag			Lead		Lead						Lag	Lag
Lead-Lag Optimize?			Yes		Yes						Yes	Yes
Vehicle Extension (s)			3.0		3.0						3.0	3.0
Recall Mode			None		None						C-Min	C-Min
Act Effct Green (s)			12.9		12.9						37.1	37.1
Actuated g/C Ratio			0.22		0.22						0.62	0.62
v/c Ratio			0.59		0.21						0.72	0.16
Control Delay			25.6		19.2						20.7	6.8
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			25.6		19.2						20.7	6.8
LOS			C		B						C	A
Approach Delay		25.6			19.2						19.4	

Lanes, Volumes, Timings
 1001: Ridge Field Ave/Dixon Middle School

2040 Build Alt G-2 PM Peak
 05/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B						B		
Queue Length 50th (ft)	61			21						616 43		
Queue Length 95th (ft)	104			m33						m633 m57		
Internal Link Dist (ft)	972			221			743			1415		
Turn Bay Length (ft)	425									350		
Base Capacity (vph)	608			410						2187 969		
Starvation Cap Reductn	0			0						0 0		
Spillback Cap Reductn	0			0						0 0		
Storage Cap Reductn	0			0						0 0		
Reduced v/c Ratio	0.57			0.20						0.72 0.16		

Intersection Summary










Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 10 (17%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 58.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: Ridge Field Ave/Dixon Middle School



Lanes, Volumes, Timings
 1003: Ridge Field Ave U-Turn & NC 210

2040 Build Alt G-2 PM Peak
 05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 		
Traffic Volume (vph)	172	0	0	985	0	0
Future Volume (vph)	172	0	0	985	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt						
Frt Protected	0.950					
Satd. Flow (prot)	1752	0	0	3505	0	0
Frt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	3505	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	223			1772	742	
Travel Time (s)	4.3			26.8	11.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	3%	2%	2%
Adj. Flow (vph)	191	0	0	1094	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	0	0	1094	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			12.0		
Minimum Split (s)	14.0			19.0		
Total Split (s)	21.0			39.0		
Total Split (%)	35.0%			65.0%		
Maximum Green (s)	14.0			32.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	13.7			36.3		
Actuated g/C Ratio	0.23			0.60		
v/c Ratio	0.48			0.52		
Control Delay	10.3			6.2		
Queue Delay	0.0			0.0		
Total Delay	10.3			6.2		
LOS	B			A		
Approach Delay	10.3			6.2		
Approach LOS	B			A		
Queue Length 50th (ft)	20			68		
Queue Length 95th (ft)	0			191		



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	143			1692	662	
Turn Bay Length (ft)						
Base Capacity (vph)	479			2146		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.40			0.51		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 38 (63%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 82.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service E



















Splits and Phases: 1003: Ridge Field Ave U-Turn & NC 210



Lanes, Volumes, Timings
1201: Old Folkstone Rd

2040 Build Alt G-2 PM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 								 	
Traffic Volume (vph)	0	0	637	0	193	0	0	0	0	0	622	613
Future Volume (vph)	0	0	637	0	193	0	0	0	0	0	622	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		350	0		0	0		0	0		400
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Frt			0.850									0.850
Flt Protected												
Satd. Flow (prot)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Flt Permitted												
Satd. Flow (perm)	0	0	2787	0	1863	0	0	0	0	0	3539	1583
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		2092			504			851			584	
Travel Time (s)		31.7			7.6			19.3			8.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	708	0	214	0	0	0	0	0	691	681
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	708	0	214	0	0	0	0	0	691	681
Turn Type			custom		NA						NA	custom
Protected Phases			4 5		5						6	4 6
Permitted Phases												6
Detector Phase			4 5		5						6	
Switch Phase												
Minimum Initial (s)					7.0						12.0	
Minimum Split (s)					14.0						19.0	
Total Split (s)					16.0						21.0	
Total Split (%)					26.7%						35.0%	
Maximum Green (s)					9.0						14.0	
Yellow Time (s)					5.0						5.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					-2.0						-2.0	
Total Lost Time (s)					5.0						5.0	
Lead/Lag					Lag						Lead	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	
Recall Mode					None						Min	
Act Effct Green (s)			27.5		11.1						14.9	31.3
Actuated g/C Ratio			0.52		0.21						0.28	0.60
v/c Ratio			0.48		0.54						0.69	0.72
Control Delay			9.3		26.1						21.4	12.6
Queue Delay			0.0		0.0						0.0	0.0
Total Delay			9.3		26.1						21.4	12.6
LOS			A		C						C	B
Approach Delay		9.3			26.1						17.0	
Approach LOS		A			C						B	

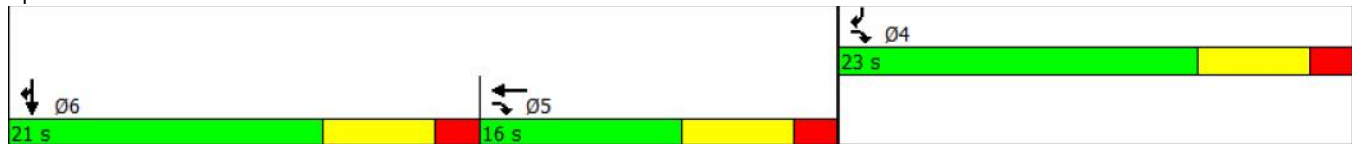
Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	14.0
Total Split (s)	23.0
Total Split (%)	38%
Maximum Green (s)	16.0
Yellow Time (s)	5.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)			68		56						94	125
Queue Length 95th (ft)			112		#146						171	226
Internal Link Dist (ft)		2012			424			771			504	
Turn Bay Length (ft)			350									400
Base Capacity (vph)			1817		393						1086	945
Starvation Cap Reductn			0		0						0	0
Spillback Cap Reductn			0		0						0	0
Storage Cap Reductn			0		0						0	0
Reduced v/c Ratio			0.39		0.54						0.64	0.72

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 52.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 56.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1201: Old Folkstone Rd















Lane Group	Ø4
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
1203: Old Folkstone Rd

2040 Build Alt G-2 PM Peak

05/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑				↑↑		↑↑	↑			
Traffic Volume (vph)	0	473	0	0	0	931	0	582	314	0	0	0
Future Volume (vph)	0	473	0	0	0	931	0	582	314	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		350	0		400	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	0	2787	0	3539	1583	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			45			55			30	
Link Distance (ft)		596			2213			482			777	
Travel Time (s)		11.6			33.5			6.0			17.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	526	0	0	0	1034	0	647	349	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	0	1034	0	647	349	0	0	0
Turn Type		NA				Prot		NA	Perm			
Protected Phases		1				1		2				
Permitted Phases									2			
Detector Phase		1				1		2				
Switch Phase												
Minimum Initial (s)		7.0				7.0		14.0	14.0			
Minimum Split (s)		14.0				14.0		21.0	21.0			
Total Split (s)		34.0				34.0		26.0	26.0			
Total Split (%)		56.7%				56.7%		43.3%	43.3%			
Maximum Green (s)		27.0				27.0		19.0	19.0			
Yellow Time (s)		5.0				5.0		5.0	5.0			
All-Red Time (s)		2.0				2.0		2.0	2.0			
Lost Time Adjust (s)		-2.0				-2.0		-2.0	-2.0			
Total Lost Time (s)		5.0				5.0		5.0	5.0			
Lead/Lag		Lead				Lead		Lag	Lag			
Lead-Lag Optimize?		Yes				Yes		Yes	Yes			
Vehicle Extension (s)		3.0				3.0		3.0	3.0			
Recall Mode		None				None		C-Min	C-Min			
Act Effct Green (s)		29.2				29.2		20.8	20.8			
Actuated g/C Ratio		0.49				0.49		0.35	0.35			
v/c Ratio		0.31				0.76		0.53	0.64			
Control Delay		8.2				16.8		14.0	18.4			
Queue Delay		0.0				0.0		0.0	0.0			
Total Delay		8.2				16.8		14.0	18.4			
LOS		A				B		B	B			
Approach Delay		8.2			16.8			15.5				
Approach LOS		A			B			B				

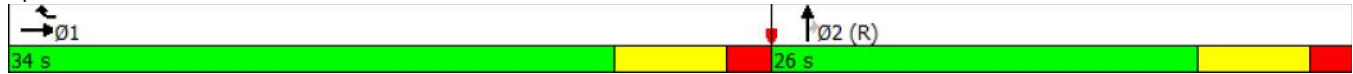
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		56				150		72	109			
Queue Length 95th (ft)		82				235		101	120			
Internal Link Dist (ft)		516			2133			402			697	
Turn Bay Length (ft)						350			400			
Base Capacity (vph)		1780				1402		1296	548			
Starvation Cap Reductn		0				0		0	0			
Spillback Cap Reductn		0				0		0	0			
Storage Cap Reductn		0				0		0	0			
Reduced v/c Ratio		0.30				0.74		0.50	0.64			

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 40 (67%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.5
 Intersection Capacity Utilization 57.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B











Splits and Phases: 1203: Old Folkstone Rd



Lanes, Volumes, Timings
 1205: NC 210 & Old Folkstone Rd NB U-Turn

2040 Build Alt G-2 PM Peak

05/25/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					 
Traffic Volume (vph)	442	0	0	0	0	1266
Future Volume (vph)	442	0	0	0	0	1266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	0	0	3539
Right Turn on Red	No	No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	35		30			30
Link Distance (ft)	515		692			804
Travel Time (s)	10.0		15.7			18.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	491	0	0	0	0	1407
Shared Lane Traffic (%)						
Lane Group Flow (vph)	491	0	0	0	0	1407
Turn Type	Prot					NA
Protected Phases	5					6
Permitted Phases						
Detector Phase	5					6
Switch Phase						
Minimum Initial (s)	7.0					12.0
Minimum Split (s)	14.0					19.0
Total Split (s)	20.0					40.0
Total Split (%)	33.3%					66.7%
Maximum Green (s)	13.0					33.0
Yellow Time (s)	5.0					5.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	-2.0					-2.0
Total Lost Time (s)	5.0					5.0
Lead/Lag	Lead					Lag
Lead-Lag Optimize?	Yes					Yes
Vehicle Extension (s)	3.0					3.0
Recall Mode	None					C-Min
Act Effct Green (s)	14.7					35.3
Actuated g/C Ratio	0.24					0.59
v/c Ratio	0.58					0.68
Control Delay	21.0					5.1
Queue Delay	0.0					0.0
Total Delay	21.0					5.1
LOS	C					A
Approach Delay	21.0					5.1
Approach LOS	C					A
Queue Length 50th (ft)	56					34
Queue Length 95th (ft)	m107					55
Internal Link Dist (ft)	435		612			724



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Bay Length (ft)						
Base Capacity (vph)	888					2110
Starvation Cap Reductn	0					0
Spillback Cap Reductn	0					0
Storage Cap Reductn	0					0
Reduced v/c Ratio	0.55					0.67

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 52 (87%), Referenced to phase 6:SBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.










Splits and Phases: 1205: NC 210 & Old Folkstone Rd NB U-Turn



Lanes, Volumes, Timings
1207: NC 210 & Old Folkstone Rd SB U-Turn

2040 Build Alt G-2 PM Peak

05/25/2018

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 					
Traffic Volume (vph)	443	0	0	646	0	0
Future Volume (vph)	443	0	0	646	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	3433	0	0	1863	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	0	1863	0	0
Right Turn on Red	No	No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			55	30	
Link Distance (ft)	461			1263	818	
Travel Time (s)	7.0			15.7	18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	492	0	0	718	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	492	0	0	718	0	0
Turn Type	Prot			NA		
Protected Phases	1			2		
Permitted Phases						
Detector Phase	1			2		
Switch Phase						
Minimum Initial (s)	7.0			14.0		
Minimum Split (s)	14.0			21.0		
Total Split (s)	19.0			41.0		
Total Split (%)	31.7%			68.3%		
Maximum Green (s)	12.0			34.0		
Yellow Time (s)	5.0			5.0		
All-Red Time (s)	2.0			2.0		
Lost Time Adjust (s)	-2.0			-2.0		
Total Lost Time (s)	5.0			5.0		
Lead/Lag	Lead			Lag		
Lead-Lag Optimize?	Yes			Yes		
Vehicle Extension (s)	3.0			3.0		
Recall Mode	None			C-Min		
Act Effct Green (s)	14.5			35.5		
Actuated g/C Ratio	0.24			0.59		
v/c Ratio	0.59			0.65		
Control Delay	23.3			12.0		
Queue Delay	0.0			0.0		
Total Delay	23.3			12.0		
LOS	C			B		
Approach Delay	23.3			12.0		
Approach LOS	C			B		
Queue Length 50th (ft)	78			159		
Queue Length 95th (ft)	125			245		
Internal Link Dist (ft)	381			1183	738	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	854			1129		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.58			0.64		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 52 (87%), Referenced to phase 2:NBT, Start of Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 84.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 1207: NC 210 & Old Folkstone Rd SB U-Turn



Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑							↑		↑	
Traffic Vol, veh/h	0	927	13	0	0	0	0	0	93	0	102	0
Future Vol, veh/h	0	927	13	0	0	0	0	0	93	0	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	3	3	3	2	9	2	9	2	3	2
Mvmt Flow	0	1030	14	0	0	0	0	0	103	0	113	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	522	-	1044	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	1044	-
Critical Hdwy	-	-	-	-	-	7.08	-	6.56	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.56	-
Follow-up Hdwy	-	-	-	-	-	3.39	-	4.03	-
Pot Cap-1 Maneuver	0	-	-	0	0	482	0	226	0
Stage 1	0	-	-	0	0	-	0	-	0
Stage 2	0	-	-	0	0	-	0	302	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	482	-	226	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	226	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	302	-

Approach	EB	NB	SB
HCM Control Delay, s	0	14.5	35.9
HCM LOS		B	E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	SBLn1
Capacity (veh/h)	482	-	-	226
HCM Lane V/C Ratio	0.214	-	-	0.501
HCM Control Delay (s)	14.5	-	-	35.9
HCM Lane LOS	B	-	-	E
HCM 95th %tile Q(veh)	0.8	-	-	2.6

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑	↘	
Traffic Vol, veh/h	0	0	0	1511	15	0
Future Vol, veh/h	0	0	0	1511	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	0	0	0	1679	17	0

Major/Minor	Major2	Minor1
Conflicting Flow All	-	- 839
Stage 1	-	- 0
Stage 2	-	- 839
Critical Hdwy	-	- 6.86
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- 5.86
Follow-up Hdwy	-	- 3.53
Pot Cap-1 Maneuver	0	- 302 0
Stage 1	0	- - 0
Stage 2	0	- 382 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	-	- 302 -
Mov Cap-2 Maneuver	-	- 302 -
Stage 1	-	- - -
Stage 2	-	- 382 -

Approach	WB	NB
HCM Control Delay, s	0	17.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBT
Capacity (veh/h)	302	-
HCM Lane V/C Ratio	0.055	-
HCM Control Delay (s)	17.6	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.2	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↖	↗
Traffic Vol, veh/h	0	0	25	0	21	0	0	0	0	0	1319	9
Future Vol, veh/h	0	0	25	0	21	0	0	0	0	0	1319	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	6	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	28	0	23	0	0	0	0	0	1466	10

Major/Minor	Minor2		Minor1		Major2			
Conflicting Flow All	-	-	733	-	1466	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1466	-	-	-
Critical Hdwy	-	-	7.02	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.36	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	354	0	126	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	189	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	354	-	126	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	126	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	189	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	16		40		0	
HCM LOS	C		E			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	354	126	-	-
HCM Lane V/C Ratio	0.078	0.185	-	-
HCM Control Delay (s)	16	40	-	-
HCM Lane LOS	C	E	-	-
HCM 95th %tile Q(veh)	0.3	0.6	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	4	0	0	0	17	0	1062	38	0	0	0
Future Vol, veh/h	0	4	0	0	0	17	0	1062	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	4	0	0	0	19	0	1180	42	0	0	0

Major/Minor	Minor2	Minor1	Major1
Conflicting Flow All	- 1180	- - -	590 - 0 0
Stage 1	- 0	- - -	- - -
Stage 2	- 1180	- - -	- - -
Critical Hdwy	- 6.56	- - -	6.96 - - -
Critical Hdwy Stg 1	- - -	- - -	- - -
Critical Hdwy Stg 2	- 5.56	- - -	- - -
Follow-up Hdwy	- 4.03	- - -	3.33 - - -
Pot Cap-1 Maneuver	0 187	0 0 0	448 0 - -
Stage 1	0 -	0 0 0	- 0 - -
Stage 2	0 260	0 0 0	- 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 187	- - -	448 - - -
Mov Cap-2 Maneuver	- 187	- - -	- - - -
Stage 1	- - -	- - -	- - - -
Stage 2	- 260	- - -	- - - -

Approach	EB	WB	NB
HCM Control Delay, s	24.7	13.4	0
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	187 448
HCM Lane V/C Ratio	-	-	0.024 0.042
HCM Control Delay (s)	-	-	24.7 13.4
HCM Lane LOS	-	-	C B
HCM 95th %tile Q(veh)	-	-	0.1 0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↕↕		
Traffic Vol, veh/h	14	0	0	1107	0	0
Future Vol, veh/h	14	0	0	1107	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	16	0	0	1230	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	615	-	0
Stage 1	0	-	-
Stage 2	615	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	421	0	0
Stage 1	-	0	0
Stage 2	499	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	421	-	-
Mov Cap-2 Maneuver	421	-	-
Stage 1	-	-	-
Stage 2	499	-	-

Approach	EB	NB
HCM Control Delay, s	13.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 421
HCM Lane V/C Ratio	- 0.037
HCM Control Delay (s)	- 13.9
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	32	1077	39	0	0
Future Vol, veh/h	0	32	1077	39	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	36	1197	43	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	598	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.96	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.33	-	-
Pot Cap-1 Maneuver	0	443	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	443	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	443
HCM Lane V/C Ratio	-	0.08
HCM Control Delay (s)	-	13.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3

Intersection

Int Delay, s/veh 14.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↕	↕
Traffic Vol, veh/h	0	0	138	0	77	0	0	0	0	0	1671	34
Future Vol, veh/h	0	0	138	0	77	0	0	0	0	0	1671	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	2	2	2	2	2	3	3
Mvmt Flow	0	0	153	0	86	0	0	0	0	0	1857	38

Major/Minor

	Minor2	Minor1	Major2
Conflicting Flow All	-	947	1894
Stage 1	-	-	0
Stage 2	-	-	1894
Critical Hdwy	-	6.96	6.56
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	5.56
Follow-up Hdwy	-	3.33	4.03
Pot Cap-1 Maneuver	0	260	~ 68
Stage 1	0	0	0
Stage 2	0	0	115
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	260	~ 68
Mov Cap-2 Maneuver	-	-	~ 68
Stage 1	-	-	-
Stage 2	-	-	115

Approach

	EB	WB	SB
HCM Control Delay, s	37	298.6	0
HCM LOS	E	F	

Minor Lane/Major Mvmt

	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	260	68	-	-
HCM Lane V/C Ratio	0.59	1.258	-	-
HCM Control Delay (s)	37	298.6	-	-
HCM Lane LOS	E	F	-	-
HCM 95th %tile Q(veh)	3.4	6.9	-	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↗		↑↑	↗			
Traffic Vol, veh/h	0	28	0	0	0	55	0	1084	92	0	0	0
Future Vol, veh/h	0	28	0	0	0	55	0	1084	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	3	2	3	2	3	3	3	3	2
Mvmt Flow	0	31	0	0	0	61	0	1204	102	0	0	0

Major/Minor	Minor2	Minor1	Major1
Conflicting Flow All	- 1204	- - -	602 - 0 0
Stage 1	- 0	- - -	- - -
Stage 2	- 1204	- - -	- - -
Critical Hdwy	- 6.56	- - -	6.96 - - -
Critical Hdwy Stg 1	- - -	- - -	- - -
Critical Hdwy Stg 2	- 5.56	- - -	- - -
Follow-up Hdwy	- 4.03	- - -	3.33 - - -
Pot Cap-1 Maneuver	0 181	0 0 0	440 0 - -
Stage 1	0 - 0	0 0 0	- 0 - -
Stage 2	0 253	0 0 0	- 0 - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 181	- - -	440 - - -
Mov Cap-2 Maneuver	- 181	- - -	- - - -
Stage 1	- - -	- - -	- - - -
Stage 2	- 253	- - -	- - - -

Approach	EB	WB	NB
HCM Control Delay, s	29	14.5	0
HCM LOS	D	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	181 440
HCM Lane V/C Ratio	-	-	0.172 0.139
HCM Control Delay (s)	-	-	29 14.5
HCM Lane LOS	-	-	D B
HCM 95th %tile Q(veh)	-	-	0.6 0.5

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔					↕↕
Traffic Vol, veh/h	46	0	0	0	0	1687
Future Vol, veh/h	46	0	0	0	0	1687
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	3
Mvmt Flow	51	0	0	0	0	1874

Major/Minor	Minor1	Major2	
Conflicting Flow All	937	-	-
Stage 1	0	-	-
Stage 2	937	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	261	0	0
Stage 1	-	0	-
Stage 2	339	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	261	-	-
Mov Cap-2 Maneuver	261	-	-
Stage 1	-	-	-
Stage 2	339	-	-

Approach	WB	SB
HCM Control Delay, s	22.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	261	-
HCM Lane V/C Ratio	0.196	-
HCM Control Delay (s)	22.1	-
HCM Lane LOS	C	-
HCM 95th %tile Q(veh)	0.7	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	31	0	0	1222	0	0
Future Vol, veh/h	31	0	0	1222	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	34	0	0	1358	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	679	-	0
Stage 1	0	-	-
Stage 2	679	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	383	0	0
Stage 1	-	0	0
Stage 2	462	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	383	-	-
Mov Cap-2 Maneuver	383	-	-
Stage 1	-	-	-
Stage 2	462	-	-

Approach	EB	NB
HCM Control Delay, s	15.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	383
HCM Lane V/C Ratio	-	0.09
HCM Control Delay (s)	-	15.3
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.3

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖						↗↖	↗
Traffic Vol, veh/h	0	0	94	0	34	0	0	0	0	0	1418	105
Future Vol, veh/h	0	0	94	0	34	0	0	0	0	0	1418	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	3	2	3	2	3	3	2	2	3	3
Mvmt Flow	0	0	104	0	38	0	0	0	0	0	1576	117

Major/Minor	Minor2		Minor1			Major2		
Conflicting Flow All	-	-	788	-	1576	-	-	0
Stage 1	-	-	-	-	0	-	-	-
Stage 2	-	-	-	-	1576	-	-	-
Critical Hdwy	-	-	6.96	-	6.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.56	-	-	-
Follow-up Hdwy	-	-	3.33	-	4.03	-	-	-
Pot Cap-1 Maneuver	0	0	332	0	108	0	0	-
Stage 1	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	167	0	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	-	-	332	-	108	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	108	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	167	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	20.7		55.3			0		
HCM LOS	C		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBT	SBR
Capacity (veh/h)	332	108	-	-
HCM Lane V/C Ratio	0.315	0.35	-	-
HCM Control Delay (s)	20.7	55.3	-	-
HCM Lane LOS	C	F	-	-
HCM 95th %tile Q(veh)	1.3	1.4	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑		
Traffic Vol, veh/h	63	0	0	974	0	0
Future Vol, veh/h	63	0	0	974	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	3	2	2
Mvmt Flow	70	0	0	1082	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	541	-	0
Stage 1	0	-	-
Stage 2	541	-	-
Critical Hdwy	6.86	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.86	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	469	0	-
Stage 1	-	0	-
Stage 2	545	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	469	-	-
Mov Cap-2 Maneuver	469	-	-
Stage 1	-	-	-
Stage 2	545	-	-

Approach	EB	NB
HCM Control Delay, s	14	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 469
HCM Lane V/C Ratio	- 0.149
HCM Control Delay (s)	- 14
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.5

Intersection

Int Delay, s/veh 1.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations		↗	↕	↗		
Traffic Vol, veh/h	0	98	973	56	0	0
Future Vol, veh/h	0	98	973	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	275	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	0	109	1081	62	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	541	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.36	-	-
Pot Cap-1 Maneuver	0	475	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	475	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s	14.8	0
HCM LOS	B	

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	475
HCM Lane V/C Ratio	-	-	0.229
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Summary of All Intervals

Run Number	1	10	2	3	4	5	6
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	10282	10374	10344	10455	10540	10370	10419
Vehs Exited	10303	10329	10369	10354	10497	10363	10432
Starting Vehs	789	777	875	758	792	801	768
Ending Vehs	768	822	850	859	835	808	755
Denied Entry Before	4	2	4	2	8	2	1
Denied Entry After	4	2	5	2	3	4	2
Travel Distance (mi)	22643	23006	23114	23009	23399	22849	23082
Travel Time (hr)	819.8	836.3	839.9	823.2	851.5	820.7	826.1
Total Delay (hr)	261.8	271.3	271.4	257.8	276.2	259.0	258.8
Total Stops	16903	17089	17130	17329	17857	16948	16855
Fuel Used (gal)	795.3	807.7	811.0	807.2	826.2	799.6	809.7

Summary of All Intervals

Run Number	7	8	9	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	10596	10123	10359	10385
Vehs Exited	10520	10176	10250	10359
Starting Vehs	755	804	747	781
Ending Vehs	831	751	856	811
Denied Entry Before	2	2	7	0
Denied Entry After	3	2	0	0
Travel Distance (mi)	23378	22515	23159	23015
Travel Time (hr)	842.8	797.7	824.8	828.3
Total Delay (hr)	268.9	243.7	257.3	262.6
Total Stops	17396	16208	16951	17067
Fuel Used (gal)	818.2	787.6	810.7	807.3

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	10	2	3	4	5	6
Vehs Entered	10282	10374	10344	10455	10540	10370	10419
Vehs Exited	10303	10329	10369	10354	10497	10363	10432
Starting Vehs	789	777	875	758	792	801	768
Ending Vehs	768	822	850	859	835	808	755
Denied Entry Before	4	2	4	2	8	2	1
Denied Entry After	4	2	5	2	3	4	2
Travel Distance (mi)	22643	23006	23114	23009	23399	22849	23082
Travel Time (hr)	819.8	836.3	839.9	823.2	851.5	820.7	826.1
Total Delay (hr)	261.8	271.3	271.4	257.8	276.2	259.0	258.8
Total Stops	16903	17089	17130	17329	17857	16948	16855
Fuel Used (gal)	795.3	807.7	811.0	807.2	826.2	799.6	809.7

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	7	8	9	Avg
Vehs Entered	10596	10123	10359	10385
Vehs Exited	10520	10176	10250	10359
Starting Vehs	755	804	747	781
Ending Vehs	831	751	856	811
Denied Entry Before	2	2	7	0
Denied Entry After	3	2	0	0
Travel Distance (mi)	23378	22515	23159	23015
Travel Time (hr)	842.8	797.7	824.8	828.3
Total Delay (hr)	268.9	243.7	257.3	262.6
Total Stops	17396	16208	16951	17067
Fuel Used (gal)	818.2	787.6	810.7	807.3

101: US 17 & NC 210 Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.6	0.6
Denied Del/Veh (s)	0.0	0.0	1.1	0.5
Total Delay (hr)	4.4	20.5	7.4	32.4
Total Del/Veh (s)	15.9	67.3	14.2	29.3
Stop Delay (hr)	2.8	16.3	4.7	23.8
Stop Del/Veh (s)	10.2	53.3	9.1	21.6
Total Stops	393	1264	474	2131
Stop/Veh	0.40	1.15	0.25	0.54
Vehicles Entered	982	1078	1864	3924
Vehicles Exited	982	1075	1864	3921
Hourly Exit Rate	982	1075	1864	3921
Input Volume	983	1071	1848	3902
% of Volume	100	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

102: NC 210 Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.5	0.8
Total Del/Veh (s)	1.1	1.2	1.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.0	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	970	1439	2409
Vehicles Exited	969	1439	2408
Hourly Exit Rate	969	1439	2408
Input Volume	968	1424	2392
% of Volume	100	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

103: US 17 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.2	0.8	1.9
Total Del/Veh (s)	3.8	1.7	2.5
Stop Delay (hr)	0.0	0.0	0.1
Stop Del/Veh (s)	0.1	0.0	0.1
Total Stops	9	1	10
Stop/Veh	0.01	0.00	0.00
Vehicles Entered	1080	1643	2723
Vehicles Exited	1080	1644	2724
Hourly Exit Rate	1080	1644	2724
Input Volume	1073	1630	2703
% of Volume	101	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

201: Dixon High School Entrance & NC 210 Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.2	0.1
Total Delay (hr)	1.6	1.5	1.5	4.7
Total Del/Veh (s)	5.6	3.8	34.8	6.4
Stop Delay (hr)	0.7	0.7	1.4	2.8
Stop Del/Veh (s)	2.4	1.8	32.3	3.9
Total Stops	157	185	134	476
Stop/Veh	0.15	0.13	0.84	0.18
Vehicles Entered	1031	1435	157	2623
Vehicles Exited	1033	1436	157	2626
Hourly Exit Rate	1033	1436	157	2626
Input Volume	1031	1421	154	2606
% of Volume	100	101	102	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

301: Dixon Rd & NC 210 Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.2	0.2	0.4	0.7
Total Del/Veh (s)	0.6	6.4	13.5	2.2
Stop Delay (hr)	0.0	0.1	0.3	0.4
Stop Del/Veh (s)	0.0	5.4	9.1	1.2
Total Stops	0	94	99	193
Stop/Veh	0.00	1.00	1.00	0.17
Vehicles Entered	960	94	99	1153
Vehicles Exited	960	94	99	1153
Hourly Exit Rate	960	94	99	1153
Input Volume	958	93	102	1153
% of Volume	100	101	97	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

302: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1536	1536
Vehicles Exited	1539	1539
Hourly Exit Rate	1539	1539
Input Volume	1527	1527
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

303: Dixon Rd U-Turn & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.4	0.0	2.5
Total Del/Veh (s)	5.7	14.3	5.7
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	12.7	0.1
Total Stops	0	12	12
Stop/Veh	0.00	1.00	0.01
Vehicles Entered	1521	12	1533
Vehicles Exited	1524	12	1536
Hourly Exit Rate	1524	12	1536
Input Volume	1511	15	1526
% of Volume	101	80	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

304: NC 210 & Dixon Rd U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1026	1026
Vehicles Exited	1027	1027
Hourly Exit Rate	1027	1027
Input Volume	1026	1026
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

401: NC 210 & Rifle Range Rd/USMC Base Main Entrance Performance by approach

Approach	WB	NB	SB	All
Denied Delay (hr)	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	0.7	0.0	0.0	0.2
Total Delay (hr)	9.8	6.7	4.5	21.0
Total Del/Veh (s)	35.9	21.6	15.6	24.1
Stop Delay (hr)	8.6	4.8	3.3	16.7
Stop Del/Veh (s)	31.8	15.4	11.6	19.2
Total Stops	709	562	384	1655
Stop/Veh	0.72	0.50	0.37	0.53
Vehicles Entered	951	1117	1022	3090
Vehicles Exited	948	1117	1020	3085
Hourly Exit Rate	948	1117	1020	3085
Input Volume	948	1103	1020	3071
% of Volume	100	101	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

402: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.6	2.0	3.6
Total Del/Veh (s)	5.7	4.7	5.2
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	1	2	3
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1008	1486	2494
Vehicles Exited	1008	1483	2491
Hourly Exit Rate	1008	1483	2491
Input Volume	1005	1472	2477
% of Volume	100	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

403: NC 210 Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.4	1.0	1.4
Total Del/Veh (s)	1.4	2.7	2.1
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1094	1291	2385
Vehicles Exited	1094	1292	2386
Hourly Exit Rate	1094	1292	2386
Input Volume	1080	1295	2375
% of Volume	101	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

501: NC 210 & Manchester Ln Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.2	0.3
Total Del/Veh (s)	8.8	15.9	0.5	0.9
Stop Delay (hr)	0.1	0.1	0.0	0.1
Stop Del/Veh (s)	8.9	10.5	0.0	0.3
Total Stops	25	21	0	46
Stop/Veh	1.00	1.00	0.00	0.03
Vehicles Entered	25	21	1325	1371
Vehicles Exited	25	21	1325	1371
Hourly Exit Rate	25	21	1325	1371
Input Volume	25	21	1328	1374
% of Volume	100	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

502: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1138	1138
Vehicles Exited	1137	1137
Hourly Exit Rate	1137	1137
Input Volume	1122	1122
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

503: NC 210 & USMC Base Secondary Entrance Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.2
Total Del/Veh (s)	12.7	7.2	0.5	0.6
Stop Delay (hr)	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	7.5	7.2	0.0	0.1
Total Stops	3	17	0	20
Stop/Veh	1.00	1.00	0.00	0.02
Vehicles Entered	3	17	1115	1135
Vehicles Exited	3	17	1115	1135
Hourly Exit Rate	3	17	1115	1135
Input Volume	4	17	1100	1121
% of Volume	75	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

504: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.4	0.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1328	1328
Vehicles Exited	1329	1329
Hourly Exit Rate	1329	1329
Input Volume	1332	1332
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

505: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.8	1.8
Total Del/Veh (s)	5.5	5.5
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1135	1135
Vehicles Exited	1137	1137
Hourly Exit Rate	1137	1137
Input Volume	1107	1121
% of Volume	103	101
Denied Entry Before	0	0
Denied Entry After	0	0

506: NC 210 & Manchester Ln U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1342	1342
Vehicles Exited	1343	1343
Hourly Exit Rate	1343	1343
Input Volume	1346	1346
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

601: NC 210 & Betty Dixon Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.5	0.0	0.1
Total Delay (hr)	0.4	2.4	5.2	8.1
Total Del/Veh (s)	10.4	14.7	16.4	15.4
Stop Delay (hr)	0.3	1.8	3.0	5.0
Stop Del/Veh (s)	6.9	10.6	9.5	9.6
Total Stops	77	387	687	1151
Stop/Veh	0.50	0.65	0.60	0.61
Vehicles Entered	154	583	1123	1860
Vehicles Exited	154	582	1125	1861
Hourly Exit Rate	154	582	1125	1861
Input Volume	155	590	1109	1854
% of Volume	99	99	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

602: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.9	2.9
Total Del/Veh (s)	5.8	5.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1765	1765
Vehicles Exited	1766	1766
Hourly Exit Rate	1766	1766
Input Volume	1773	1773
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

603: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	EB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	8.3	2.3	10.6
Total Del/Veh (s)	21.1	21.5	21.2
Stop Delay (hr)	2.9	1.8	4.7
Stop Del/Veh (s)	7.4	16.8	9.4
Total Stops	640	281	921
Stop/Veh	0.45	0.74	0.51
Vehicles Entered	1370	377	1747
Vehicles Exited	1371	376	1747
Hourly Exit Rate	1371	376	1747
Input Volume	1360	395	1755
% of Volume	101	95	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

604: NC 210 & Betty Dixon Rd U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.3	2.3
Total Del/Veh (s)	5.7	5.7
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.1	0.1
Total Stops	6	6
Stop/Veh	0.00	0.00
Vehicles Entered	1484	1484
Vehicles Exited	1486	1486
Hourly Exit Rate	1486	1486
Input Volume	1476	1476
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

701: Beaufort Dr & NC 210 Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.2	0.4	0.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.1	0.0	0.0
Total Stops	2	0	2
Stop/Veh	0.06	0.00	0.00
Vehicles Entered	33	1129	1162
Vehicles Exited	32	1128	1160
Hourly Exit Rate	32	1128	1160
Input Volume	32	1116	1148
% of Volume	100	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

801: NC 210 & Village Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	1.0	0.8	0.5	2.3
Total Del/Veh (s)	26.2	35.1	1.1	4.3
Stop Delay (hr)	1.0	0.7	0.0	1.7
Stop Del/Veh (s)	25.8	31.0	0.0	3.1
Total Stops	137	76	1	214
Stop/Veh	0.98	0.97	0.00	0.11
Vehicles Entered	138	76	1694	1908
Vehicles Exited	138	77	1693	1908
Hourly Exit Rate	138	77	1693	1908
Input Volume	138	77	1705	1920
% of Volume	100	100	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

802: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.6	0.6
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1261	1261
Vehicles Exited	1261	1261
Hourly Exit Rate	1261	1261
Input Volume	1254	1254
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

803: NC 210 & Quarters Landing Cir Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.2	0.2	0.4
Total Del/Veh (s)	15.0	10.5	0.6	1.3
Stop Delay (hr)	0.1	0.2	0.0	0.2
Stop Del/Veh (s)	10.7	10.3	0.0	0.7
Total Stops	24	55	2	81
Stop/Veh	1.00	1.00	0.00	0.06
Vehicles Entered	24	55	1184	1263
Vehicles Exited	24	55	1185	1264
Hourly Exit Rate	24	55	1185	1264
Input Volume	28	55	1177	1260
% of Volume	86	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

804: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.4	0.4
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1717	1717
Vehicles Exited	1718	1718
Hourly Exit Rate	1718	1718
Input Volume	1733	1733
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

805: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.2	1.1	1.3
Total Del/Veh (s)	16.9	2.4	2.7
Stop Delay (hr)	0.2	0.0	0.2
Stop Del/Veh (s)	15.1	0.0	0.3
Total Stops	39	0	39
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	39	1677	1716
Vehicles Exited	39	1678	1717
Hourly Exit Rate	39	1678	1717
Input Volume	46	1687	1733
% of Volume	85	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

806: NC 210 & Quarters Landing Cir U-Turn Performance by approach

Approach	NW	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.6	0.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1144	1144
Vehicles Exited	1144	1144
Hourly Exit Rate	1144	1144
Input Volume	1140	1140
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

807: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.3
Total Del/Veh (s)	11.4	0.6	0.8
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	9.7	0.0	0.2
Total Stops	28	0	28
Stop/Veh	1.00	0.00	0.02
Vehicles Entered	28	1231	1259
Vehicles Exited	28	1232	1260
Hourly Exit Rate	28	1232	1260
Input Volume	31	1222	1253
% of Volume	90	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

808: NC 210 & Village Dr U-Turn Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1799	1799
Vehicles Exited	1798	1798
Hourly Exit Rate	1798	1798
Input Volume	1809	1809
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

901: NC 210 & NC 172 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.3	1.7	0.0	0.0	2.0
Denied Del/Veh (s)	1.9	4.1	0.0	0.0	1.5
Total Delay (hr)	6.9	18.1	26.9	32.7	84.7
Total Del/Veh (s)	48.1	42.8	86.7	64.9	61.3
Stop Delay (hr)	5.9	13.5	23.8	26.5	69.8
Stop Del/Veh (s)	41.3	32.0	76.7	52.6	50.5
Total Stops	433	1105	1142	1748	4428
Stop/Veh	0.84	0.73	1.02	0.96	0.89
Vehicles Entered	507	1489	1079	1780	4855
Vehicles Exited	507	1483	1070	1770	4830
Hourly Exit Rate	507	1483	1070	1770	4830
Input Volume	499	1472	1083	1787	4841
% of Volume	102	101	99	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

902: NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	1.5	2.0
Total Del/Veh (s)	1.1	4.3	2.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1770	1225	2995
Vehicles Exited	1770	1225	2995
Hourly Exit Rate	1770	1225	2995
Input Volume	1778	1215	2993
% of Volume	100	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

903: NC 210 Performance by approach

Approach	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	3.5	4.0
Total Del/Veh (s)	1.9	7.7	5.4
Stop Delay (hr)	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.1	0.0
Total Stops	0	1	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1077	1597	2674
Vehicles Exited	1079	1599	2678
Hourly Exit Rate	1079	1599	2678
Input Volume	1083	1603	2686
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1001: Ridge Field Ave/Dixon Middle School Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	1.9	0.4	4.7	7.0
Total Del/Veh (s)	21.5	20.2	10.4	12.5
Stop Delay (hr)	1.7	0.3	2.5	4.5
Stop Del/Veh (s)	19.8	16.4	5.5	8.1
Total Stops	241	46	569	856
Stop/Veh	0.77	0.64	0.35	0.43
Vehicles Entered	309	71	1599	1979
Vehicles Exited	309	72	1600	1981
Hourly Exit Rate	309	72	1600	1981
Input Volume	310	74	1603	1987
% of Volume	100	97	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1002: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.8	2.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1149	1149
Vehicles Exited	1149	1149
Hourly Exit Rate	1149	1149
Input Volume	1158	1158
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1003: Ridge Field Ave U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.0	1.9	2.9
Total Del/Veh (s)	21.5	6.6	8.8
Stop Delay (hr)	0.9	0.7	1.5
Stop Del/Veh (s)	18.7	2.4	4.7
Total Stops	116	208	324
Stop/Veh	0.69	0.21	0.28
Vehicles Entered	168	1001	1169
Vehicles Exited	167	999	1166
Hourly Exit Rate	167	999	1166
Input Volume	172	1003	1175
% of Volume	97	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1004: Ridge Field Ave U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.4	1.4
Total Del/Veh (s)	2.9	2.9
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.1	0.1
Total Stops	6	6
Stop/Veh	0.00	0.00
Vehicles Entered	1723	1723
Vehicles Exited	1724	1724
Hourly Exit Rate	1724	1724
Input Volume	1723	1723
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1101: Pebble Shore Dr Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.2	1.7	2.3
Total Del/Veh (s)	16.0	21.7	3.8	4.8
Stop Delay (hr)	0.4	0.2	0.0	0.6
Stop Del/Veh (s)	16.1	17.7	0.0	1.3
Total Stops	97	31	4	132
Stop/Veh	0.99	1.00	0.00	0.08
Vehicles Entered	97	30	1551	1678
Vehicles Exited	97	31	1555	1683
Hourly Exit Rate	97	31	1555	1683
Input Volume	94	34	1548	1676
% of Volume	103	91	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1102: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.3	0.3
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1029	1029
Vehicles Exited	1031	1031
Hourly Exit Rate	1031	1031
Input Volume	1037	1037
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1103: Pebble Shore Dr U-Turn & NC 210 Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.4
Total Del/Veh (s)	7.1	1.0	1.4
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	5.2	0.0	0.3
Total Stops	62	0	62
Stop/Veh	1.00	0.00	0.05
Vehicles Entered	62	1071	1133
Vehicles Exited	62	1072	1134
Hourly Exit Rate	62	1072	1134
Input Volume	63	1079	1142
% of Volume	98	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1104: Pebble Shore Dr U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1519	1519
Vehicles Exited	1518	1518
Hourly Exit Rate	1518	1518
Input Volume	1513	1513
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1201: Old Folkstone Rd Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.3	0.0	0.0	0.3
Denied Del/Veh (s)	1.6	0.0	0.0	0.5
Total Delay (hr)	1.9	1.2	5.9	8.9
Total Del/Veh (s)	10.5	21.9	17.1	15.5
Stop Delay (hr)	1.3	0.9	3.9	6.1
Stop Del/Veh (s)	7.2	16.9	11.3	10.6
Total Stops	335	153	780	1268
Stop/Veh	0.52	0.78	0.63	0.61
Vehicles Entered	636	194	1226	2056
Vehicles Exited	637	194	1225	2056
Hourly Exit Rate	637	194	1225	2056
Input Volume	637	193	1236	2066
% of Volume	100	101	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1202: NC 210 Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	4.1	4.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	0	0
Stop/Veh	0.00	0.00
Vehicles Entered	1099	1099
Vehicles Exited	1098	1098
Hourly Exit Rate	1098	1098
Input Volume	1089	1089
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0

1203: Old Folkstone Rd Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.0	0.8	0.0	0.3
Total Delay (hr)	1.6	4.3	4.6	10.5
Total Del/Veh (s)	12.0	16.5	18.5	16.3
Stop Delay (hr)	1.2	2.5	3.3	7.0
Stop Del/Veh (s)	8.7	9.8	13.0	10.8
Total Stops	246	541	511	1298
Stop/Veh	0.52	0.58	0.56	0.56
Vehicles Entered	472	911	904	2287
Vehicles Exited	472	913	903	2288
Hourly Exit Rate	472	913	903	2288
Input Volume	473	931	896	2300
% of Volume	100	98	101	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1204: NC 210 Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.6	1.6
Total Del/Veh (s)	3.3	3.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	2	2
Stop/Veh	0.00	0.00
Vehicles Entered	1699	1699
Vehicles Exited	1698	1698
Hourly Exit Rate	1698	1698
Input Volume	1708	1708
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1205: NC 210 & Old Folkstone Rd NB U-Turn Performance by approach

Approach	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.2	4.6	6.8
Total Del/Veh (s)	17.9	11.5	12.9
Stop Delay (hr)	1.9	2.8	4.7
Stop Del/Veh (s)	15.4	6.9	8.8
Total Stops	314	608	922
Stop/Veh	0.72	0.42	0.49
Vehicles Entered	431	1453	1884
Vehicles Exited	430	1449	1879
Hourly Exit Rate	430	1449	1879
Input Volume	442	1449	1891
% of Volume	97	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1206: Old Folkstone Rd NB U-Turn Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.6	1.6
Total Del/Veh (s)	3.9	3.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Total Stops	3	3
Stop/Veh	0.00	0.00
Vehicles Entered	1498	1498
Vehicles Exited	1497	1497
Hourly Exit Rate	1497	1497
Input Volume	1514	1514
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

1207: NC 210 & Old Folkstone Rd SB U-Turn Performance by approach

Approach	EB	NB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.6	0.3
Total Delay (hr)	2.4	2.7	5.0
Total Del/Veh (s)	19.3	14.5	16.4
Stop Delay (hr)	1.9	1.0	2.9
Stop Del/Veh (s)	15.6	5.5	9.5
Total Stops	310	257	567
Stop/Veh	0.70	0.39	0.51
Vehicles Entered	437	661	1098
Vehicles Exited	439	661	1100
Hourly Exit Rate	439	661	1100
Input Volume	443	646	1089
% of Volume	99	102	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1208: Old Folkstone Rd SB U-Turn Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	2.1	2.1
Total Del/Veh (s)	6.0	6.0
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.1	0.1
Total Stops	1	1
Stop/Veh	0.00	0.00
Vehicles Entered	1256	1256
Vehicles Exited	1254	1254
Hourly Exit Rate	1254	1254
Input Volume	1259	1259
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

1301: US 17 & Dixon High School Entrance Performance by approach

Approach	WB	NB	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.3	0.3
Total Delay (hr)	0.2	0.4	0.5
Total Del/Veh (s)	5.4	1.3	1.7
Stop Delay (hr)	0.1	0.0	0.1
Stop Del/Veh (s)	5.2	0.0	0.5
Total Stops	102	0	102
Stop/Veh	1.00	0.00	0.09
Vehicles Entered	102	1034	1136
Vehicles Exited	101	1032	1133
Hourly Exit Rate	101	1032	1133
Input Volume	98	1029	1127
% of Volume	103	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

Total Network Performance

Denied Delay (hr)	3.7
Denied Del/Veh (s)	1.3
Total Delay (hr)	259.0
Total Del/Veh (s)	83.5
Stop Delay (hr)	154.9
Stop Del/Veh (s)	49.9
Total Stops	17067
Stop/Veh	1.53
Vehicles Entered	10385
Vehicles Exited	10359
Hourly Exit Rate	10359
Input Volume	99036
% of Volume	10
Denied Entry Before	0
Denied Entry After	0

Intersection: 101: US 17 & NC 210

Movement	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	R	T	T	R	L	L
Maximum Queue (ft)	338	147	156	504	525	400	266	302
Average Queue (ft)	180	46	65	361	371	100	147	179
95th Queue (ft)	292	117	129	486	500	371	234	259
Link Distance (ft)		1026	1026	504	504			
Upstream Blk Time (%)				1	2			
Queuing Penalty (veh)				7	10			
Storage Bay Dist (ft)	400					300	400	400
Storage Blk Time (%)	0				28			
Queuing Penalty (veh)	1				34			

Intersection: 102: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 103: US 17

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	14	21
Average Queue (ft)	2	3
95th Queue (ft)	26	34
Link Distance (ft)	875	875
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 201: Dixon High School Entrance & NC 210

Movement	EB	EB	EB	WB	WB	WB	NB
Directions Served	T	T	R	L	T	T	LR
Maximum Queue (ft)	128	116	41	54	168	126	186
Average Queue (ft)	53	40	2	12	68	61	86
95th Queue (ft)	107	93	24	39	133	115	152
Link Distance (ft)	1026	1026			417	417	994
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100	275			
Storage Blk Time (%)		1					
Queuing Penalty (veh)		1					

Intersection: 301: Dixon Rd & NC 210

Movement	EB	NB	SB
Directions Served	TR	R	T
Maximum Queue (ft)	7	79	90
Average Queue (ft)	0	35	43
95th Queue (ft)	5	65	75
Link Distance (ft)	305	980	86
Upstream Blk Time (%)			1
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 302: NC 210

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	3	2
Average Queue (ft)	0	0
95th Queue (ft)	3	2
Link Distance (ft)	740	740
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 303: Dixon Rd U-Turn & NC 210

Movement	NB
Directions Served	L
Maximum Queue (ft)	39
Average Queue (ft)	10
95th Queue (ft)	35
Link Distance (ft)	103
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 304: NC 210 & Dixon Rd U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	R	U	T	T	R	R	L	L	T
Maximum Queue (ft)	227	246	215	238	64	333	325	88	78	121	140	211
Average Queue (ft)	140	154	129	148	18	178	190	33	27	52	80	97
95th Queue (ft)	208	225	201	226	50	284	292	73	65	102	124	178
Link Distance (ft)	2005	2005				457	457					827
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			375	375	300			300	300	500	500	
Storage Blk Time (%)						1	1					
Queuing Penalty (veh)						0	1					

Intersection: 401: NC 210 & Rifle Range Rd/USMC Base Main Entrance

Movement	SB
Directions Served	T
Maximum Queue (ft)	234
Average Queue (ft)	102
95th Queue (ft)	186
Link Distance (ft)	827
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 402: NC 210

Movement	EB	EB
Directions Served	R	R
Maximum Queue (ft)	5	13
Average Queue (ft)	0	0
95th Queue (ft)	5	10
Link Distance (ft)	4318	4318
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 403: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 501: NC 210 & Manchester Ln

Movement	EB	WB	SB
Directions Served	R	T	R
Maximum Queue (ft)	51	48	2
Average Queue (ft)	15	16	0
95th Queue (ft)	40	44	2
Link Distance (ft)	1138	196	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 502: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 503: NC 210 & USMC Base Secondary Entrance

Movement	EB	WB
Directions Served	T	R
Maximum Queue (ft)	28	43
Average Queue (ft)	3	11
95th Queue (ft)	17	33
Link Distance (ft)	180	984
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 504: NC 210

Movement	SB
Directions Served	LT
Maximum Queue (ft)	8
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	115
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 505: NC 210 & Manchester Ln U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 506: NC 210 & Manchester Ln U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 601: NC 210 & Betty Dixon Rd

Movement	EB	WB	WB	NB	NB	NB
Directions Served	T	R	R	T	T	R
Maximum Queue (ft)	119	201	157	195	212	151
Average Queue (ft)	52	116	69	105	131	80
95th Queue (ft)	102	173	128	171	193	131
Link Distance (ft)	219	1928		1100	1100	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175		275	
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		2	0			

Intersection: 602: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 603: NC 210 & Betty Dixon Rd U-Turn

Movement	EB	EB	SB
Directions Served	T	T	L
Maximum Queue (ft)	320	330	292
Average Queue (ft)	164	161	148
95th Queue (ft)	267	265	248
Link Distance (ft)	5643	5643	281
Upstream Blk Time (%)			1
Queuing Penalty (veh)			2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 604: NC 210 & Betty Dixon Rd U-Turn

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	34	21
Average Queue (ft)	2	1
95th Queue (ft)	25	21
Link Distance (ft)	729	729
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 701: Beaufort Dr & NC 210

Movement	WB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	989
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 801: NC 210 & Village Dr

Movement	EB	WB	SB
Directions Served	R	T	TR
Maximum Queue (ft)	161	118	6
Average Queue (ft)	69	49	0
95th Queue (ft)	133	104	5
Link Distance (ft)	1000	207	202
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 802: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 803: NC 210 & Quarters Landing Cir

Movement	EB	WB	NB
Directions Served	T	R	R
Maximum Queue (ft)	56	77	23
Average Queue (ft)	19	26	1
95th Queue (ft)	47	55	11
Link Distance (ft)	174	974	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			175
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 804: NC 210

Movement	SB
Directions Served	LT
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	190
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 805: NC 210 & Quarters Landing Cir U-Turn

Movement	WB
Directions Served	L
Maximum Queue (ft)	63
Average Queue (ft)	27
95th Queue (ft)	54
Link Distance (ft)	98
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 806: NC 210 & Quarters Landing Cir U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 807: NC 210 & Village Dr U-Turn

Movement	EB
Directions Served	L
Maximum Queue (ft)	48
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	114
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 808: NC 210 & Village Dr U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 901: NC 210 & NC 172

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	
Directions Served	L	T	T	R	L	L	T	R	R	L	T	T	
Maximum Queue (ft)	131	178	160	116	217	337	545	266	107	352	439	433	
Average Queue (ft)	54	88	51	25	123	147	285	42	31	171	297	309	
95th Queue (ft)	113	153	134	77	190	262	493	154	83	371	440	441	
Link Distance (ft)	1983			1957						1499			1499
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	400	400		400	400	400	450		450	450			
Storage Blk Time (%)							6				2	0	1
Queuing Penalty (veh)							62				7	0	2

Intersection: 901: NC 210 & NC 172

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	R
Maximum Queue (ft)	320	382	380	504	513	387
Average Queue (ft)	178	231	243	350	359	101
95th Queue (ft)	284	364	369	495	498	290
Link Distance (ft)			1392		1392	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	450	700	700			350
Storage Blk Time (%)					13	
Queuing Penalty (veh)					19	

Intersection: 902: NC 210

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 903: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1001: Ridge Field Ave/Dixon Middle School

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	187	167	99	303	315	111
Average Queue (ft)	100	50	35	147	178	45
95th Queue (ft)	164	128	76	265	279	94
Link Distance (ft)	988		183	1452	1452	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		425				350
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 1002: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	670
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1003: Ridge Field Ave U-Turn & NC 210

Movement	EB	NB	NB
Directions Served	L	T	T
Maximum Queue (ft)	192	152	178
Average Queue (ft)	85	71	80
95th Queue (ft)	152	134	143
Link Distance (ft)	126	1685	1685
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	6		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1004: Ridge Field Ave U-Turn

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	63	106
Average Queue (ft)	3	4
95th Queue (ft)	32	74
Link Distance (ft)	748	748
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1101: Pebble Shore Dr

Movement	EB	WB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	90	65	696	6	21
Average Queue (ft)	33	23	29	0	1
95th Queue (ft)	69	54	396	4	11
Link Distance (ft)	954	161	1642	1642	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1102: NC 210

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1103: Pebble Shore Dr U-Turn & NC 210

Movement

EB

Directions Served L
 Maximum Queue (ft) 74
 Average Queue (ft) 31
 95th Queue (ft) 57
 Link Distance (ft) 125
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1104: Pebble Shore Dr U-Turn

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1201: Old Folkstone Rd

Movement	EB	EB	WB	SB	SB	SB
Directions Served	R	R	T	T	T	R
Maximum Queue (ft)	136	162	165	220	258	302
Average Queue (ft)	65	90	81	106	127	150
95th Queue (ft)	115	141	142	187	207	251
Link Distance (ft)	2041		383	419	419	
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)		350				400
Storage Blk Time (%)					0	0
Queuing Penalty (veh)					0	0

Intersection: 1202: NC 210

Movement	NB
Directions Served	LT
Maximum Queue (ft)	12
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	707
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1203: Old Folkstone Rd

Movement	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	R	R	T	T	R
Maximum Queue (ft)	142	151	236	221	151	183	240
Average Queue (ft)	83	76	152	127	78	87	119
95th Queue (ft)	133	130	209	196	130	148	205
Link Distance (ft)		416	2156		369	369	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	250			350			400
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1204: NC 210

Movement	SB	SB
Directions Served	LT	T
Maximum Queue (ft)	11	10
Average Queue (ft)	0	0
95th Queue (ft)	6	7
Link Distance (ft)	582	582
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1205: NC 210 & Old Folkstone Rd NB U-Turn

Movement	WB	WB	SB	SB
Directions Served	L	L	T	T
Maximum Queue (ft)	130	214	288	310
Average Queue (ft)	55	123	151	166
95th Queue (ft)	103	187	255	270
Link Distance (ft)	286	286	727	727
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1206: Old Folkstone Rd NB U-Turn

Movement	NB
Directions Served	LT
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	689
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1207: NC 210 & Old Folkstone Rd SB U-Turn

Movement	EB	EB	NB
Directions Served	L	L	T
Maximum Queue (ft)	134	186	303
Average Queue (ft)	71	99	132
95th Queue (ft)	112	151	243
Link Distance (ft)	282	282	1235
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1208: Old Folkstone Rd SB U-Turn

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1301: US 17 & Dixon High School Entrance

Movement	WB
Directions Served	R
Maximum Queue (ft)	75
Average Queue (ft)	32
95th Queue (ft)	58
Link Distance (ft)	903
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 153

Appendix E-9

**2040 Build HCS
US 17 and NC 210 Green-T Analyses**

HCS7 Freeway Merge Report

Project Information

Analyst	Accelerate Engineering PLLC	Date	5/23/2018
Agency	NCDOT Division 3	Analysis Year	2040 Build
Jurisdiction	Onslow County	Time Period Analyzed	2040 Build AM
Project Description	U-5949 NC 210 Corridor Improvements "Green-T" US 17 at NC 210 intersection		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	2	1
Free-Flow Speed (FFS), mi/h	60.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi), veh/h	921	177
Peak Hour Factor (PHF)	0.90	0.85
Total Trucks, %	4.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f _{HV})	0.962	0.971
Flow Rate (vi), pc/h	1064	214
Capacity (c), pc/h	4600	2100
Volume-to-Capacity Ratio (v/c)	0.28	0.10

Speed and Density

Upstream Equilibrium Distance (L _{EQ}), ft	-	Density in Ramp Influence Area (D _R), pc/mi/ln	7.9
Distance to Upstream Ramp (L _{UP}), ft	-	Speed Index (M _s)	0.227
Downstream Equilibrium Distance (L _{EQ}), ft	-	Flow Outer Lanes (v _{OA}), pc/h/ln	-
Distance to Downstream Ramp (L _{DOWN}), ft	-	On-Ramp Influence Area Speed (S _R), mi/h	55.9
Prop. Freeway Vehicles in Lane 1 and 2 (P _{FM})	1.000	Outer Lanes Freeway Speed (S _O), mi/h	-
Flow in Lanes 1 and 2 (v ₁₂), pc/h	1064	Ramp Junction Speed (S), mi/h	55.9
Flow Entering Ramp-Infl. Area (v _{R12}), pc/h	1278	Average Density (D), pc/mi/ln	11.4
Level of Service (LOS)	A		

HCS7 Freeway Merge Report

Project Information

Analyst	Accelerate Engineering PLLC	Date	5/23/2018
Agency	NCDOT Division 3	Analysis Year	2040 Build
Jurisdiction	Onslow County	Time Period Analyzed	2040 Build PM
Project Description	U-5949 NC 210 Corridor Improvements "Green-T" US 17 at NC 210 intersection		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	2	1
Free-Flow Speed (FFS), mi/h	60.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1370	340
Peak Hour Factor (PHF)	0.90	0.90
Total Trucks, %	4.00	3.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.962	0.971
Flow Rate (v_i), pc/h	1582	389
Capacity (c), pc/h	4600	2100
Volume-to-Capacity Ratio (v/c)	0.43	0.19

Speed and Density

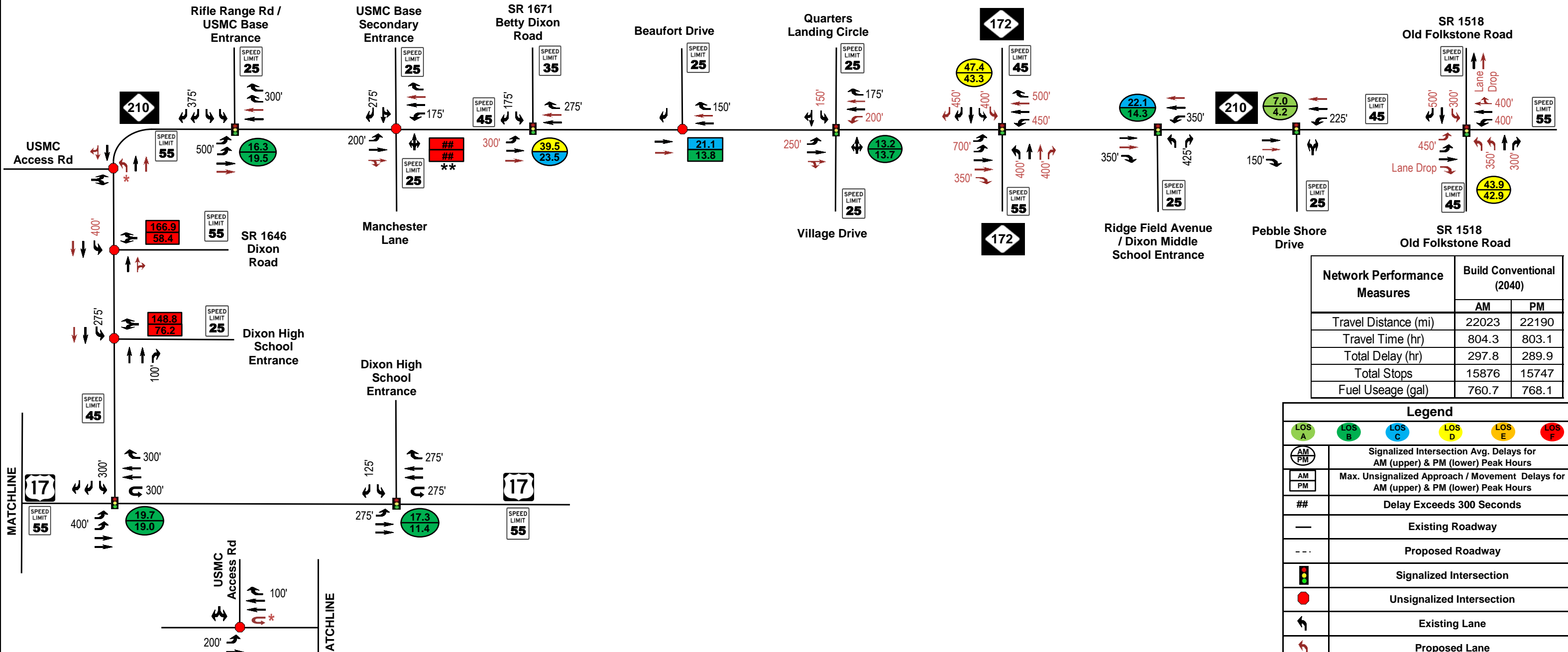
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	13.2
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_s)	0.241
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	-
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	1.000	Outer Lanes Freeway Speed (S_o), mi/h	-
Flow in Lanes 1 and 2 (v_{12}), pc/h	1582	Ramp Junction Speed (S), mi/h	55.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1971	Average Density (D), pc/mi/ln	17.7
Level of Service (LOS)	B		

Appendix F

2040 Build Alternative Evaluation

Network Performance Measures	No Build (2017)		No Build (2040)		Build Conventional (2040)		Build Alt. A Improvements (2040)		Build Alt. B Improvements (2040)		Build Alt. C Improvements (2040)		Build Alt. D-1 Improvements (2040)		Build Alt. D-2 Improvements (2040)		Build Alt. E Improvements (2040)		Build Alt. F Improvements (2040)		Build Alt. G-1 Improvements (2040)		Build Alt. G-2 Improvements (2040)		Build Alt. H Improvements (2040)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Travel Distance (mi)	11538	11508	17165	17507	22023	22190	22369	22335	23152	23268	23206	23305	22903	22994	22936	23059	23380	23260	23181	23359	22877	23145	22967	23015	22988	23188
Travel Time (hr)	357.7	357.0	2018.1	1927.7	804.3	803.1	819.1	809.9	819.2	824.2	826.1	867.4	845.4	842.0	829.9	842.5	867.0	855.1	771.7	835.4	827.5	832.4	842.1	828.3	835.7	852.3
Total Delay (hr)	94.1	92.6	1629.6	1528.2	297.8	289.9	288.2	278.3	263.5	263.8	251.0	281.1	289.0	276.4	274.3	276.1	266.3	278.6	216.3	264.4	272.8	263.0	284.8	262.6	277.9	281.1
Total Stops	6931	7128	24462	24903	15876	15747	17081	16614	19112	19328	19406	20586	18484	17848	16487	17176	20697	20452	17959	20444	16632	16736	17174	17067	17167	18500
Fuel Usage (gal)	371.1	372.6	880.9	875.2	760.7	768.1	789.0	790.6	825.7	832.2	814.4	825.1	809.3	812.3	803.1	812.4	830.2	831.0	807.2	825.5	799.0	815.7	804.9	807.3	808.3	820.2
Average Peak Hour Delay	93.4		1578.9		293.9		283.3		263.7		266.1		282.7		275.2		272.5		240.4		267.9		273.7		279.5	
Performance Ranking Based on Total Delays	n/a		n/a		11		10		2		3		9		7		5		1		4		6		8	

N
Not to Scale



Network Performance Measures	Build Conventional (2040)	
	AM	PM
Travel Distance (mi)	22023	22190
Travel Time (hr)	804.3	803.1
Total Delay (hr)	297.8	289.9
Total Stops	15876	15747
Fuel Usage (gal)	760.7	768.1

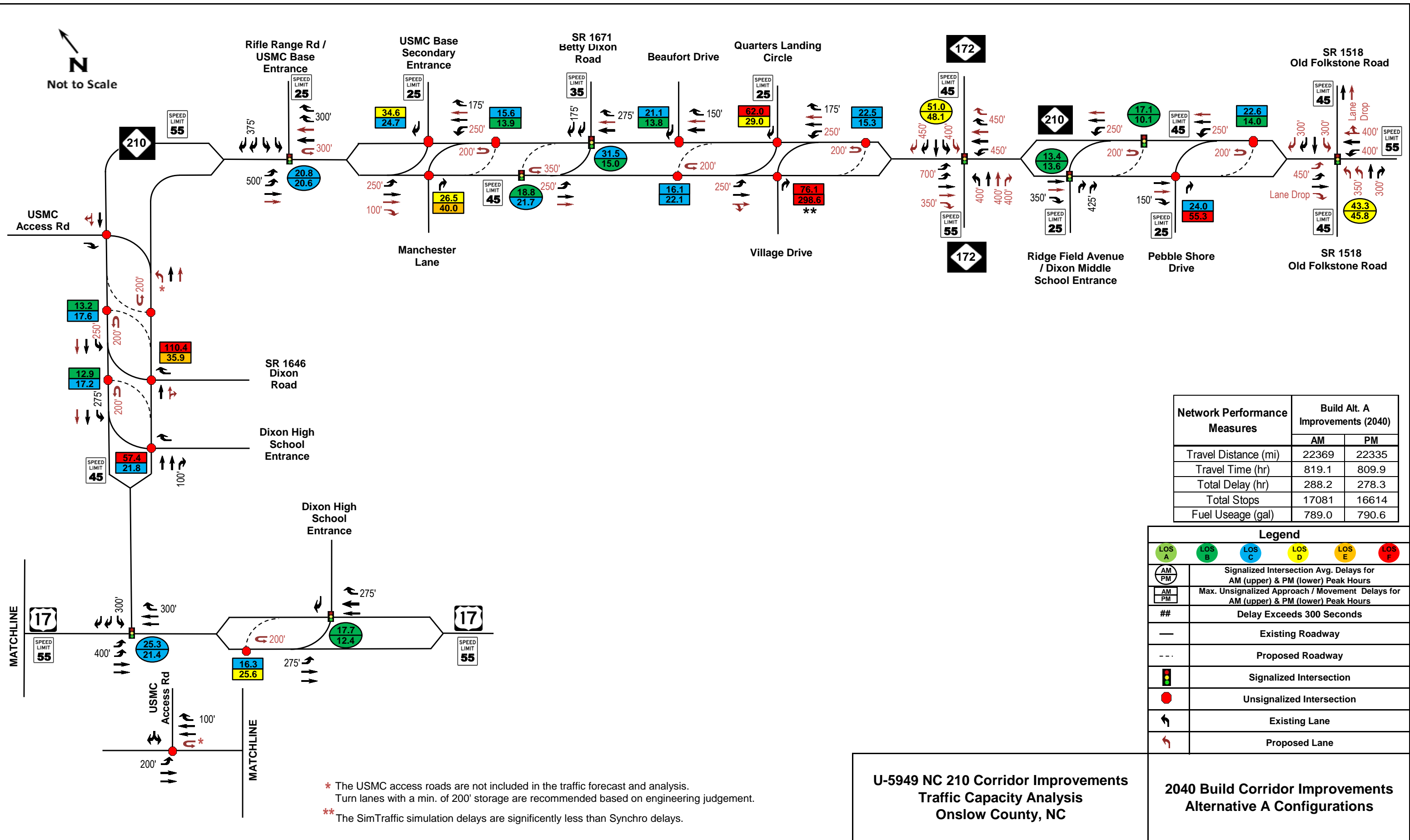
Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM / PM	Signalized Intersection Avg. Delays for AM (upper) & PM (lower) Peak Hours
AM / PM	Max. Unsignalized Approach / Movement Delays for AM (upper) & PM (lower) Peak Hours
##	Delay Exceeds 300 Seconds
—	Existing Roadway
- - -	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

* The USMC access roads are not included in the traffic forecast and analysis. Turn lanes with a min. of 200' storage are recommended based on engineering judgement.
 ** The SimTraffic simulation delays are significantly less than Synchro delays.

**U-5949 NC 210 Corridor Improvements
Traffic Capacity Analysis
Onslow County, NC**

**2040 Build Corridor Configuration
Conventional Widening**

N
Not to Scale



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 ** The SimTraffic simulation delays are significantly less than Synchro delays.

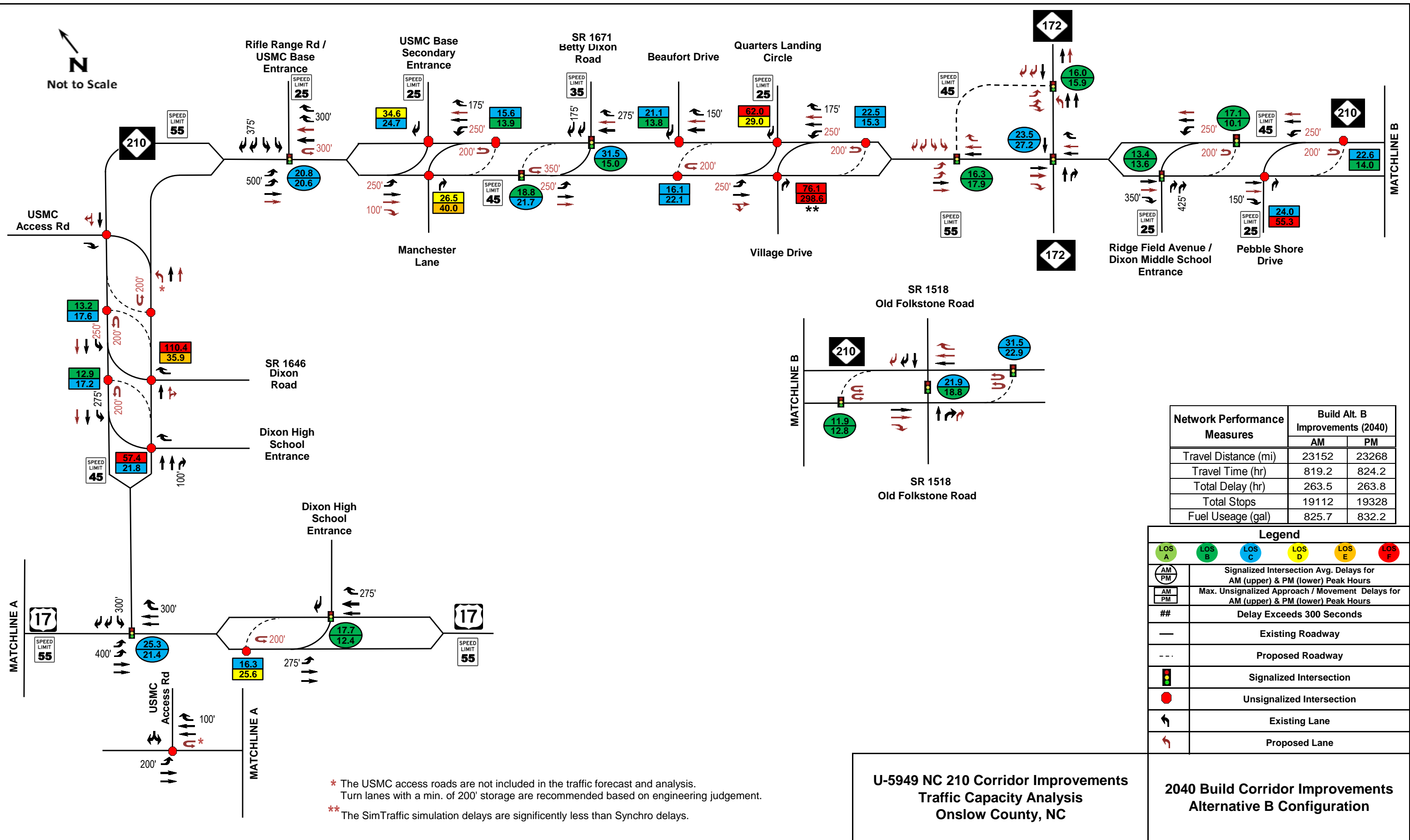
Network Performance Measures	Build Alt. A Improvements (2040)	
	AM	PM
Travel Distance (mi)	22369	22335
Travel Time (hr)	819.1	809.9
Total Delay (hr)	288.2	278.3
Total Stops	17081	16614
Fuel Usage (gal)	789.0	790.6

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative A Configurations**

N
Not to Scale



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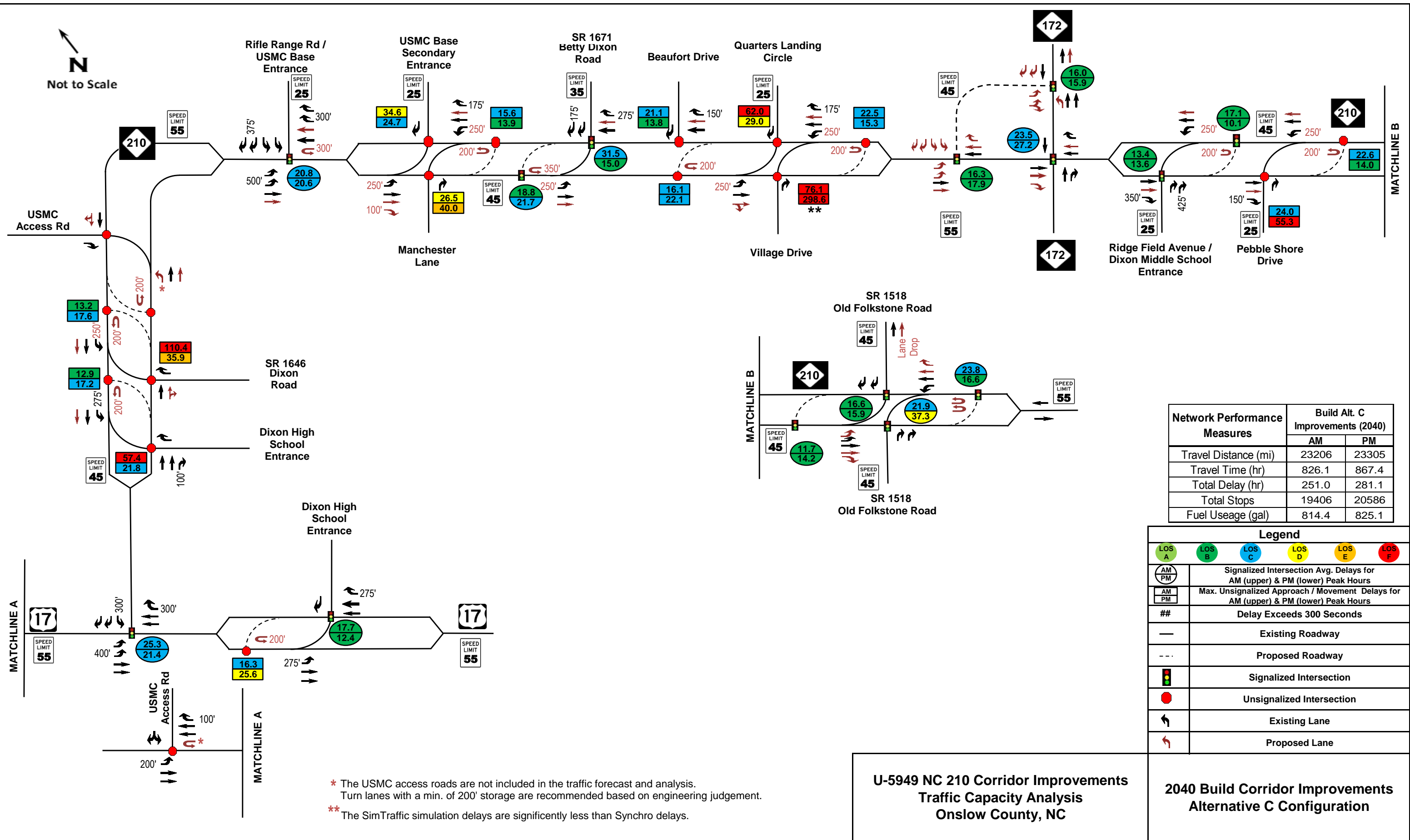
Network Performance Measures	Build Alt. B Improvements (2040)	
	AM	PM
Travel Distance (mi)	23152	23268
Travel Time (hr)	819.2	824.2
Total Delay (hr)	263.5	263.8
Total Stops	19112	19328
Fuel Usage (gal)	825.7	832.2

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

**U-5949 NC 210 Corridor Improvements
Traffic Capacity Analysis
Onslow County, NC**

**2040 Build Corridor Improvements
Alternative B Configuration**

N
Not to Scale



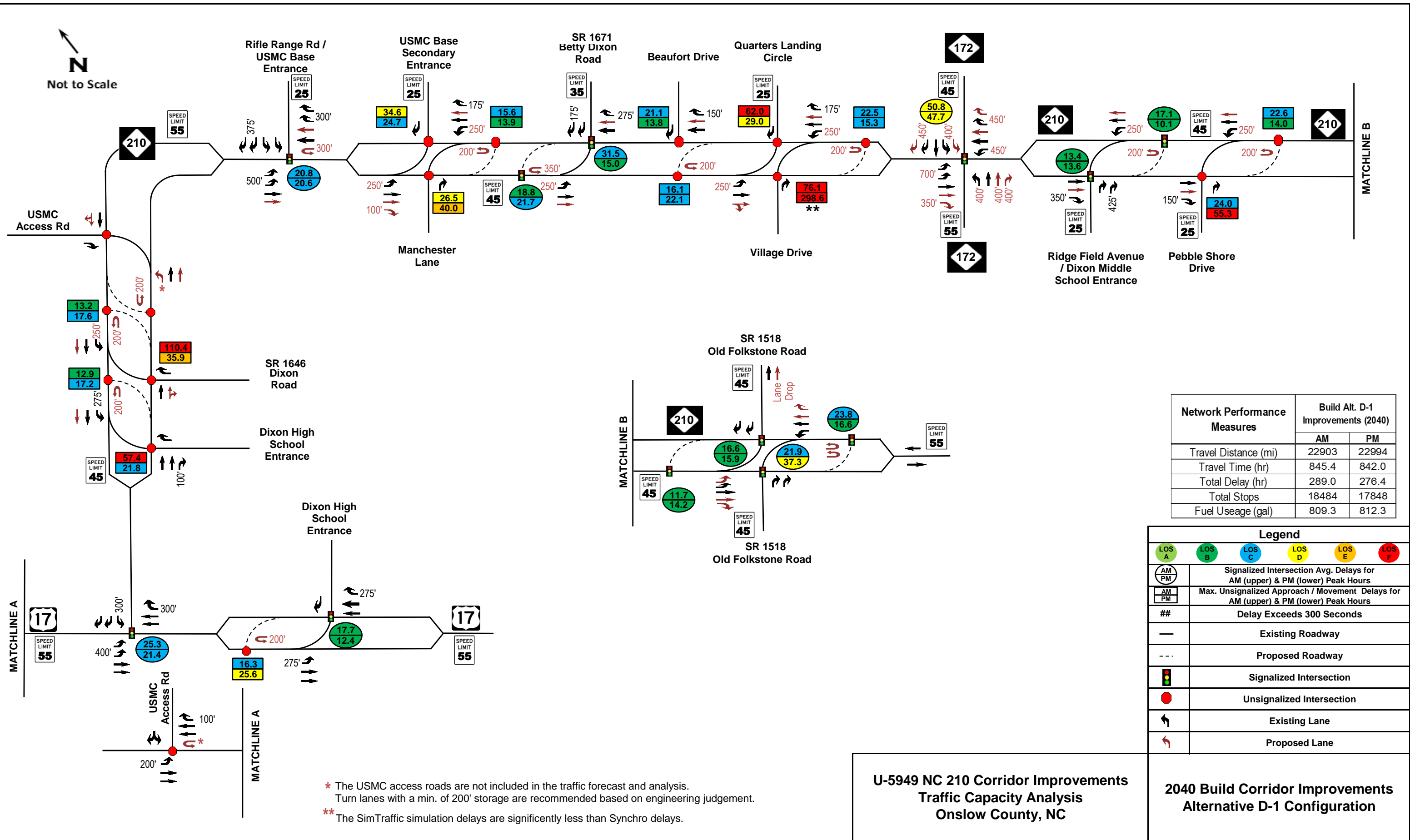
* The USMC access roads are not included in the traffic forecast and analysis. Turn lanes with a min. of 200' storage are recommended based on engineering judgement.
 ** The SimTraffic simulation delays are significantly less than Synchro delays.

**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

Network Performance Measures	Build Alt. C Improvements (2040)	
	AM	PM
Travel Distance (mi)	23206	23305
Travel Time (hr)	826.1	867.4
Total Delay (hr)	251.0	281.1
Total Stops	19406	20586
Fuel Usage (gal)	814.4	825.1

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

**2040 Build Corridor Improvements
 Alternative C Configuration**



Network Performance Measures	Build Alt. D-1 Improvements (2040)	
	AM	PM
Travel Distance (mi)	22903	22994
Travel Time (hr)	845.4	842.0
Total Delay (hr)	289.0	276.4
Total Stops	18484	17848
Fuel Usage (gal)	809.3	812.3

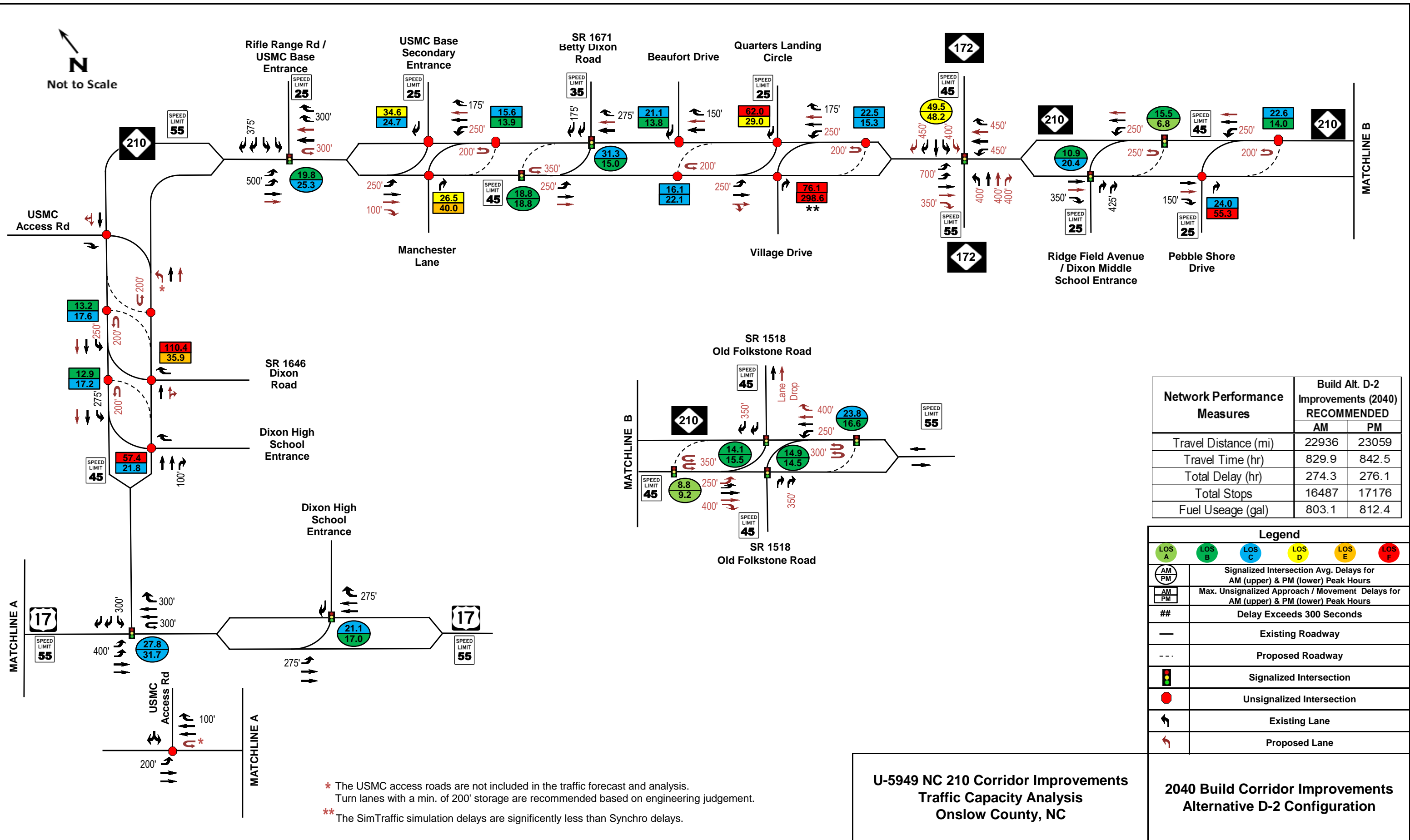
Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM / PM	Signalized Intersection Avg. Delays for AM (upper) & PM (lower) Peak Hours
AM / PM	Max. Unsignalized Approach / Movement Delays for AM (upper) & PM (lower) Peak Hours
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

* The USMC access roads are not included in the traffic forecast and analysis. Turn lanes with a min. of 200' storage are recommended based on engineering judgement.
 ** The SimTraffic simulation delays are significantly less than Synchro delays.

**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative D-1 Configuration**

N
Not to Scale



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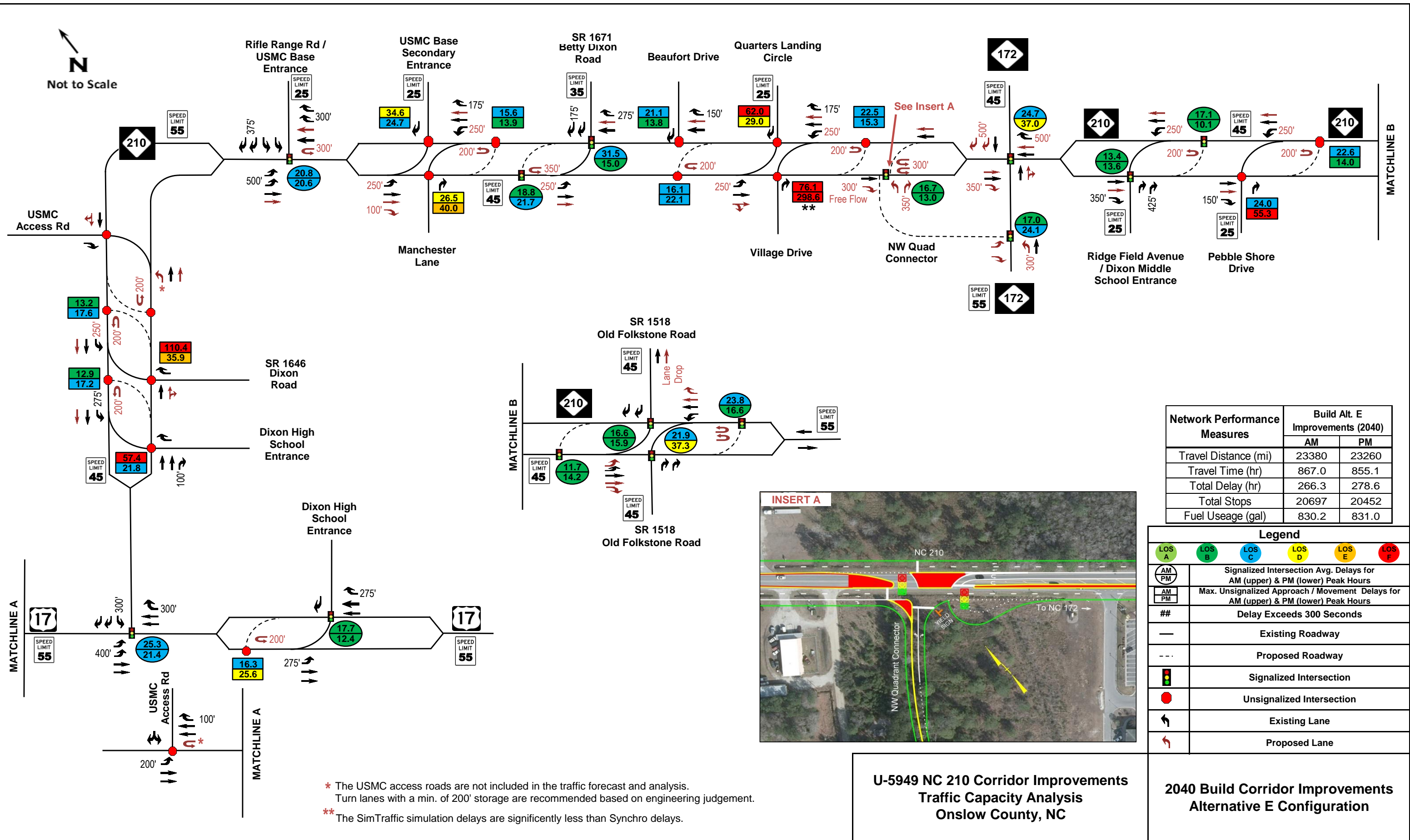
Network Performance Measures	Build Alt. D-2 Improvements (2040) RECOMMENDED	
	AM	PM
Travel Distance (mi)	22936	23059
Travel Time (hr)	829.9	842.5
Total Delay (hr)	274.3	276.1
Total Stops	16487	17176
Fuel Usage (gal)	803.1	812.4

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
- - -	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

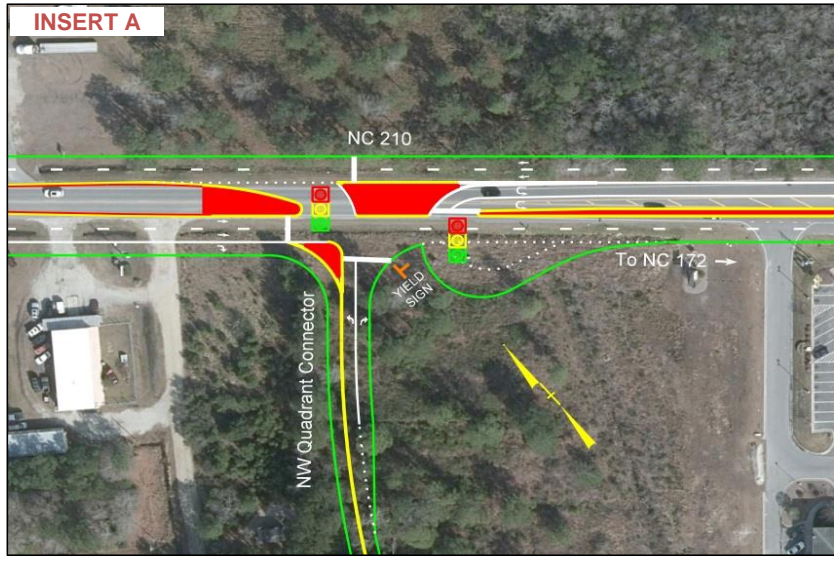
**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative D-2 Configuration**

N
Not to Scale



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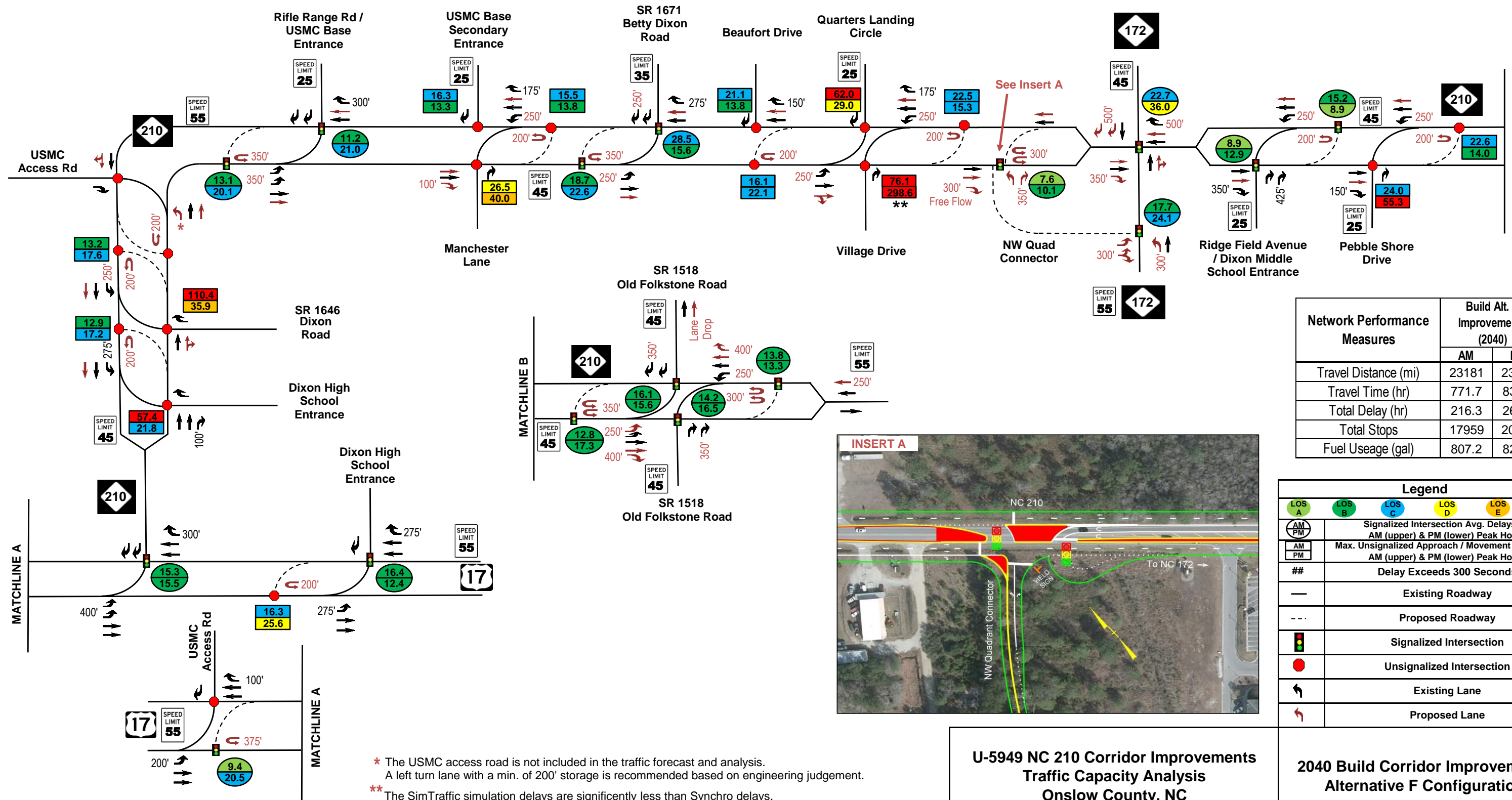
Network Performance Measures	Build Alt. E Improvements (2040)	
	AM	PM
Travel Distance (mi)	23380	23260
Travel Time (hr)	867.0	855.1
Total Delay (hr)	266.3	278.6
Total Stops	20697	20452
Fuel Usage (gal)	830.2	831.0

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
- - -	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

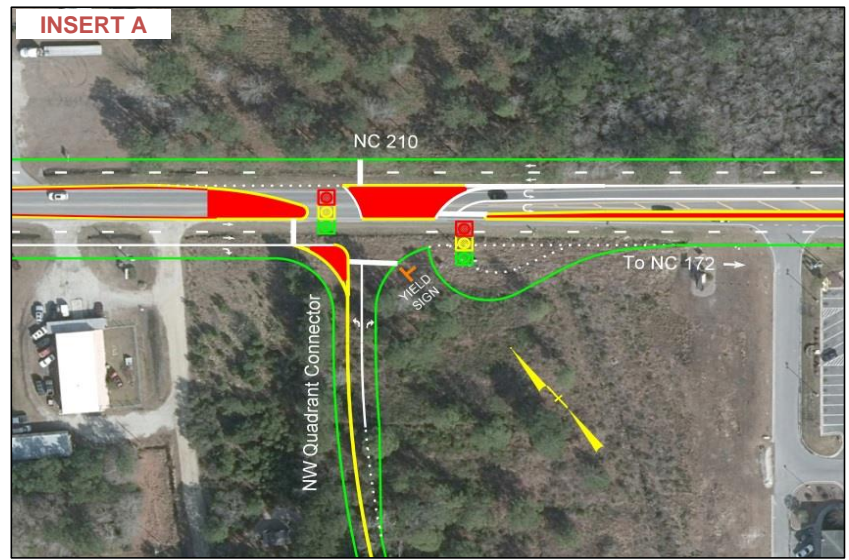
**U-5949 NC 210 Corridor Improvements
Traffic Capacity Analysis
Onslow County, NC**

**2040 Build Corridor Improvements
Alternative E Configuration**

N
Not to Scale



Network Performance Measures	Build Alt. F Improvements (2040)	
	AM	PM
Travel Distance (mi)	23181	23359
Travel Time (hr)	771.7	835.4
Total Delay (hr)	216.3	264.4
Total Stops	17959	20444
Fuel Usage (gal)	807.2	825.5



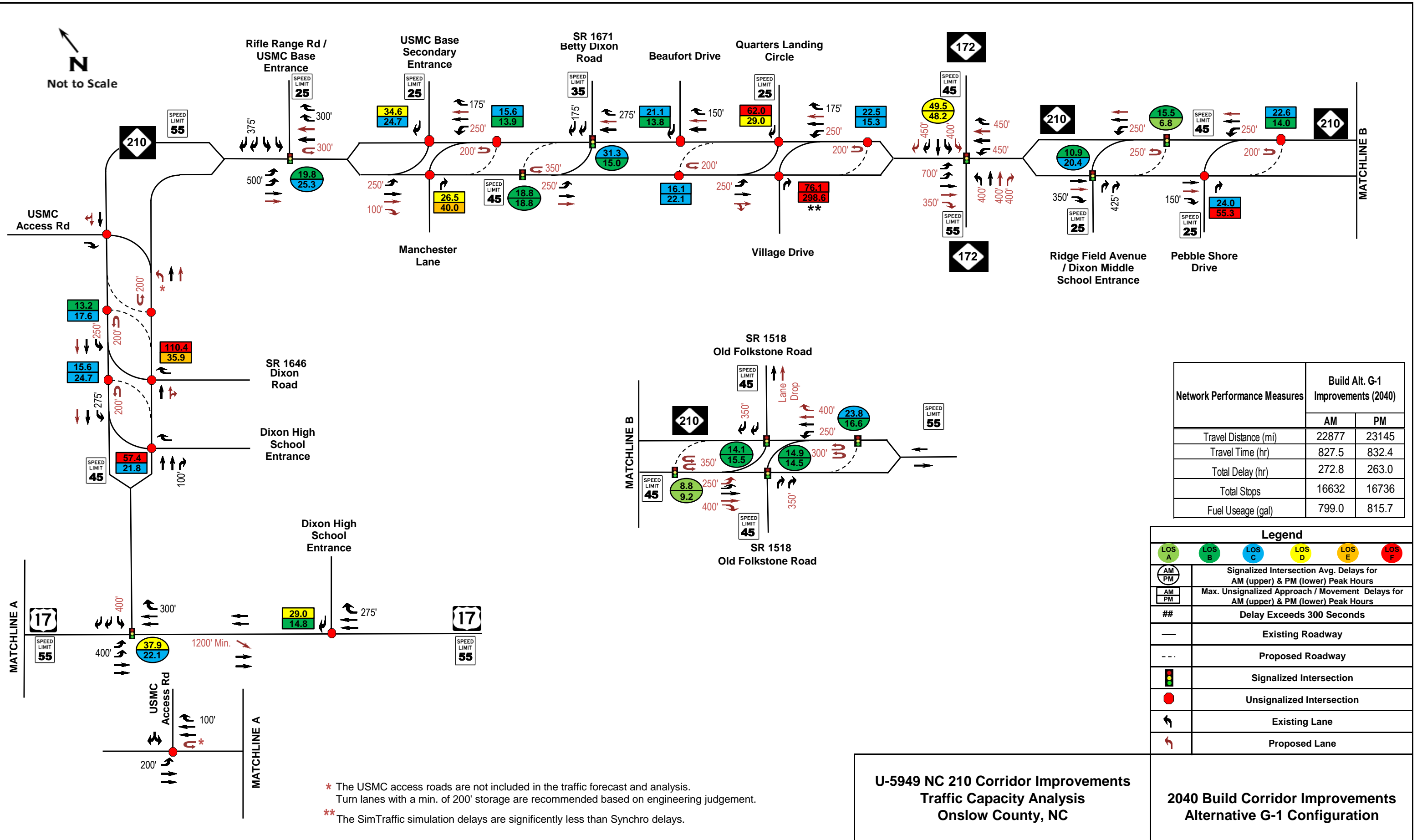
Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM/PM	Signalized Intersection Avg. Delays for AM (upper) & PM (lower) Peak Hours
AM/PM	Max. Unsignalized Approach / Movement Delays for AM (upper) & PM (lower) Peak Hours
##	Delay Exceeds 300 Seconds
—	Existing Roadway
- - -	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

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U-5949 NC 210 Corridor Improvements Traffic Capacity Analysis Onslow County, NC

2040 Build Corridor Improvements Alternative F Configuration

N
Not to Scale



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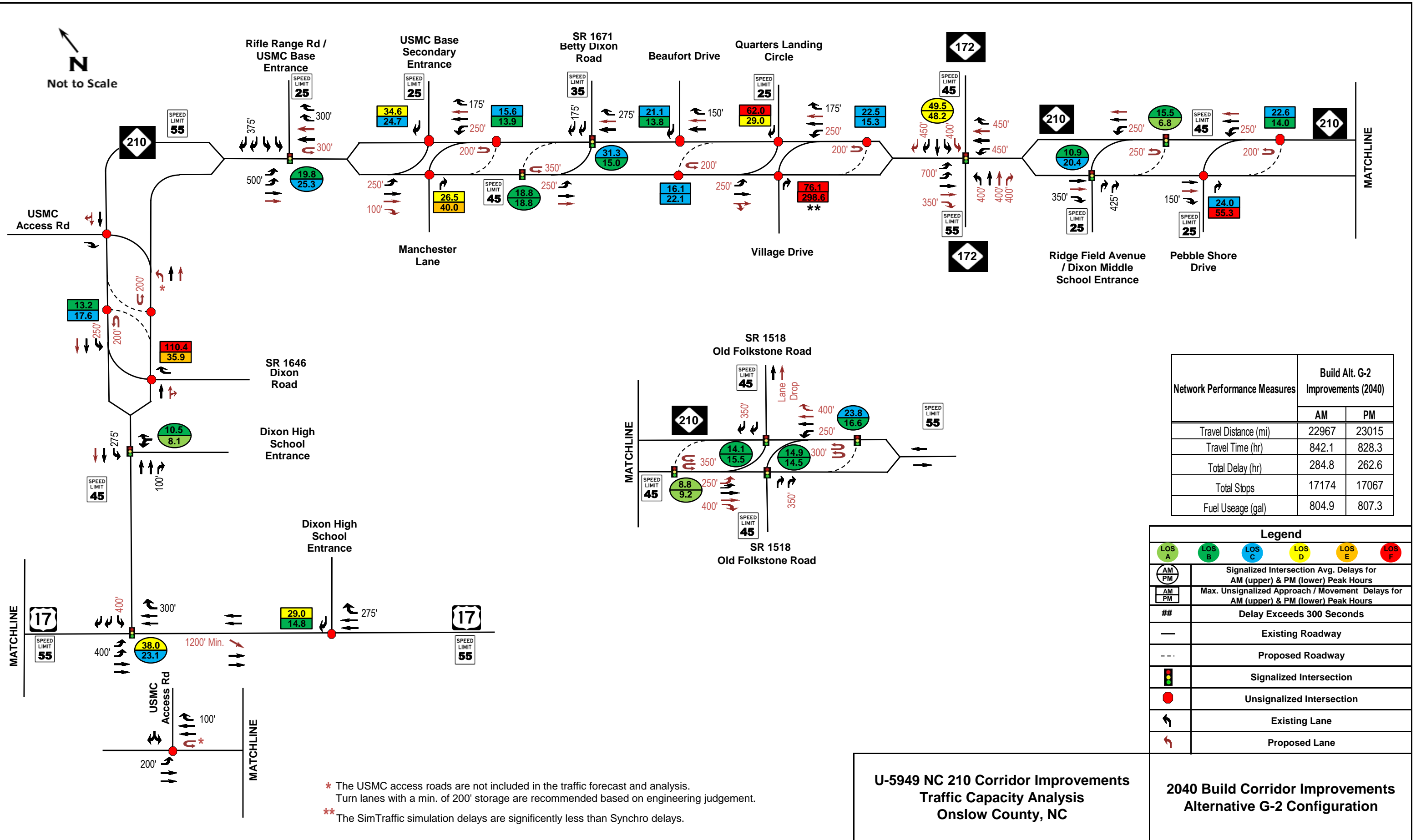
Network Performance Measures	Build Alt. G-1 Improvements (2040)	
	AM	PM
Travel Distance (mi)	22877	23145
Travel Time (hr)	827.5	832.4
Total Delay (hr)	272.8	263.0
Total Stops	16632	16736
Fuel Usage (gal)	799.0	815.7

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative G-1 Configuration**

N
Not to Scale



Network Performance Measures	Build Alt. G-2 Improvements (2040)	
	AM	PM
Travel Distance (mi)	22967	23015
Travel Time (hr)	842.1	828.3
Total Delay (hr)	284.8	262.6
Total Stops	17174	17067
Fuel Usage (gal)	804.9	807.3

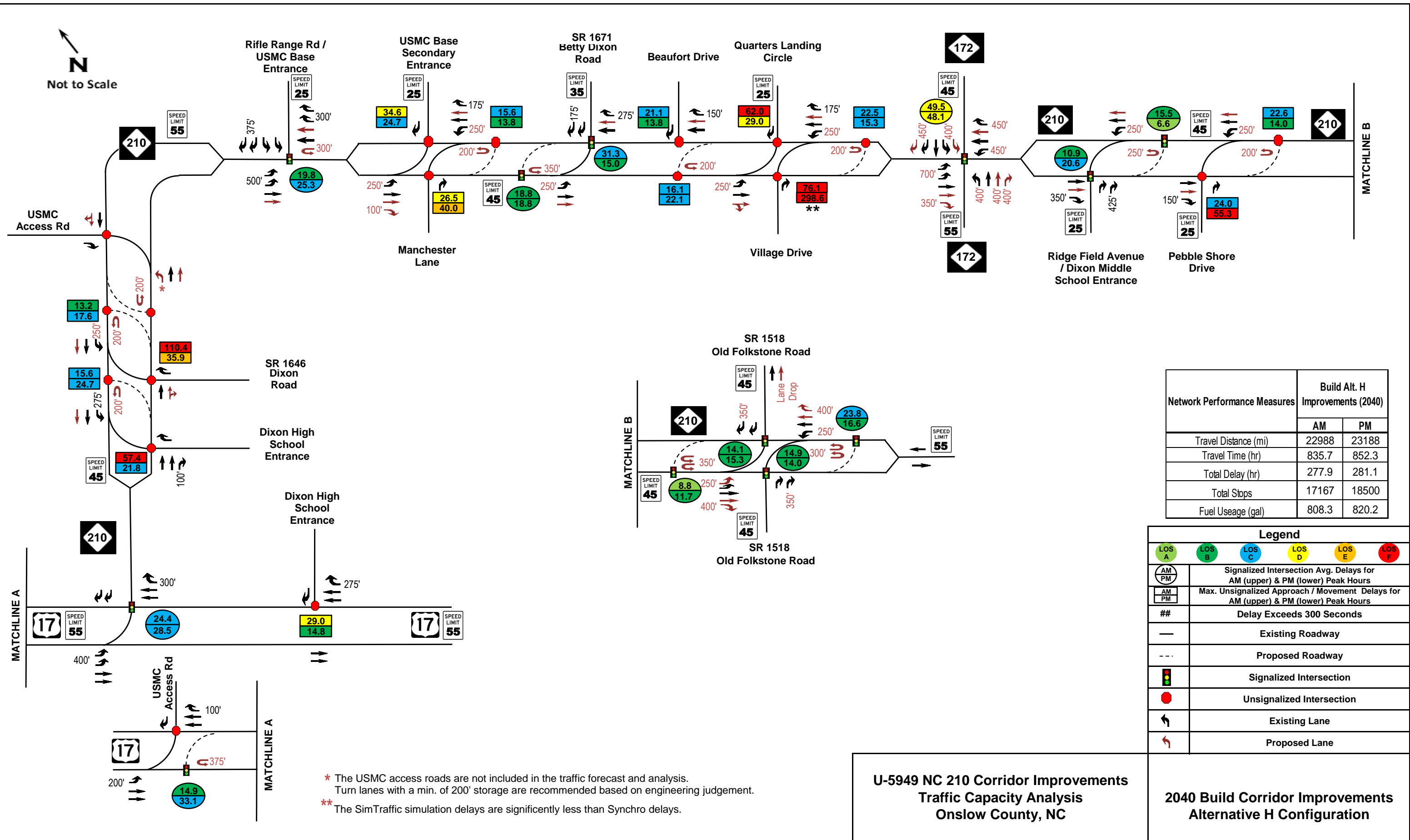
Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM / PM	Signalized Intersection Avg. Delays for AM (upper) & PM (lower) Peak Hours
AM / PM	Max. Unsignalized Approach / Movement Delays for AM (upper) & PM (lower) Peak Hours
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

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**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative G-2 Configuration**

N
Not to Scale



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Network Performance Measures	Build Alt. H Improvements (2040)	
	AM	PM
Travel Distance (mi)	22988	23188
Travel Time (hr)	835.7	852.3
Total Delay (hr)	277.9	281.1
Total Stops	17167	18500
Fuel Usage (gal)	808.3	820.2

Legend	
LOS A	LOS B
LOS C	LOS D
LOS E	LOS F
AM	PM
AM	PM
##	Delay Exceeds 300 Seconds
—	Existing Roadway
---	Proposed Roadway
🚦	Signalized Intersection
●	Unsignalized Intersection
↔	Existing Lane
↔	Proposed Lane

**U-5949 NC 210 Corridor Improvements
 Traffic Capacity Analysis
 Onslow County, NC**

**2040 Build Corridor Improvements
 Alternative H Configuration**