

To: Jack Varozza, P.E., QSD/P
Senior Engineer, City of Roseville

From: Pedro Cortes
Stephen Dillon, P.E.

Re: *Access Evaluation*
Oakleaf Subdivision
Roseville, California

Date: December 12, 2023

The purpose of this memorandum is to document the transportation analysis completed for the Oakleaf Subdivision project (the “proposed project” or “project”) located along the north side of Main Street, east of Porter Drive in Roseville, California. This memorandum evaluates the project’s access to ensure safe and efficient operations, focusing primarily on operations at the adjacent Main Street intersection with Porter Drive, and the required left-turn storage for both Main Street intersections with Porter Drive and Atkins Court. Assumptions incorporated in this analysis were based on information contained in prior correspondence with the City¹.

Project Understanding

Kimley-Horn understands that a 17-lot residential subdivision is proposed along the north side of Main Street, east of Porter Drive (**Exhibit 1**). The subdivision would have a single access road (Atkins Court) and access driveway onto Main Street. Secondary emergency access would be provided from the north via a connection to Lawton Avenue. The proposed Atkins Court driveway at Main Street is depicted as being restricted to right-in/right-out (RIRO) via the use of a raised median island within the driveway throat (**Exhibit 2**). The City is particularly focused on the proximity of Atkins Court to the adjacent Main Street and Porter Drive intersection and the potential for drivers to make left-turn movements into and out of Atkins Court even though the raised median island is intended to prohibit such behavior. Based on this information, a “Short-Term Traffic Impact Study²” has been prepared and is supplemented by additional Scope of Services aspects you have specifically noted¹.

Data Collection

The following data were manually collected (via traffic count subconsultant) to aid in the completion of this evaluation:

- Weekday, AM (7-9), School PM (2-4), and PM (4-6) peak-period intersection turning movement counts for two (2) consecutive weekdays (Tuesday, November 8, 2023, and Wednesday, November 9, 2023), at the Main Street intersection with Porter Drive.

Traffic count data sheets are provided in **Attachment A**. Traffic data collected for the AM and PM peak-hour study periods was averaged across the two days to establish baseline conditions. As the local Kaseberg Elementary School follows a minimum day schedule on Wednesdays, only Tuesday data was utilized for the School PM peak assessment. Using the aforementioned data, Kimley-Horn developed Weekday AM, School PM, and PM peak-hour intersection analysis scenarios using SimTraffic® micro-simulation traffic analysis software.

¹ Email from Matthew Todd, City of Roseville, to Matt Weir, Kimley-Horn, September 25, 2023.

² Section 4 Traffic Impact Studies, *City of Roseville Design Standards*, City of Roseville, January 2016.

Assessment of Proposed Project

Trip Generation

The number of trips anticipated to be generated by the proposed project was derived in a manner consistent with the methodology contained in the *Trip Generation Manual, 11th Edition*, published by ITE. ITE Land Use (LU) Code 210 (Single-Family Detached Housing) was used to approximate trips generated by this project. The anticipated trip generation characteristics for the proposed project are depicted in **Table 1**. As shown, the project is anticipated to generate 15 new trips in the AM peak-hour and 19 new trips during both the School PM and PM peak-hours.

Table 1 – Proposed Project Trip Generation

Land Use (ITE Code)	Size (DU)	Daily Trips	AM Peak-Hour				School PM/PM Peak-Hour					
			Total Trips	In		Out		Total Trips	In		Out	
				%	Trips	%	Trips		%	Trips	%	Trips
Single - Family Detached Housing (210) ¹	17	198	15	25%	4	75%	11	19	63%	12	37%	7

¹ *Trip Generation Manual, 11th Edition*

DU = Dwelling Units

Evaluation Parameters and Study Facilities

A peak-hour intersection operations analysis (delay and queuing) was conducted for the Weekday AM, School PM, and PM peak-hours for the following scenarios:

- A. Existing (2023) Conditions
- B. Existing (2023) plus Project Conditions (RIRO)
- C. Existing (2023) plus Project Conditions (Full Access)
- D. Existing (2023) plus Project Conditions (Full Access/No Lefts Out)

The peak-hour operations analysis was completed for the following intersections:

1. Main Street and Porter Drive
2. Main Street and Atkins Court

Operations for each scenario were determined using methods defined in the *Highway Capacity Manual* using microsimulation (SimTraffic®) due to the study intersection spacing. **Exhibit 3** details the study intersections' geometries and peak-hour volumes for Existing (2023) and Existing (2023) plus Project conditions.

Access Evaluation

The purpose of this analysis is to evaluate the proposed project's access to ensure safe and efficient operations. This analysis focused on operations at Intersection #1 (Main Street at Porter Drive) and the back-to-back left-turn storage required at both Intersection #1 (Main Street at Porter Drive) and Intersection #2 (Main Street at Atkins Court). Striping configurations for each analysis scenario are shown provided in **Exhibit 4**. All technical analysis worksheets are provided in **Attachment B**.

Scenario A: Existing (2023) Conditions

SimTraffic® traffic analysis software was used to quantify vehicular delay and queuing at the study intersections. This baseline condition was established by averaging traffic counts collected on November 8-9, 2023. The primary focus of this scenario was the westbound approach volume intensity and queueing by lane. As shown in **Table 2**, the 95th-percentile queue for the westbound left-turn movements at Intersection #1 (Main Street and Porter Drive) were 20-feet, 40-feet, and 45-feet, for the Weekday AM,

School PM, and PM peak-hours, respectively. There is sufficient storage within the existing 165-foot westbound left-turn pocket to contain the highest calculated 95th-percentile queue of 45-feet during the PM peak-hour. **Table 3** presents the study intersection delays. Both intersections operate at acceptable levels for this scenario during all peak-hours.

Table 2 – Intersection Queuing

Intersection / Analysis Scenario	Movement	AM Peak-Hour		School PM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#1 Main St and Porter Dr	WBTR						
Existing (2023)			105		135		165
Existing (2023) plus Project (RIRO)		-	100	-	130	-	170
Existing (2023) plus Project (Full Access)			100		135		160
Existing (2023) plus Project (Full Access/No Lefts Out)			100		135		165
WBL							
Existing (2023)		165	20	165	40	165	45
Existing (2023) plus Project (RIRO)			15		35		65
Existing (2023) plus Project (Full Access)		75	15	75	45	75	75
Existing (2023) plus Project (Full Access/No Lefts Out)			15		40		70
#2 Main St and Atkins Ct	EBL						
Existing (2023)		-	-	-	-	-	-
Existing (2023) plus Project (RIRO)			-		-		-
Existing (2023) plus Project (Full Access)		65	10	65	20	65	25
Existing (2023) plus Project (Full Access/No Lefts Out)			10		20		20

Notes: For approaches with dual lanes, the longest queue length is reported. Shaded cell indicates queue exceeds storage by > 25' (one vehicle length)

Table 3 – Intersection Delay

Intersection / Analysis Scenario	Control	AM Peak-Hour		School PM Peak-Hour		PM Peak-Hour	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
#1 Main St and Porter Dr	AWSC						
Existing (2023)		6.8	A	7.4	A	8.2	A
Existing (2023) plus Project (RIRO)		6.5	A	7.0	A	8.1	A
Existing (2023) plus Project (Full Access)		6.5	A	7.1	A	7.9	A
Existing (2023) plus Project (Full Access/No Lefts Out)		6.6	A	7.1	A	8.0	A
#2 Main St and Atkins Ct	SSSC						
Existing (2023)		-	-	-	-	-	-
Existing (2023) plus Project (RIRO)		1.0(3.4 SBR)	A(A)	1.0(4.5 SBR)	A(A)	1.1(9.1 SBR)	A(A)
Existing (2023) plus Project (Full Access)		1.1(6.8 SBL)	A(A)	1.0(9.3 SBL)	A(A)	1.1(16.8 SBL)	A(C)
Existing (2023) plus Project (Full Access/No Lefts Out)		1.1(3.7 SBR)	A(A)	1.0(5.0 SBR)	A(A)	1.1(7.3 SBR)	A(A)

Note: Side Street Stop Controlled (SSSC) reported as intersection delay followed by worst movement's delay.
 Bold represents unacceptable operations, shaded cell represents project induced deficiency.

Scenario B: Existing (2023) plus Project Conditions (RIRO)

The primary focus of this scenario was operations at both study intersections and the effect of additional project trips on westbound left-turn queueing at Intersection #1 (Main Street and Porter Drive). Proposed project trips were added to the peak-hour volumes used in the previous baseline scenario according to the proposed access restrictions at Intersection #2 (Main Street and Atkins Court) to establish Existing (2023) plus Project conditions. As shown in **Table 2**, the 95th-percentile queue for the westbound left-turn movements at Intersection #1 was 15-feet, 40-feet, and 65-feet, for the Weekday AM, School PM, and PM peak-hours, respectively. There is sufficient storage in the existing 165-foot westbound left-turn pocket to contain the highest calculated 95th-percentile queue of 65-feet in the PM. **Table 3** presents the study intersection delays. Both intersections operate at acceptable levels for this scenario during all peak-hours.

Scenario C: Existing (2023) plus Project Conditions (Full Access)

The primary focus of this scenario was the effects of allowing left-turns into and out of Atkins Court and the eastbound left-turn storage required. Based on the calculated 95th-percentile queue of 45-feet during the PM peak-hour (the longest calculated peak-hour queue) under Existing (2023) baseline conditions, the existing 165-foot westbound left-turn pocket at Intersection #1 (Main Street and Porter Drive) was shortened to 75-feet to accommodate a two-way left-turn lane (TWLTL) through Intersection #2 (Main Street and Atkins Court). A 25-foot bay taper would be maintained entering the westbound left-turn pocket. To provide a conservative assessment, all inbound proposed project trips were assumed to use the eastbound left-turn pocket to access Atkins Court and half of the outbound project trips were assumed to make southbound left-turn movements from Atkins Court onto Main Street. This dynamic introduces conflicts between southbound left-turn and eastbound left-turn movements. As shown in **Table 2**, the 95th-percentile queue for the westbound left-turn movements at Intersection #1 was 15-feet, 45-feet, and 75-feet, during the Weekday AM, School PM, and PM peak-hours, respectively. The 95th-percentile queue for the eastbound left-turn movements at Intersection #2 was 10-feet, 20-feet, and 25-feet, for the Weekday AM, School PM, and PM peak-hours, respectively. Based on the calculated queue lengths, the shortened 75-foot westbound left-turn pocket at Intersection #1 provides sufficient capacity to contain the longest calculated 95th-percentile queue of 75-feet during the PM peak-hour. The new TWLTL through Intersection #2 provides sufficient capacity to contain the longest calculated 95th-percentile queue of 25-feet during the PM peak-hour. **Table 3** presents the study intersection delays. Both intersections operate at acceptable levels for this scenario during all peak-hours.

Scenario D: Existing (2023) plus Project Conditions (Full Access/No Lefts Out)

The primary focus of this scenario was evaluating the effects of allowing eastbound left-turns into Atkins Court from Main Street and the eastbound left-turn storage required while restricting left-turns onto Main Street from Atkins Court. Based on the calculated 95th-percentile queue of 40-feet during the PM peak-hour (the longest calculated peak-hour queue) under Existing (2023) baseline conditions, the existing 165-foot westbound left-turn pocket at Intersection #1 (Main Street and Porter Drive) was shortened to 75-feet to accommodate a two-way left-turn lane (TWLTL) through Intersection #2 (Main Street and Atkins Court). A 25-foot bay taper would be maintained entering the westbound left-turn pocket. To provide a conservative assessment, all inbound proposed project trips were assumed to use the eastbound left-turn pocket to access Atkins Court. As shown in **Table 2**, the 95th-percentile queue for the westbound left-turn movements at Intersection #1 was 15-feet, 40-feet, and 70 feet, during the Weekday AM, School PM, and PM peak-hours, respectively. The 95th-percentile queue for the eastbound left-turn movements at Intersection #2 was 10-feet, 20-feet, and 20-feet, during the Weekday AM, School PM, and PM peak-hours, respectively. Based on the calculated queue lengths, the shortened 75-foot westbound left-turn pocket at Intersection #1 provides sufficient capacity to contain the longest calculated 95th-percentile queue of 70-feet during the PM peak-hour. The new TWLTL through

Intersection #2 provides sufficient capacity to contain the longest calculated 95th-percentile queue of 25-feet during the PM peak-hour. **Table 3** presents the study intersection delays. Both intersections operate at acceptable levels for this scenario during all peak-hours.

Conclusions

The following are the primary conclusions based on the analyses discussed herein:

- The longest calculated 95th-percentile queue under Existing (2023) conditions for the westbound left-turn movement at Intersection #1 (Main Street and Porter Drive) is 45-feet during the Weekday PM peak-hour. The existing 165-foot westbound left-turn pocket provides sufficient capacity to contain this queue.
- Findings from subsequent analysis scenarios evaluating various project access conditions conclude that it is feasible to implement Scenario C, which would provide full access at Intersection #2 (Main Street and Atkins Court). The proposed striping configuration is shown in **Exhibit 4**. The proposed left-turn storage pockets are found to provide sufficient capacity to contain the longest calculated 95th-percentile queue under all plus Project analysis scenarios included in this evaluation.

Attachments

Exhibit 1 – Project Vicinity Map

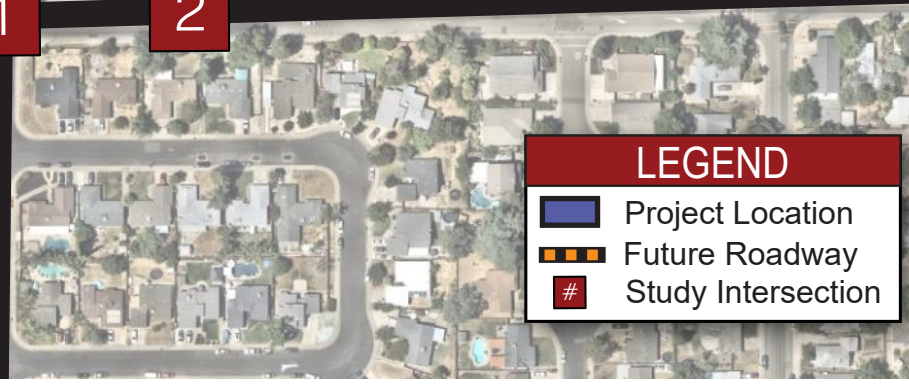
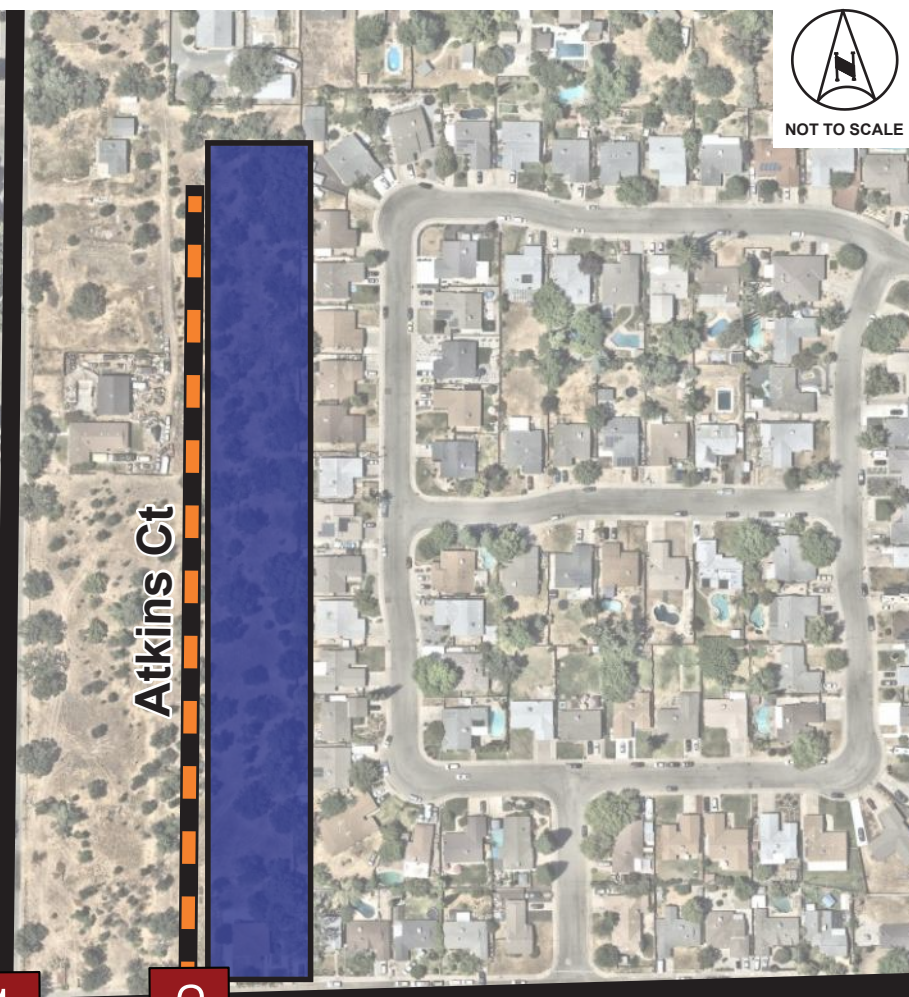
Exhibit 2 – Project Site Plan

Exhibit 3 – Peak-Hour Volumes, Traffic Control, and Lane Geometry




Exhibit 4 – Main Street Striping Scenarios

Attachment A – Traffic Count Data Sheets

Attachment B – Analysis Worksheets



LEGEND

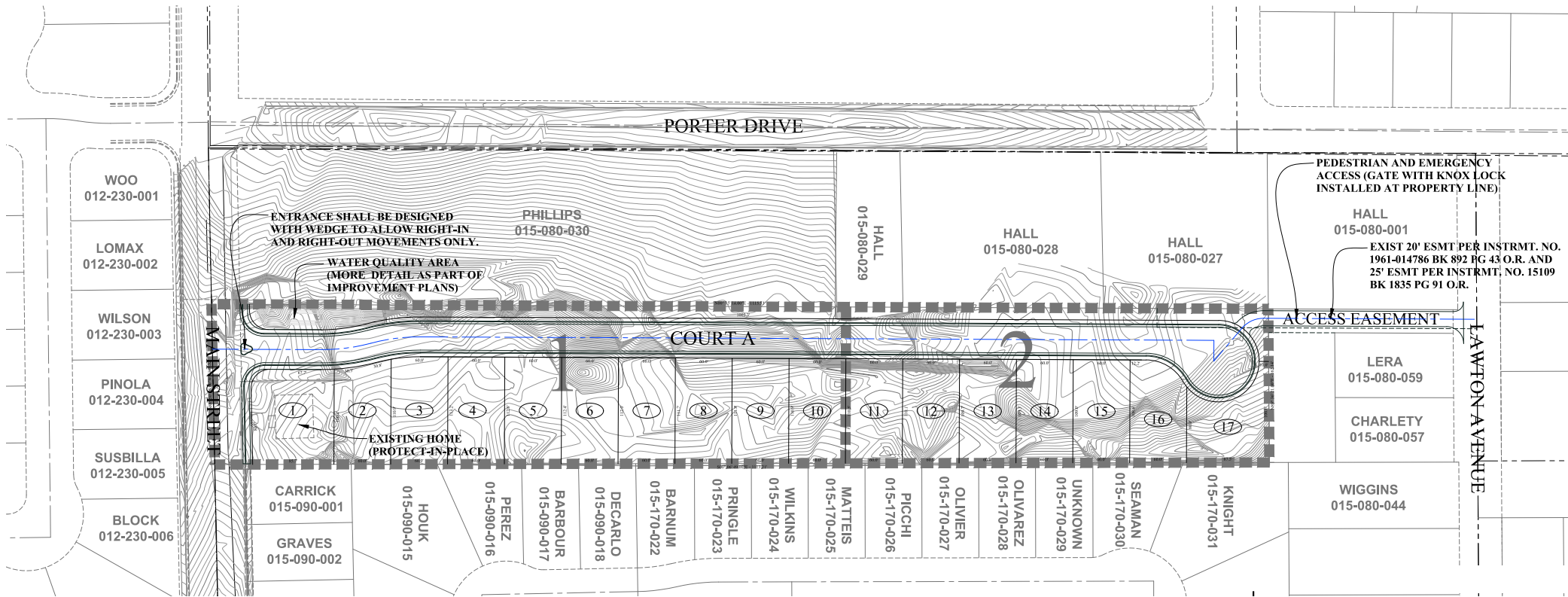
-  Project Location
-  Future Roadway
-  Study Intersection

1

2

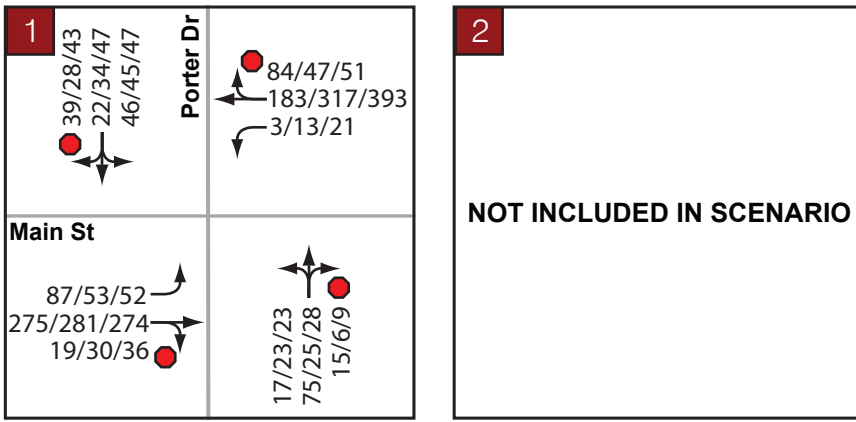


NOT TO SCALE



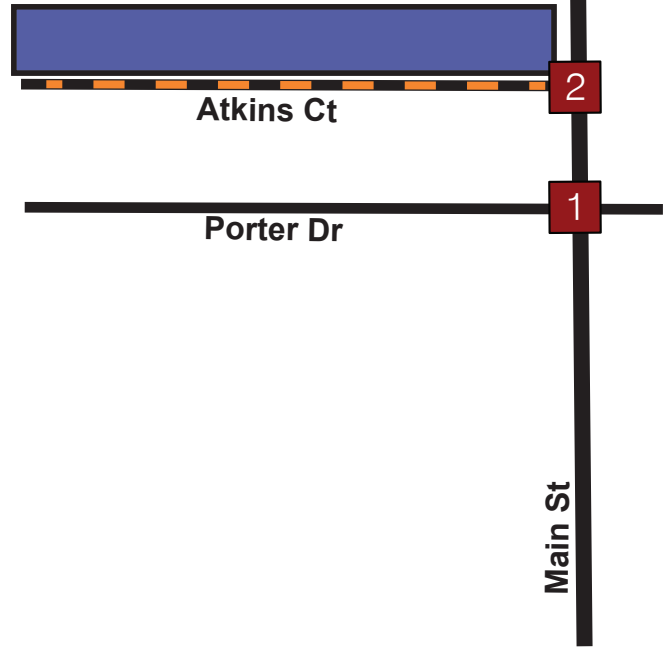
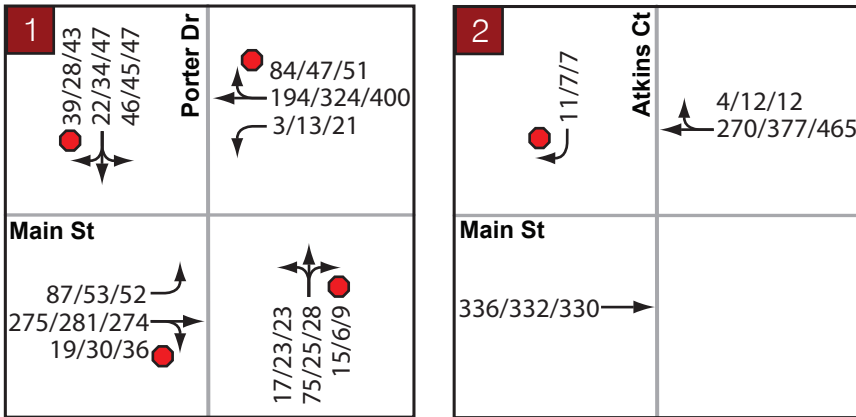
Site Plan Source: MHM, 10/18/2023

Existing (2023)

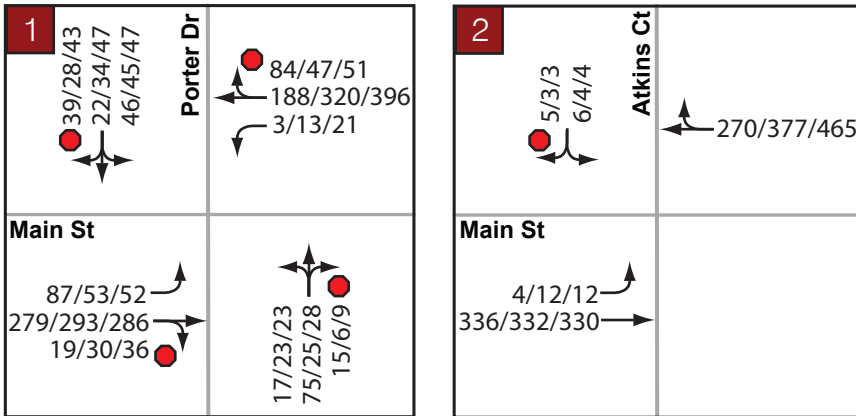


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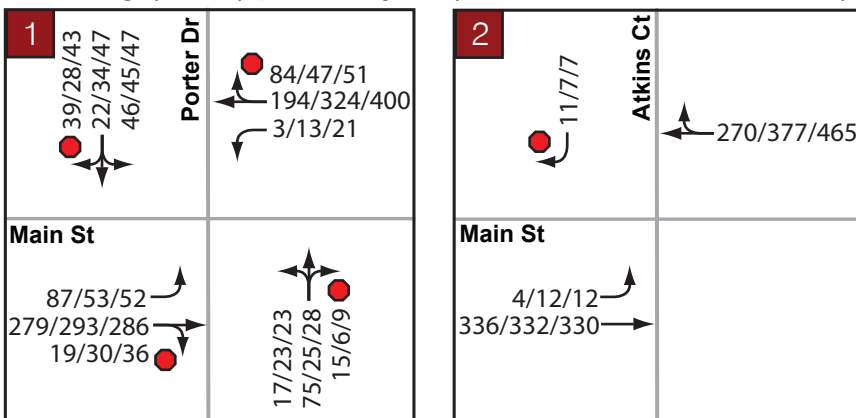
Existing (2023) plus Project (RIRO)



Existing (2023) plus Project (Full Access)



Existing (2023) plus Project (Full Access/No Lefts Out)



LEGEND

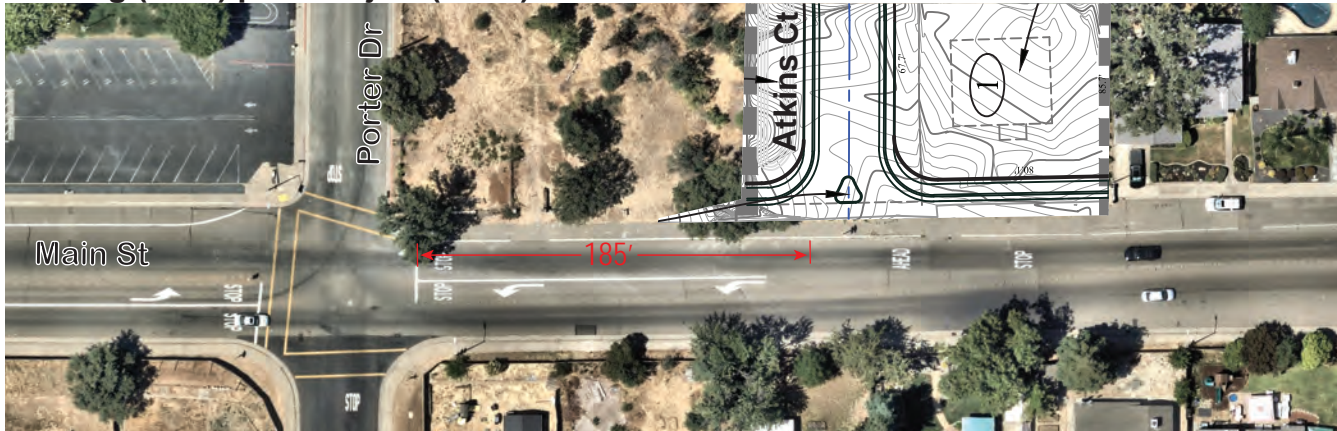
- Project Location
- Future Roadway
- Study Intersection
- Stop Control
- XX/XX/XX AM/School PM/PM Peak-Hour Volumes

Existing (2023)

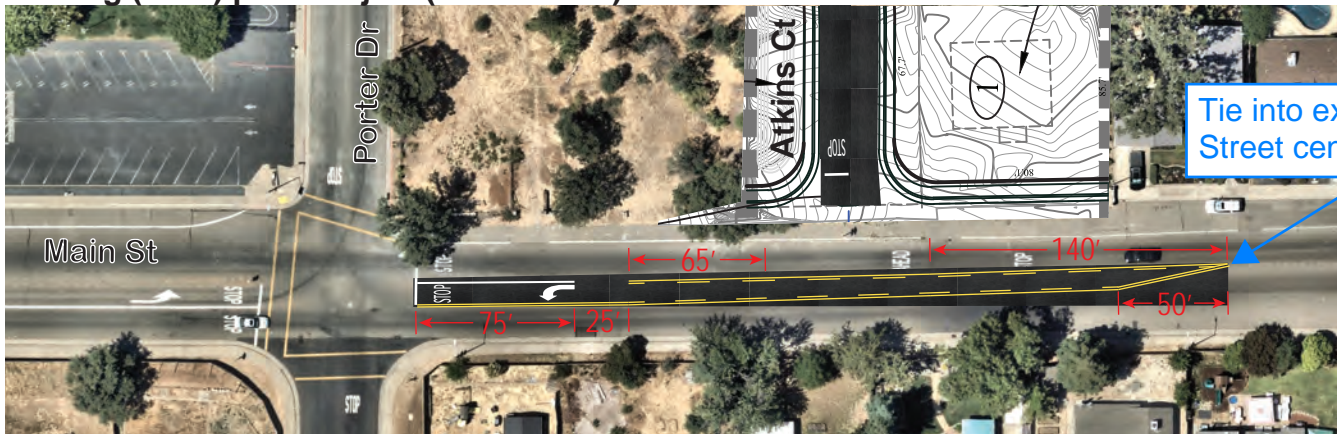


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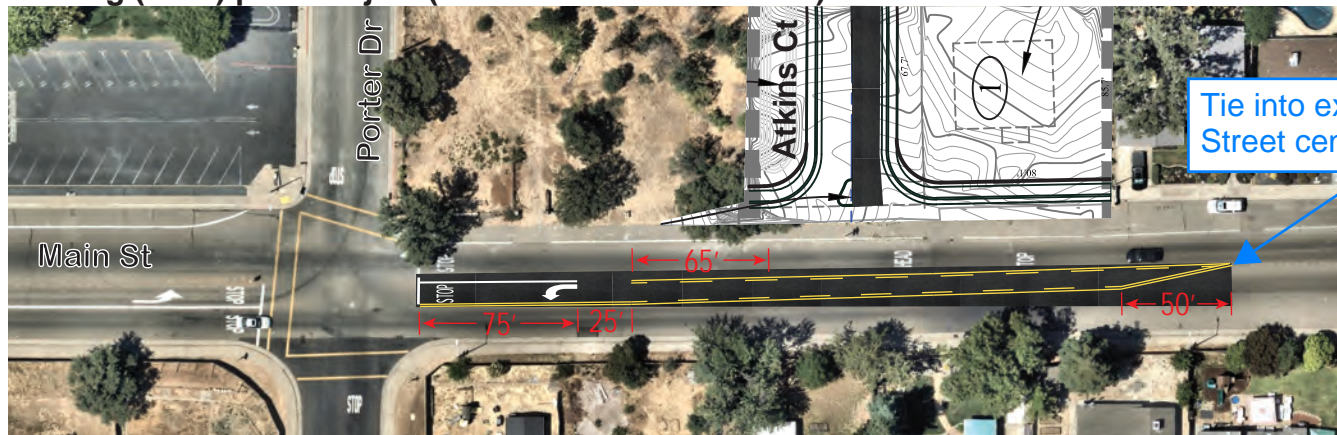
Existing (2023) plus Project (RIRO)



Existing (2023) plus Project (Full Access)



Existing (2023) plus Project (Full Access/No Lefts Out)



Attachment A

Traffic Count Data Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: Porter Dr & Main St
 City: Roseville
 Control: 4-Way Stop

Project ID: 23-070229-001
 Date: 11/7/2023

Data - Total

NS/EW Streets:	Porter Dr				Porter Dr				Main St				Main St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	7	4	2	0	2	4	5	0	2	8	3	0	0	13	1	0	51
6:15 AM	4	1	0	0	2	0	1	0	6	19	1	0	2	22	2	0	60
6:30 AM	3	5	3	0	5	1	10	0	3	28	0	0	0	32	8	0	98
6:45 AM	3	6	3	0	7	1	7	0	10	24	1	0	0	32	7	0	101
7:00 AM	4	4	1	0	6	4	10	0	10	26	1	0	1	27	11	0	105
7:15 AM	6	29	4	0	8	3	9	0	27	60	4	0	0	39	23	0	212
7:30 AM	7	26	4	0	15	7	14	0	32	66	5	0	0	55	30	0	261
7:45 AM	2	16	4	0	12	4	12	0	18	75	7	0	1	52	24	0	227
8:00 AM	4	7	6	0	12	7	5	0	9	99	5	0	3	42	11	0	210
8:15 AM	4	3	2	0	10	4	5	0	10	78	1	0	5	46	10	0	178
8:30 AM	4	8	4	0	4	4	5	0	16	57	2	0	3	58	17	0	182
8:45 AM	3	7	3	0	4	2	3	0	11	77	6	0	1	51	6	0	174
TOTAL VOLUMES :	51	116	36	0	87	41	86	0	154	617	36	0	16	469	150	0	1859
APPROACH %'s :	25.12%	57.14%	17.73%	0.00%	40.65%	19.16%	40.19%	0.00%	19.08%	76.46%	4.46%	0.00%	2.52%	73.86%	23.62%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																
PEAK HR VOL :	19	78	18	0	47	21	40	0	86	300	21	0	4	188	88	0	910
PEAK HR FACTOR :	0.679	0.672	0.750	0.000	0.783	0.750	0.714	0.000	0.672	0.758	0.750	0.000	0.333	0.855	0.733	0.000	0.872
			0.737				0.750				0.900				0.824		

NS/EW Streets:	Porter Dr				Porter Dr				Main St				Main St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	7	4	0	12	7	7	0	23	58	8	0	5	53	18	0	202
2:15 PM	3	13	3	0	4	7	7	0	10	56	6	0	4	57	11	0	181
2:30 PM	6	9	5	0	14	10	4	0	17	66	5	0	1	75	13	0	225
2:45 PM	4	10	2	0	14	6	11	0	15	79	10	0	1	77	12	0	241
3:00 PM	7	6	2	0	9	10	2	0	18	70	7	0	3	62	13	0	209
3:15 PM	6	5	1	0	11	9	5	0	10	78	5	0	6	79	9	0	224
3:30 PM	6	4	1	0	11	9	10	0	10	54	8	0	3	99	13	0	228
3:45 PM	4	7	1	0	15	8	3	0	10	71	4	0	4	97	12	0	236
4:00 PM	5	6	0	0	12	14	8	0	15	65	6	0	5	93	9	0	238
4:15 PM	3	10	2	0	10	8	8	0	18	63	9	0	2	94	6	0	233
4:30 PM	2	5	2	0	3	11	16	0	10	67	9	0	7	97	6	0	235
4:45 PM	4	6	6	0	5	8	10	0	10	56	15	0	11	108	12	1	252
5:00 PM	7	6	3	0	10	14	5	0	14	70	6	0	7	82	13	0	237
5:15 PM	4	13	3	0	9	14	13	0	18	67	7	0	2	105	20	0	275
5:30 PM	9	3	2	0	16	8	9	0	11	71	5	0	1	97	13	0	245
5:45 PM	2	7	0	0	12	10	8	0	9	55	9	0	5	75	7	0	199
6:00 PM	2	5	1	0	6	8	5	0	3	48	6	0	2	72	10	0	168
6:15 PM	6	7	0	0	6	7	4	0	11	52	3	0	3	52	11	0	162
6:30 PM	5	4	2	0	7	8	7	0	3	47	6	0	4	60	9	0	162
6:45 PM	4	4	2	0	6	4	4	0	7	32	5	0	2	51	2	0	123
TOTAL VOLUMES :	89	137	42	0	192	180	146	0	242	1225	139	0	78	1585	219	1	4275
APPROACH %'s :	33.21%	51.12%	15.67%	0.00%	37.07%	34.75%	28.19%	0.00%	15.07%	76.28%	8.66%	0.00%	4.14%	84.17%	11.63%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																
PEAK HR VOL :	24	28	14	0	40	44	37	0	53	264	33	0	21	392	58	1	1009
PEAK HR FACTOR :	0.667	0.538	0.583	0.000	0.625	0.786	0.712	0.000	0.736	0.930	0.550	0.000	0.477	0.907	0.725	0.250	0.917
			0.825				0.840				0.951				0.894		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Porter Dr & Main St
 City: Roseville
 Control: 4-Way Stop

Project ID: 23-070229-001
 Date: 11/8/2023

Data - Total

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AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	2	1	2	0	1	2	18	0	2	7	2	0	0	12	1	0	50
6:15 AM	4	1	1	0	3	1	2	0	4	16	2	0	0	21	4	0	59
6:30 AM	4	4	2	0	5	0	9	0	2	22	0	0	1	32	9	0	90
6:45 AM	2	7	1	0	8	0	3	0	9	30	0	0	0	24	5	0	89
7:00 AM	5	10	1	0	6	4	15	0	10	35	2	0	0	31	11	0	130
7:15 AM	3	23	2	0	8	5	9	0	32	48	4	0	1	33	30	0	198
7:30 AM	7	29	9	0	17	5	16	0	32	64	7	0	0	51	21	0	258
7:45 AM	1	10	0	0	8	5	10	0	14	52	5	0	0	44	18	0	167
8:00 AM	4	10	1	0	12	7	3	0	9	86	1	0	0	49	10	0	192
8:15 AM	6	5	3	0	6	3	11	0	8	62	2	0	3	45	14	0	168
8:30 AM	7	8	4	0	8	3	4	0	17	67	2	0	1	30	5	0	156
8:45 AM	5	3	3	0	6	0	7	0	9	78	4	0	0	45	5	0	165
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	50	111	29	0	88	35	107	0	148	567	31	0	6	417	133	0	1722
	26.32%	58.42%	15.26%	0.00%	38.26%	15.22%	46.52%	0.00%	19.84%	76.01%	4.16%	0.00%	1.08%	75.00%	23.92%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	15	72	12	0	45	22	38	0	87	250	17	0	1	177	79	0	815
PEAK HR FACTOR :	0.536	0.621	0.333	0.000	0.662	0.786	0.594	0.000	0.680	0.727	0.607	0.000	0.250	0.868	0.658	0.000	0.790
	0.550				0.691				0.859				0.892				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	2:00 PM	3	5	3	0	5	4	6	0	15	57	12	0	5	68	5	0
2:15 PM	1	8	3	0	6	3	6	0	16	58	10	0	5	67	6	0	189
2:30 PM	8	9	6	0	11	7	5	0	11	64	8	0	3	61	16	0	209
2:45 PM	7	6	2	0	4	10	2	0	17	69	4	0	6	60	17	0	204
3:00 PM	5	6	4	0	9	13	6	0	16	60	3	0	0	67	12	0	201
3:15 PM	2	4	1	0	8	10	8	0	17	57	7	0	4	65	10	0	193
3:30 PM	7	11	6	0	13	12	9	0	17	73	5	0	7	69	11	0	240
3:45 PM	4	11	1	0	10	4	8	0	25	65	9	0	2	89	13	0	241
4:00 PM	6	6	2	0	10	11	13	0	14	55	5	0	5	91	22	0	240
4:15 PM	4	8	3	0	15	7	17	0	14	60	6	0	4	112	8	0	258
4:30 PM	7	5	1	0	7	8	10	0	17	55	6	0	5	103	13	0	237
4:45 PM	8	7	1	0	7	10	6	0	11	80	15	0	4	88	16	0	253
5:00 PM	5	12	1	0	13	14	19	0	10	55	7	0	8	110	10	0	264
5:15 PM	4	4	1	0	22	16	11	0	13	77	8	0	3	107	7	0	273
5:30 PM	4	4	1	0	11	9	12	0	16	71	9	0	6	88	10	0	241
5:45 PM	1	9	1	0	11	9	13	0	11	45	10	0	2	96	10	0	218
6:00 PM	8	7	2	0	7	6	5	0	6	52	5	0	4	73	11	0	186
6:15 PM	7	2	0	0	5	4	1	0	9	36	9	0	6	64	5	0	148
6:30 PM	4	4	3	0	8	8	8	0	8	59	4	0	3	51	16	0	176
6:45 PM	0	4	2	0	4	9	5	0	8	42	3	0	1	48	1	0	127
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	95	132	44	0	186	174	170	0	271	1190	145	0	83	1577	219	0	4286
	35.06%	48.71%	16.24%	0.00%	35.09%	32.83%	32.08%	0.00%	16.87%	74.10%	9.03%	0.00%	4.42%	83.93%	11.66%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	21	27	4	0	53	49	48	0	50	283	39	0	21	393	43	0	1031
PEAK HR FACTOR :	0.656	0.563	1.000	0.000	0.602	0.766	0.632	0.000	0.781	0.884	0.650	0.000	0.656	0.893	0.672	0.000	0.944
	0.722				0.765				0.877				0.893				

Attachment B
Analysis Worksheets

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	982	955	941	1023	1012	951	936
Vehs Exited	984	954	944	1029	1014	947	930
Starting Vehs	9	7	9	8	9	7	3
Ending Vehs	7	8	6	2	7	11	9
Travel Distance (mi)	168	165	163	175	176	162	159
Travel Time (hr)	9.4	9.1	9.0	9.7	9.8	9.0	8.8
Total Delay (hr)	2.6	2.4	2.4	2.6	2.6	2.4	2.2
Total Stops	982	952	944	1027	1015	947	933
Fuel Used (gal)	7.6	7.4	7.3	7.8	7.9	7.3	7.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	932	975	991	970
Vehs Exited	929	974	995	969
Starting Vehs	5	10	8	8
Ending Vehs	8	11	4	6
Travel Distance (mi)	161	166	175	167
Travel Time (hr)	8.9	9.2	9.7	9.3
Total Delay (hr)	2.3	2.4	2.6	2.4
Total Stops	932	977	994	971
Fuel Used (gal)	7.3	7.5	7.8	7.5

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	221	226	236	237	239	210	198
Vehs Exited	220	229	230	240	236	210	192
Starting Vehs	9	7	9	8	9	7	3
Ending Vehs	10	4	15	5	12	7	9
Travel Distance (mi)	37	40	40	41	41	36	34
Travel Time (hr)	2.1	2.2	2.2	2.2	2.3	1.9	1.8
Total Delay (hr)	0.5	0.5	0.6	0.6	0.6	0.5	0.4
Total Stops	220	227	232	242	241	207	195
Fuel Used (gal)	1.7	1.7	1.8	1.8	1.9	1.6	1.4

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	197	234	238	223
Vehs Exited	197	241	233	223
Starting Vehs	5	10	8	8
Ending Vehs	5	3	13	7
Travel Distance (mi)	33	42	42	39
Travel Time (hr)	1.8	2.2	2.3	2.1
Total Delay (hr)	0.4	0.6	0.6	0.5
Total Stops	197	238	236	223
Fuel Used (gal)	1.6	1.9	1.8	1.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	246	266	254	252	280	228	276
Vehs Exited	248	254	260	243	284	226	278
Starting Vehs	10	4	15	5	12	7	9
Ending Vehs	8	16	9	14	8	9	7
Travel Distance (mi)	42	44	44	42	49	38	48
Travel Time (hr)	2.3	2.5	2.5	2.3	2.7	2.1	2.7
Total Delay (hr)	0.6	0.7	0.7	0.6	0.8	0.5	0.7
Total Stops	246	263	262	250	283	230	278
Fuel Used (gal)	1.9	2.0	2.0	1.9	2.2	1.7	2.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	262	252	274	260
Vehs Exited	260	247	272	258
Starting Vehs	5	3	13	7
Ending Vehs	7	8	15	8
Travel Distance (mi)	45	41	47	44
Travel Time (hr)	2.6	2.4	2.7	2.5
Total Delay (hr)	0.7	0.7	0.7	0.7
Total Stops	261	250	274	260
Fuel Used (gal)	2.0	1.9	2.1	2.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	284	235	250	300	288	270	259
Vehs Exited	272	239	251	301	282	273	255
Starting Vehs	8	16	9	14	8	9	7
Ending Vehs	20	12	8	13	14	6	11
Travel Distance (mi)	48	41	43	51	50	47	43
Travel Time (hr)	2.8	2.3	2.4	2.9	2.8	2.6	2.4
Total Delay (hr)	0.8	0.6	0.6	0.8	0.8	0.8	0.7
Total Stops	282	233	251	294	284	271	256
Fuel Used (gal)	2.2	1.8	1.9	2.3	2.3	2.1	2.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	259	260	257	266
Vehs Exited	258	258	258	264
Starting Vehs	7	8	15	8
Ending Vehs	8	10	14	11
Travel Distance (mi)	45	44	45	46
Travel Time (hr)	2.5	2.4	2.5	2.6
Total Delay (hr)	0.7	0.6	0.7	0.7
Total Stops	257	261	256	264
Fuel Used (gal)	2.0	2.0	2.0	2.1

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	231	228	201	234	205	243	203
Vehs Exited	244	232	203	245	212	238	205
Starting Vehs	20	12	8	13	14	6	11
Ending Vehs	7	8	6	2	7	11	9
Travel Distance (mi)	40	40	35	41	36	41	35
Travel Time (hr)	2.3	2.2	1.9	2.3	1.9	2.3	1.9
Total Delay (hr)	0.7	0.6	0.5	0.6	0.4	0.6	0.4
Total Stops	234	229	199	241	207	239	204
Fuel Used (gal)	1.8	1.8	1.6	1.8	1.6	1.9	1.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	214	229	222	221
Vehs Exited	214	228	232	225
Starting Vehs	8	10	14	11
Ending Vehs	8	11	4	6
Travel Distance (mi)	38	39	41	39
Travel Time (hr)	2.0	2.1	2.3	2.1
Total Delay (hr)	0.5	0.6	0.6	0.5
Total Stops	217	228	228	223
Fuel Used (gal)	1.6	1.7	1.8	1.7

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.6	0.6	3.7	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.0	0.0	0.5	0.2	0.0	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.6	7.7	5.2	5.0	7.9	6.0	6.2	6.7	4.4	6.1	6.8	4.2
Stop Delay (hr)	0.1	0.4	0.0	0.0	0.3	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.8	4.4	3.9	3.1	4.7	4.7	4.4	4.3	3.9	4.2	4.2	3.5

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	1.8
Total Del/Veh (s)	6.8
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	2.3
Total Del/Veh (s)	8.3
Stop Delay (hr)	1.3
Stop Del/Veh (s)	4.8

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	60	133	28	127	79	84
Average Queue (ft)	34	63	3	64	42	41
95th Queue (ft)	54	103	18	102	68	67
Link Distance (ft)		578		443	187	248
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1004	965	969	1029	1046	949	953
Vehs Exited	1010	968	971	1038	1048	942	954
Starting Vehs	13	12	8	12	11	5	9
Ending Vehs	7	9	6	3	9	12	8
Travel Distance (mi)	181	177	178	188	190	171	174
Travel Time (hr)	10.0	9.6	9.7	10.3	10.5	9.3	9.4
Total Delay (hr)	2.7	2.5	2.6	2.8	3.0	2.5	2.5
Total Stops	1004	965	970	1033	1049	945	953
Fuel Used (gal)	8.1	7.8	7.7	8.2	8.5	7.6	7.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	939	1018	973	984
Vehs Exited	937	1017	978	987
Starting Vehs	5	10	11	10
Ending Vehs	7	11	6	6
Travel Distance (mi)	173	186	180	180
Travel Time (hr)	9.4	10.2	9.7	9.8
Total Delay (hr)	2.5	2.8	2.6	2.6
Total Stops	940	1020	975	985
Fuel Used (gal)	7.7	8.3	7.9	7.9

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	231	233	242	246	244	211	189
Vehs Exited	232	237	238	249	242	211	189
Starting Vehs	13	12	8	12	11	5	9
Ending Vehs	12	8	12	9	13	5	9
Travel Distance (mi)	41	43	43	44	43	38	34
Travel Time (hr)	2.2	2.3	2.3	2.4	2.4	2.1	1.8
Total Delay (hr)	0.6	0.6	0.6	0.6	0.6	0.5	0.4
Total Stops	230	234	237	250	245	210	189
Fuel Used (gal)	1.9	1.9	1.9	1.9	1.9	1.7	1.5

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	198	238	226	227
Vehs Exited	197	243	223	227
Starting Vehs	5	10	11	10
Ending Vehs	6	5	14	8
Travel Distance (mi)	36	44	42	41
Travel Time (hr)	1.9	2.4	2.2	2.2
Total Delay (hr)	0.4	0.6	0.5	0.6
Total Stops	197	242	226	226
Fuel Used (gal)	1.6	1.9	1.8	1.8

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	246	276	263	257	283	233	289
Vehs Exited	244	264	268	253	289	231	288
Starting Vehs	12	8	12	9	13	5	9
Ending Vehs	14	20	7	13	7	7	10
Travel Distance (mi)	45	50	49	47	53	41	53
Travel Time (hr)	2.4	2.8	2.7	2.5	2.9	2.2	3.0
Total Delay (hr)	0.6	0.8	0.7	0.7	0.8	0.6	0.9
Total Stops	247	275	269	256	288	233	291
Fuel Used (gal)	2.0	2.2	2.2	2.0	2.3	1.8	2.3

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	263	264	266	263
Vehs Exited	261	261	265	263
Starting Vehs	6	5	14	8
Ending Vehs	8	8	15	9
Travel Distance (mi)	49	47	49	48
Travel Time (hr)	2.7	2.6	2.7	2.7
Total Delay (hr)	0.7	0.8	0.8	0.7
Total Stops	264	259	265	266
Fuel Used (gal)	2.2	2.1	2.2	2.1

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	304	228	249	282	298	262	252
Vehs Exited	299	237	247	284	287	262	256
Starting Vehs	14	20	7	13	7	7	10
Ending Vehs	19	11	9	11	18	7	6
Travel Distance (mi)	55	42	46	51	53	48	46
Travel Time (hr)	3.2	2.3	2.5	2.9	3.1	2.6	2.5
Total Delay (hr)	1.0	0.6	0.7	0.9	1.0	0.7	0.6
Total Stops	302	230	250	280	296	261	251
Fuel Used (gal)	2.5	1.9	2.0	2.3	2.4	2.2	2.0

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	256	285	261	267
Vehs Exited	255	285	263	267
Starting Vehs	8	8	15	9
Ending Vehs	9	8	13	11
Travel Distance (mi)	48	52	49	49
Travel Time (hr)	2.7	3.0	2.6	2.7
Total Delay (hr)	0.8	0.9	0.7	0.8
Total Stops	255	287	263	266
Fuel Used (gal)	2.1	2.3	2.1	2.2

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	223	228	215	244	221	243	223
Vehs Exited	235	230	218	252	230	238	221
Starting Vehs	19	11	9	11	18	7	6
Ending Vehs	7	9	6	3	9	12	8
Travel Distance (mi)	41	41	40	46	41	43	40
Travel Time (hr)	2.2	2.2	2.2	2.5	2.2	2.3	2.1
Total Delay (hr)	0.6	0.6	0.6	0.6	0.5	0.6	0.6
Total Stops	225	226	214	247	220	241	222
Fuel Used (gal)	1.8	1.8	1.7	2.0	1.8	1.9	1.8

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	222	231	220	226
Vehs Exited	224	228	227	231
Starting Vehs	9	8	13	11
Ending Vehs	7	11	6	6
Travel Distance (mi)	41	42	41	42
Travel Time (hr)	2.2	2.3	2.2	2.2
Total Delay (hr)	0.5	0.6	0.6	0.6
Total Stops	224	232	221	227
Fuel Used (gal)	1.8	1.9	1.8	1.8

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.6	0.5	0.5	3.4	0.5	0.4	0.1	0.1	0.1	0.2	0.2	0.1
Total Delay (hr)	0.1	0.6	0.1	0.0	0.9	0.1	0.0	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.4	7.5	5.5	5.3	8.7	6.8	5.4	6.3	4.1	5.9	6.5	4.5
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.7	4.2	4.1	3.4	5.2	5.2	3.9	4.0	3.8	4.1	4.0	3.8

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	2.0
Total Del/Veh (s)	7.4
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.5

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	2.5
Total Del/Veh (s)	9.0
Stop Delay (hr)	1.4
Stop Del/Veh (s)	4.9

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	53	126	32	179	60	83
Average Queue (ft)	28	63	12	79	30	41
95th Queue (ft)	49	99	36	133	54	68
Link Distance (ft)		578		443	187	248
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1108	1092	1062	1150	1141	1069	1085
Vehs Exited	1116	1097	1069	1156	1144	1065	1085
Starting Vehs	15	14	15	11	13	7	9
Ending Vehs	7	9	8	5	10	11	9
Travel Distance (mi)	198	197	193	207	205	192	197
Travel Time (hr)	11.2	11.1	10.7	11.7	11.7	10.6	11.1
Total Delay (hr)	3.2	3.2	3.0	3.5	3.5	3.0	3.2
Total Stops	1110	1091	1065	1150	1146	1067	1084
Fuel Used (gal)	8.9	8.8	8.5	9.2	9.4	8.7	8.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1042	1112	1069	1094
Vehs Exited	1043	1109	1072	1096
Starting Vehs	10	9	10	9
Ending Vehs	9	12	7	7
Travel Distance (mi)	189	199	194	197
Travel Time (hr)	10.6	11.3	10.9	11.1
Total Delay (hr)	3.0	3.3	3.2	3.2
Total Stops	1043	1113	1070	1095
Fuel Used (gal)	8.5	9.0	8.7	8.9

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	267	270	275	285	265	248	224
Vehs Exited	271	276	278	287	264	247	220
Starting Vehs	15	14	15	11	13	7	9
Ending Vehs	11	8	12	9	14	8	13
Travel Distance (mi)	48	49	49	52	47	45	40
Travel Time (hr)	2.6	2.6	2.7	2.8	2.6	2.4	2.1
Total Delay (hr)	0.7	0.7	0.8	0.8	0.8	0.7	0.5
Total Stops	270	270	275	285	266	246	221
Fuel Used (gal)	2.2	2.1	2.2	2.2	2.2	2.0	1.7

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	218	272	259	256
Vehs Exited	222	276	252	259
Starting Vehs	10	9	10	9
Ending Vehs	6	5	17	8
Travel Distance (mi)	39	50	46	46
Travel Time (hr)	2.1	2.8	2.6	2.5
Total Delay (hr)	0.5	0.8	0.8	0.7
Total Stops	220	276	259	258
Fuel Used (gal)	1.8	2.2	2.0	2.1

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	269	297	275	280	307	261	325
Vehs Exited	266	283	280	273	310	258	326
Starting Vehs	11	8	12	9	14	8	13
Ending Vehs	14	22	7	16	11	11	12
Travel Distance (mi)	48	53	51	49	56	46	60
Travel Time (hr)	2.6	3.1	2.8	2.7	3.2	2.5	3.6
Total Delay (hr)	0.7	1.0	0.7	0.7	1.0	0.7	1.2
Total Stops	264	299	280	279	310	261	328
Fuel Used (gal)	2.2	2.4	2.3	2.2	2.5	2.1	2.7

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	287	293	288	289
Vehs Exited	281	286	290	285
Starting Vehs	6	5	17	8
Ending Vehs	12	12	15	9
Travel Distance (mi)	52	51	52	52
Travel Time (hr)	3.1	2.8	3.0	2.9
Total Delay (hr)	1.0	0.8	0.9	0.9
Total Stops	283	289	285	289
Fuel Used (gal)	2.3	2.3	2.4	2.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	321	264	262	312	306	281	268
Vehs Exited	313	273	258	317	301	283	270
Starting Vehs	14	22	7	16	11	11	12
Ending Vehs	22	13	11	11	16	9	10
Travel Distance (mi)	57	49	47	55	54	51	49
Travel Time (hr)	3.4	2.8	2.6	3.3	3.3	2.9	2.6
Total Delay (hr)	1.1	0.8	0.7	1.1	1.1	0.8	0.7
Total Stops	324	263	262	310	306	282	263
Fuel Used (gal)	2.6	2.2	2.1	2.6	2.5	2.3	2.1

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	293	294	269	286
Vehs Exited	297	294	271	287
Starting Vehs	12	12	15	9
Ending Vehs	8	12	13	11
Travel Distance (mi)	54	53	49	52
Travel Time (hr)	3.1	3.1	2.7	3.0
Total Delay (hr)	1.0	1.0	0.7	0.9
Total Stops	293	291	273	287
Fuel Used (gal)	2.4	2.4	2.2	2.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	251	261	250	273	263	279	268
Vehs Exited	266	265	253	279	269	277	269
Starting Vehs	22	13	11	11	16	9	10
Ending Vehs	7	9	8	5	10	11	9
Travel Distance (mi)	46	47	46	50	48	50	49
Travel Time (hr)	2.6	2.6	2.6	2.8	2.6	2.8	2.7
Total Delay (hr)	0.7	0.7	0.7	0.8	0.7	0.8	0.8
Total Stops	252	259	248	276	264	278	272
Fuel Used (gal)	2.0	2.1	2.0	2.2	2.2	2.3	2.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	244	253	253	259
Vehs Exited	243	253	259	264
Starting Vehs	8	12	13	11
Ending Vehs	9	12	7	7
Travel Distance (mi)	44	46	46	47
Travel Time (hr)	2.4	2.6	2.6	2.6
Total Delay (hr)	0.6	0.7	0.8	0.7
Total Stops	247	257	253	260
Fuel Used (gal)	2.0	2.0	2.1	2.1

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.5	0.5	3.4	0.5	0.5	0.2	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	1.2	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.7	7.7	5.8	5.4	10.4	8.2	5.7	6.6	3.8	6.8	7.1	5.0
Stop Delay (hr)	0.1	0.3	0.1	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	3.9	4.4	4.4	3.5	6.8	6.5	4.1	4.3	3.4	4.8	4.5	4.3

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	2.5
Total Del/Veh (s)	8.2
Stop Delay (hr)	1.6
Stop Del/Veh (s)	5.4

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	3.0
Total Del/Veh (s)	9.9
Stop Delay (hr)	1.8
Stop Del/Veh (s)	5.9

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	59	142	34	200	69	100
Average Queue (ft)	28	65	16	94	33	48
95th Queue (ft)	51	104	42	162	56	80
Link Distance (ft)		578		443	187	248
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)		0		1		
Queuing Penalty (veh)		0		0		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	964	950	916	1001	945	968	953
Vehs Exited	959	942	912	1006	941	969	953
Starting Vehs	6	5	7	14	11	9	6
Ending Vehs	11	13	11	9	15	8	6
Travel Distance (mi)	172	169	165	180	170	174	172
Travel Time (hr)	9.5	9.0	8.8	9.8	9.2	9.4	9.2
Total Delay (hr)	2.6	2.2	2.2	2.5	2.4	2.4	2.3
Total Stops	959	949	916	1010	953	976	960
Fuel Used (gal)	7.8	7.6	7.4	8.1	7.8	7.9	7.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	937	949	985	957
Vehs Exited	937	952	984	956
Starting Vehs	6	9	6	7
Ending Vehs	6	6	7	8
Travel Distance (mi)	170	172	177	172
Travel Time (hr)	9.0	9.2	9.6	9.3
Total Delay (hr)	2.2	2.3	2.4	2.3
Total Stops	939	952	992	961
Fuel Used (gal)	7.7	7.7	8.0	7.8

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	204	211	219	231	214	202	212
Vehs Exited	199	213	220	235	215	202	206
Starting Vehs	6	5	7	14	11	9	6
Ending Vehs	11	3	6	10	10	9	12
Travel Distance (mi)	36	38	40	43	40	36	38
Travel Time (hr)	1.9	2.0	2.1	2.3	2.1	1.9	2.0
Total Delay (hr)	0.5	0.5	0.5	0.6	0.5	0.4	0.5
Total Stops	201	212	218	229	218	196	208
Fuel Used (gal)	1.6	1.7	1.8	1.9	1.8	1.6	1.7

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	216	206	200	212
Vehs Exited	216	200	200	209
Starting Vehs	6	9	6	7
Ending Vehs	6	15	6	7
Travel Distance (mi)	41	37	36	38
Travel Time (hr)	2.1	2.0	1.9	2.0
Total Delay (hr)	0.5	0.4	0.4	0.5
Total Stops	212	206	204	209
Fuel Used (gal)	1.8	1.7	1.6	1.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	270	272	239	278	266	272	273
Vehs Exited	271	266	233	279	269	276	276
Starting Vehs	11	3	6	10	10	9	12
Ending Vehs	10	9	12	9	7	5	9
Travel Distance (mi)	49	48	41	49	47	50	49
Travel Time (hr)	2.7	2.6	2.2	2.8	2.6	2.7	2.7
Total Delay (hr)	0.8	0.7	0.5	0.8	0.8	0.7	0.7
Total Stops	270	268	236	284	268	279	280
Fuel Used (gal)	2.2	2.1	1.9	2.2	2.2	2.3	2.2

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	257	264	280	264
Vehs Exited	254	273	271	267
Starting Vehs	6	15	6	7
Ending Vehs	9	6	15	9
Travel Distance (mi)	45	48	50	47
Travel Time (hr)	2.5	2.6	2.7	2.6
Total Delay (hr)	0.6	0.6	0.7	0.7
Total Stops	261	266	275	268
Fuel Used (gal)	2.1	2.2	2.3	2.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	285	252	273	290	247	256	245
Vehs Exited	282	253	271	288	243	251	245
Starting Vehs	10	9	12	9	7	5	9
Ending Vehs	13	8	14	11	11	10	9
Travel Distance (mi)	51	45	49	51	44	44	44
Travel Time (hr)	2.9	2.4	2.7	2.8	2.3	2.4	2.3
Total Delay (hr)	0.9	0.6	0.7	0.8	0.6	0.6	0.6
Total Stops	286	251	277	291	246	256	248
Fuel Used (gal)	2.3	2.1	2.3	2.3	2.0	2.0	2.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	247	267	289	266
Vehs Exited	246	265	296	264
Starting Vehs	9	6	15	9
Ending Vehs	10	8	8	9
Travel Distance (mi)	44	48	52	47
Travel Time (hr)	2.4	2.6	3.0	2.6
Total Delay (hr)	0.6	0.7	0.9	0.7
Total Stops	250	268	297	266
Fuel Used (gal)	2.0	2.1	2.4	2.1

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	205	215	185	202	218	238	223
Vehs Exited	207	210	188	204	214	240	226
Starting Vehs	13	8	14	11	11	10	9
Ending Vehs	11	13	11	9	15	8	6
Travel Distance (mi)	37	38	34	38	40	44	42
Travel Time (hr)	1.9	2.0	1.8	2.0	2.2	2.3	2.2
Total Delay (hr)	0.4	0.5	0.4	0.4	0.6	0.6	0.5
Total Stops	202	218	185	206	221	245	224
Fuel Used (gal)	1.7	1.7	1.5	1.6	1.8	2.0	1.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	217	212	216	214
Vehs Exited	221	214	217	214
Starting Vehs	10	8	8	9
Ending Vehs	6	6	7	8
Travel Distance (mi)	39	40	39	39
Travel Time (hr)	2.1	2.1	2.1	2.1
Total Delay (hr)	0.5	0.5	0.5	0.5
Total Stops	216	212	216	215
Fuel Used (gal)	1.8	1.7	1.8	1.7

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.6	0.7	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.0	0.0	0.4	0.1	0.0	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.4	7.4	5.9	4.7	7.1	5.4	6.0	6.8	4.6	6.1	6.3	4.3
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.3	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.6	4.2	4.4	3.3	4.5	4.5	4.4	4.3	4.0	4.2	3.7	3.7

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.7
Total Del/Veh (s)	6.5
Stop Delay (hr)	1.1
Stop Del/Veh (s)	4.2

2: Main St & Atkins Ct Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.2	0.1	0.1
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.6	0.2	0.0	3.4	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.5	0.0	0.0	3.2	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	2.2
Total Del/Veh (s)	8.1
Stop Delay (hr)	1.3
Stop Del/Veh (s)	4.7

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	68	132	24	129	90	81
Average Queue (ft)	33	63	2	61	42	39
95th Queue (ft)	55	100	13	100	69	65
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 2: Main St & Atkins Ct

Movement	SB
Directions Served	R
Maximum Queue (ft)	34
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	194
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1015	1016	939	995	1057	1066	944
Vehs Exited	1007	1013	940	989	1052	1064	945
Starting Vehs	4	8	9	4	10	8	9
Ending Vehs	12	11	8	10	15	10	8
Travel Distance (mi)	194	195	178	189	203	207	181
Travel Time (hr)	10.2	10.3	9.3	10.1	10.9	11.0	9.6
Total Delay (hr)	2.6	2.6	2.3	2.6	3.0	2.8	2.4
Total Stops	1006	1007	925	968	1043	1050	940
Fuel Used (gal)	8.5	8.5	7.8	8.3	9.0	9.2	8.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	969	1023	993	1000
Vehs Exited	967	1023	995	1001
Starting Vehs	6	6	9	7
Ending Vehs	8	6	7	9
Travel Distance (mi)	187	197	190	192
Travel Time (hr)	9.9	10.4	10.1	10.2
Total Delay (hr)	2.5	2.6	2.6	2.6
Total Stops	964	1013	984	988
Fuel Used (gal)	8.2	8.6	8.4	8.4

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	200	234	215	246	238	251	207
Vehs Exited	194	236	218	235	238	249	207
Starting Vehs	4	8	9	4	10	8	9
Ending Vehs	10	6	6	15	10	10	9
Travel Distance (mi)	38	45	41	47	47	49	39
Travel Time (hr)	1.9	2.3	2.1	2.4	2.4	2.6	2.0
Total Delay (hr)	0.5	0.6	0.5	0.6	0.5	0.6	0.5
Total Stops	197	233	211	239	235	248	202
Fuel Used (gal)	1.7	2.0	1.8	2.0	2.0	2.1	1.7

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	218	243	222	228
Vehs Exited	219	238	221	225
Starting Vehs	6	6	9	7
Ending Vehs	5	11	10	7
Travel Distance (mi)	42	46	42	44
Travel Time (hr)	2.2	2.4	2.2	2.3
Total Delay (hr)	0.6	0.6	0.5	0.5
Total Stops	213	236	224	224
Fuel Used (gal)	1.9	2.0	1.8	1.9

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	281	297	235	265	265	282	274
Vehs Exited	282	288	233	265	267	281	267
Starting Vehs	10	6	6	15	10	10	9
Ending Vehs	9	15	8	15	8	11	16
Travel Distance (mi)	54	56	44	50	51	54	51
Travel Time (hr)	2.8	3.0	2.3	2.7	2.7	2.9	2.8
Total Delay (hr)	0.7	0.9	0.6	0.7	0.7	0.8	0.7
Total Stops	278	289	232	258	262	276	274
Fuel Used (gal)	2.4	2.4	1.9	2.2	2.3	2.4	2.2

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	262	288	267	271
Vehs Exited	255	282	262	268
Starting Vehs	5	11	10	7
Ending Vehs	12	17	15	10
Travel Distance (mi)	49	54	50	51
Travel Time (hr)	2.6	2.9	2.6	2.8
Total Delay (hr)	0.7	0.7	0.6	0.7
Total Stops	260	285	257	266
Fuel Used (gal)	2.2	2.4	2.2	2.3

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	299	250	286	285	298	288	242
Vehs Exited	295	253	285	292	295	290	246
Starting Vehs	9	15	8	15	8	11	16
Ending Vehs	13	12	9	8	11	9	12
Travel Distance (mi)	57	49	53	55	56	55	47
Travel Time (hr)	3.1	2.5	2.8	3.0	3.2	3.0	2.6
Total Delay (hr)	0.9	0.6	0.7	0.8	1.0	0.8	0.7
Total Stops	300	252	282	276	296	281	240
Fuel Used (gal)	2.5	2.1	2.4	2.5	2.6	2.5	2.1

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	267	277	286	277
Vehs Exited	270	286	288	280
Starting Vehs	12	17	15	10
Ending Vehs	9	8	13	10
Travel Distance (mi)	51	55	55	53
Travel Time (hr)	2.8	3.0	3.0	2.9
Total Delay (hr)	0.8	0.8	0.8	0.8
Total Stops	269	277	285	276
Fuel Used (gal)	2.2	2.5	2.4	2.4

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	235	235	203	199	256	245	221
Vehs Exited	236	236	204	197	252	244	225
Starting Vehs	13	12	9	8	11	9	12
Ending Vehs	12	11	8	10	15	10	8
Travel Distance (mi)	46	45	39	38	49	48	44
Travel Time (hr)	2.3	2.4	2.0	1.9	2.7	2.5	2.2
Total Delay (hr)	0.5	0.6	0.5	0.4	0.7	0.6	0.5
Total Stops	231	233	200	195	250	245	224
Fuel Used (gal)	2.0	1.9	1.7	1.7	2.2	2.1	1.9

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	222	215	218	225
Vehs Exited	223	217	224	225
Starting Vehs	9	8	13	10
Ending Vehs	8	6	7	9
Travel Distance (mi)	44	41	43	44
Travel Time (hr)	2.2	2.1	2.3	2.3
Total Delay (hr)	0.5	0.5	0.6	0.5
Total Stops	222	215	218	223
Fuel Used (gal)	1.9	1.8	1.9	1.9

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.5	0.5	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.2	7.3	5.1	5.0	8.1	6.0	5.7	6.2	3.7	5.8	6.3	4.3
Stop Delay (hr)	0.0	0.3	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.5	4.0	3.6	3.1	5.3	5.1	4.2	4.0	3.3	4.0	3.8	3.7

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.9
Total Del/Veh (s)	7.0
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.4

2: Main St & Atkins Ct Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.3	0.1	0.2
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.6	0.4	0.1	4.5	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.4	0.0	0.0	4.3	0.2

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	2.4
Total Del/Veh (s)	8.7
Stop Delay (hr)	1.4
Stop Del/Veh (s)	4.8

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	49	131	35	165	63	79
Average Queue (ft)	25	65	10	78	29	41
95th Queue (ft)	48	105	34	130	54	66
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 2: Main St & Atkins Ct

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	194
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1117	1138	1082	1140	1136	1159	1098
Vehs Exited	1115	1135	1080	1143	1134	1153	1094
Starting Vehs	9	7	6	11	10	8	7
Ending Vehs	11	10	8	8	12	14	11
Travel Distance (mi)	213	218	206	218	219	223	210
Travel Time (hr)	11.7	12.3	11.3	12.0	11.8	12.2	11.4
Total Delay (hr)	3.3	3.7	3.2	3.4	3.2	3.4	3.1
Total Stops	1106	1137	1063	1129	1138	1155	1086
Fuel Used (gal)	9.5	9.7	9.3	9.8	9.7	9.9	9.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1050	1128	1099	1115
Vehs Exited	1044	1129	1095	1113
Starting Vehs	4	8	8	8
Ending Vehs	10	7	12	9
Travel Distance (mi)	197	219	211	213
Travel Time (hr)	10.5	12.0	11.8	11.7
Total Delay (hr)	2.7	3.4	3.5	3.3
Total Stops	1030	1124	1091	1107
Fuel Used (gal)	8.7	9.7	9.3	9.5

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	242	283	246	283	275	269	258
Vehs Exited	240	276	246	284	274	268	251
Starting Vehs	9	7	6	11	10	8	7
Ending Vehs	11	14	6	10	11	9	14
Travel Distance (mi)	46	54	47	54	53	53	49
Travel Time (hr)	2.4	2.9	2.5	2.9	2.8	2.8	2.5
Total Delay (hr)	0.6	0.8	0.6	0.8	0.7	0.7	0.6
Total Stops	235	287	241	276	272	270	248
Fuel Used (gal)	2.0	2.4	2.1	2.5	2.3	2.2	2.1

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	243	266	271	263
Vehs Exited	242	263	266	261
Starting Vehs	4	8	8	8
Ending Vehs	5	11	13	8
Travel Distance (mi)	46	52	51	50
Travel Time (hr)	2.4	2.8	2.8	2.7
Total Delay (hr)	0.6	0.7	0.7	0.7
Total Stops	235	262	267	260
Fuel Used (gal)	2.0	2.3	2.2	2.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	285	321	287	323	296	316	289
Vehs Exited	286	321	282	315	301	314	292
Starting Vehs	11	14	6	10	11	9	14
Ending Vehs	10	14	11	18	6	11	11
Travel Distance (mi)	55	62	54	60	58	60	55
Travel Time (hr)	3.2	3.9	2.9	3.4	3.2	3.3	3.1
Total Delay (hr)	1.0	1.5	0.8	1.0	0.9	1.0	0.9
Total Stops	287	315	279	323	300	311	288
Fuel Used (gal)	2.5	2.8	2.4	2.7	2.6	2.7	2.5

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	286	300	285	299
Vehs Exited	280	302	288	298
Starting Vehs	5	11	13	8
Ending Vehs	11	9	10	11
Travel Distance (mi)	53	58	55	57
Travel Time (hr)	2.9	3.2	3.1	3.2
Total Delay (hr)	0.8	0.9	1.0	1.0
Total Stops	282	301	283	298
Fuel Used (gal)	2.4	2.6	2.5	2.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	326	273	307	319	308	312	309
Vehs Exited	324	271	306	324	308	312	298
Starting Vehs	10	14	11	18	6	11	11
Ending Vehs	12	16	12	13	6	11	22
Travel Distance (mi)	61	52	58	61	59	59	58
Travel Time (hr)	3.5	2.8	3.5	3.5	3.3	3.3	3.2
Total Delay (hr)	1.1	0.7	1.2	1.1	1.0	1.0	1.0
Total Stops	318	271	303	318	312	309	312
Fuel Used (gal)	2.7	2.3	2.7	2.8	2.6	2.7	2.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	281	312	295	305
Vehs Exited	276	313	293	302
Starting Vehs	11	9	10	11
Ending Vehs	16	8	12	10
Travel Distance (mi)	51	60	57	58
Travel Time (hr)	2.7	3.5	3.3	3.3
Total Delay (hr)	0.7	1.2	1.1	1.0
Total Stops	275	309	289	302
Fuel Used (gal)	2.3	2.7	2.5	2.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	264	261	242	215	257	262	242
Vehs Exited	265	267	246	220	251	259	253
Starting Vehs	12	16	12	13	6	11	22
Ending Vehs	11	10	8	8	12	14	11
Travel Distance (mi)	52	51	47	42	49	51	48
Travel Time (hr)	2.7	2.8	2.4	2.1	2.6	2.7	2.6
Total Delay (hr)	0.7	0.7	0.6	0.5	0.6	0.7	0.7
Total Stops	266	264	240	212	254	265	238
Fuel Used (gal)	2.2	2.3	2.1	1.8	2.2	2.3	2.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	240	250	248	247
Vehs Exited	246	251	248	251
Starting Vehs	16	8	12	10
Ending Vehs	10	7	12	9
Travel Distance (mi)	48	48	48	48
Travel Time (hr)	2.4	2.5	2.6	2.5
Total Delay (hr)	0.6	0.6	0.7	0.6
Total Stops	238	252	252	247
Fuel Used (gal)	2.0	2.1	2.1	2.1

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.5	0.5	0.1	0.2	0.1	0.2	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	1.2	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.6	7.5	5.4	6.2	10.2	7.7	5.9	6.2	3.5	6.3	7.2	5.2
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.9	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	3.8	4.2	4.0	3.8	7.5	6.8	4.2	4.0	3.1	4.4	4.4	4.4

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	2.5
Total Del/Veh (s)	8.1
Stop Delay (hr)	1.7
Stop Del/Veh (s)	5.6

2: Main St & Atkins Ct Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.4	0.4	0.1	0.2
Total Delay (hr)	0.2	0.1	0.0	0.0	0.3
Total Del/Veh (s)	1.6	0.7	0.3	9.1	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	0.5	0.1	0.0	8.9	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	3.1
Total Del/Veh (s)	10.0
Stop Delay (hr)	1.9
Stop Del/Veh (s)	6.1

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	50	124	94	220	67	95
Average Queue (ft)	28	63	19	95	32	45
95th Queue (ft)	46	98	65	168	56	72
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)			0	2		
Queuing Penalty (veh)			0	9		
Storage Bay Dist (ft)	245		165			
Storage Blk Time (%)			0	2		
Queuing Penalty (veh)			0	1		

Intersection: 2: Main St & Atkins Ct

Movement	WB	SB
Directions Served	TR	R
Maximum Queue (ft)	33	34
Average Queue (ft)	2	7
95th Queue (ft)	21	28
Link Distance (ft)	299	194
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 9

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	937	951	937	978	947	996	928
Vehs Exited	932	942	930	981	943	997	928
Starting Vehs	6	4	7	12	11	10	6
Ending Vehs	11	13	14	9	15	9	6
Travel Distance (mi)	167	170	168	175	171	180	167
Travel Time (hr)	9.1	9.0	8.9	9.5	9.2	9.7	9.1
Total Delay (hr)	2.4	2.2	2.2	2.4	2.3	2.5	2.4
Total Stops	934	949	936	982	955	1000	936
Fuel Used (gal)	7.6	7.6	7.6	8.0	7.8	8.1	7.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	928	977	926	949
Vehs Exited	927	980	925	948
Starting Vehs	5	9	6	8
Ending Vehs	6	6	7	9
Travel Distance (mi)	168	177	167	171
Travel Time (hr)	9.0	9.5	8.9	9.2
Total Delay (hr)	2.2	2.4	2.2	2.3
Total Stops	932	983	932	953
Fuel Used (gal)	7.6	7.9	7.4	7.7

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	195	209	217	221	222	208	202
Vehs Exited	191	210	218	227	224	209	197
Starting Vehs	6	4	7	12	11	10	6
Ending Vehs	10	3	6	6	9	9	11
Travel Distance (mi)	35	38	40	41	41	38	37
Travel Time (hr)	1.8	2.0	2.1	2.2	2.1	2.0	1.9
Total Delay (hr)	0.4	0.4	0.5	0.6	0.5	0.5	0.4
Total Stops	193	210	216	221	224	206	200
Fuel Used (gal)	1.6	1.7	1.8	1.8	1.9	1.7	1.6

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	211	205	208	209
Vehs Exited	210	199	208	209
Starting Vehs	5	9	6	8
Ending Vehs	6	15	6	6
Travel Distance (mi)	40	37	38	38
Travel Time (hr)	2.1	1.9	2.0	2.0
Total Delay (hr)	0.5	0.4	0.5	0.5
Total Stops	210	206	212	211
Fuel Used (gal)	1.8	1.6	1.7	1.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	264	268	256	278	255	270	261
Vehs Exited	262	258	255	272	255	267	264
Starting Vehs	10	3	6	6	9	9	11
Ending Vehs	12	13	7	12	9	12	8
Travel Distance (mi)	46	47	45	48	45	47	46
Travel Time (hr)	2.5	2.5	2.4	2.6	2.5	2.6	2.6
Total Delay (hr)	0.7	0.7	0.6	0.7	0.7	0.7	0.8
Total Stops	265	262	256	278	256	269	270
Fuel Used (gal)	2.1	2.1	2.1	2.2	2.1	2.2	2.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	249	291	257	264
Vehs Exited	248	294	254	265
Starting Vehs	6	15	6	6
Ending Vehs	7	12	9	8
Travel Distance (mi)	45	52	44	47
Travel Time (hr)	2.4	2.8	2.5	2.6
Total Delay (hr)	0.6	0.7	0.7	0.7
Total Stops	253	290	252	266
Fuel Used (gal)	2.0	2.3	2.1	2.1

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	270	255	273	274	251	275	241
Vehs Exited	273	260	273	276	255	282	241
Starting Vehs	12	13	7	12	9	12	8
Ending Vehs	9	8	7	10	5	5	8
Travel Distance (mi)	49	47	49	48	45	50	43
Travel Time (hr)	2.8	2.5	2.6	2.7	2.5	2.8	2.3
Total Delay (hr)	0.8	0.6	0.7	0.7	0.6	0.8	0.6
Total Stops	273	257	274	276	256	279	240
Fuel Used (gal)	2.2	2.1	2.3	2.2	2.1	2.3	2.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	258	266	247	262
Vehs Exited	250	269	247	263
Starting Vehs	7	12	9	8
Ending Vehs	15	9	9	8
Travel Distance (mi)	45	48	44	47
Travel Time (hr)	2.4	2.6	2.4	2.6
Total Delay (hr)	0.6	0.7	0.6	0.7
Total Stops	252	271	248	264
Fuel Used (gal)	2.0	2.2	1.9	2.1

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	208	219	191	205	219	243	224
Vehs Exited	206	214	184	206	209	239	226
Starting Vehs	9	8	7	10	5	5	8
Ending Vehs	11	13	14	9	15	9	6
Travel Distance (mi)	38	39	35	38	39	45	42
Travel Time (hr)	2.0	2.1	1.8	2.0	2.1	2.4	2.2
Total Delay (hr)	0.5	0.5	0.4	0.4	0.5	0.6	0.5
Total Stops	203	220	190	207	219	246	226
Fuel Used (gal)	1.7	1.7	1.5	1.7	1.8	2.0	1.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	210	215	214	213
Vehs Exited	219	218	216	213
Starting Vehs	15	9	9	8
Ending Vehs	6	6	7	9
Travel Distance (mi)	39	40	40	39
Travel Time (hr)	2.0	2.1	2.1	2.1
Total Delay (hr)	0.5	0.5	0.5	0.5
Total Stops	217	216	220	215
Fuel Used (gal)	1.7	1.8	1.8	1.8

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.6	0.7	0.2	0.0	0.0	0.2	0.2	0.2	0.2	0.1	0.1
Total Delay (hr)	0.1	0.6	0.0	0.0	0.4	0.1	0.0	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.6	7.4	5.4	4.7	7.1	5.2	5.6	6.6	4.6	6.0	6.3	4.2
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.2	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.8	4.2	3.9	2.9	4.5	4.3	4.0	4.1	4.0	4.2	3.8	3.5

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.7
Total Del/Veh (s)	6.5
Stop Delay (hr)	1.1
Stop Del/Veh (s)	4.2

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	3.7	1.6	0.2	6.8	3.5	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	1.0	0.5	0.0	5.5	3.2	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	2.1
Total Del/Veh (s)	8.1
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.6

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	72	125	27	114	86	88
Average Queue (ft)	34	63	1	61	41	39
95th Queue (ft)	59	99	12	96	70	65
Link Distance (ft)		578		184	187	247
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				2		
Queuing Penalty (veh)				0		

Intersection: 2: Main St & Atkins Ct

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	15	33
Average Queue (ft)	1	11
95th Queue (ft)	8	35
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1025	1020	965	1008	1033	1066	961
Vehs Exited	1017	1017	961	1007	1029	1064	961
Starting Vehs	4	9	9	9	11	10	6
Ending Vehs	12	12	13	10	15	12	6
Travel Distance (mi)	197	197	184	194	200	208	185
Travel Time (hr)	10.4	10.4	9.7	10.3	10.8	11.1	9.8
Total Delay (hr)	2.7	2.6	2.4	2.7	3.0	2.9	2.5
Total Stops	1021	1033	967	1000	1035	1060	965
Fuel Used (gal)	8.6	8.5	8.0	8.5	8.9	9.2	8.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	934	1017	965	999
Vehs Exited	934	1018	970	998
Starting Vehs	7	7	12	8
Ending Vehs	7	6	7	8
Travel Distance (mi)	181	196	186	193
Travel Time (hr)	9.5	10.4	9.8	10.2
Total Delay (hr)	2.5	2.7	2.4	2.6
Total Stops	932	1019	969	1000
Fuel Used (gal)	7.9	8.6	8.1	8.5

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	201	240	221	252	244	239	221
Vehs Exited	198	243	224	249	240	237	218
Starting Vehs	4	9	9	9	11	10	6
Ending Vehs	7	6	6	12	15	12	9
Travel Distance (mi)	38	47	43	48	47	47	42
Travel Time (hr)	2.0	2.5	2.2	2.5	2.4	2.4	2.2
Total Delay (hr)	0.5	0.6	0.5	0.6	0.6	0.6	0.5
Total Stops	200	245	221	248	245	238	221
Fuel Used (gal)	1.7	2.1	1.9	2.1	2.1	2.0	1.9

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	209	234	212	227
Vehs Exited	211	229	214	226
Starting Vehs	7	7	12	8
Ending Vehs	5	12	10	8
Travel Distance (mi)	41	45	41	44
Travel Time (hr)	2.1	2.3	2.1	2.3
Total Delay (hr)	0.5	0.6	0.5	0.5
Total Stops	210	233	216	229
Fuel Used (gal)	1.8	2.0	1.7	1.9

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	282	290	242	273	266	294	271
Vehs Exited	280	283	240	271	272	293	264
Starting Vehs	7	6	6	12	15	12	9
Ending Vehs	9	13	8	14	9	13	16
Travel Distance (mi)	54	54	45	51	52	57	51
Travel Time (hr)	2.9	3.0	2.4	2.8	2.9	3.2	2.8
Total Delay (hr)	0.7	0.8	0.6	0.7	0.9	0.9	0.8
Total Stops	282	289	240	275	268	289	272
Fuel Used (gal)	2.4	2.4	2.0	2.2	2.3	2.6	2.3

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	262	291	261	273
Vehs Exited	261	285	257	272
Starting Vehs	5	12	10	8
Ending Vehs	6	18	14	12
Travel Distance (mi)	50	55	50	52
Travel Time (hr)	2.7	3.0	2.6	2.8
Total Delay (hr)	0.7	0.8	0.6	0.8
Total Stops	261	292	256	272
Fuel Used (gal)	2.2	2.4	2.2	2.3

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	313	251	284	280	279	289	248
Vehs Exited	308	252	283	285	273	292	254
Starting Vehs	9	13	8	14	9	13	16
Ending Vehs	14	12	9	9	15	10	10
Travel Distance (mi)	60	49	53	55	52	56	49
Travel Time (hr)	3.3	2.6	2.9	3.0	2.9	3.0	2.6
Total Delay (hr)	1.0	0.6	0.8	0.9	0.8	0.8	0.7
Total Stops	312	256	287	275	273	289	249
Fuel Used (gal)	2.6	2.1	2.4	2.4	2.3	2.5	2.2

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	260	274	283	277
Vehs Exited	260	283	284	277
Starting Vehs	6	18	14	12
Ending Vehs	6	9	13	8
Travel Distance (mi)	50	53	54	53
Travel Time (hr)	2.8	2.9	2.9	2.9
Total Delay (hr)	0.8	0.8	0.8	0.8
Total Stops	263	275	284	277
Fuel Used (gal)	2.2	2.4	2.4	2.4

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	229	239	218	203	244	244	221
Vehs Exited	231	239	214	202	244	242	225
Starting Vehs	14	12	9	9	15	10	10
Ending Vehs	12	12	13	10	15	12	6
Travel Distance (mi)	44	46	42	39	48	48	43
Travel Time (hr)	2.3	2.4	2.2	2.0	2.6	2.4	2.2
Total Delay (hr)	0.5	0.6	0.5	0.5	0.7	0.6	0.5
Total Stops	227	243	219	202	249	244	223
Fuel Used (gal)	1.9	1.9	1.8	1.7	2.1	2.1	1.9

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	203	218	209	223
Vehs Exited	202	221	215	222
Starting Vehs	6	9	13	8
Ending Vehs	7	6	7	8
Travel Distance (mi)	40	42	41	43
Travel Time (hr)	2.0	2.2	2.1	2.2
Total Delay (hr)	0.5	0.5	0.5	0.5
Total Stops	198	219	213	224
Fuel Used (gal)	1.7	1.8	1.8	1.9

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.5	0.5	0.2	0.1	0.3	0.1	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.3	7.4	5.3	6.0	8.0	6.3	5.5	5.9	3.9	5.9	6.3	4.3
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.6	4.0	3.8	3.4	5.2	5.5	4.0	3.7	3.6	4.0	3.7	3.6

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	2.0
Total Del/Veh (s)	7.1
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.5

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	0.1	0.2
Total Delay (hr)	0.0	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	4.6	1.7	0.3	9.3	3.8	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	2.0	0.4	0.0	7.8	3.5	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	2.5
Total Del/Veh (s)	8.9
Stop Delay (hr)	1.4
Stop Del/Veh (s)	4.9

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	49	123	74	168	65	79
Average Queue (ft)	27	64	10	78	29	40
95th Queue (ft)	50	101	41	131	56	65
Link Distance (ft)		578		184	187	247
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				1		
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				7		
Queuing Penalty (veh)				1		

Intersection: 2: Main St & Atkins Ct

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	31
Average Queue (ft)	4	7
95th Queue (ft)	20	28
Link Distance (ft)		193
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1163	1098	1107	1129	1134	1110	1147
Vehs Exited	1170	1099	1109	1128	1138	1111	1149
Starting Vehs	13	12	8	6	10	9	13
Ending Vehs	6	11	6	7	6	8	11
Travel Distance (mi)	225	210	215	216	217	214	222
Travel Time (hr)	12.9	11.6	11.8	11.8	11.8	11.5	12.2
Total Delay (hr)	4.1	3.3	3.4	3.2	3.2	3.1	3.4
Total Stops	1178	1108	1112	1130	1147	1117	1161
Fuel Used (gal)	10.2	9.3	9.5	9.6	9.8	9.5	10.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1086	1147	1085	1120
Vehs Exited	1087	1145	1083	1121
Starting Vehs	14	7	10	8
Ending Vehs	13	9	12	8
Travel Distance (mi)	208	222	208	216
Travel Time (hr)	11.2	12.0	11.2	11.8
Total Delay (hr)	3.0	3.2	3.0	3.3
Total Stops	1109	1158	1094	1131
Fuel Used (gal)	9.2	9.7	9.1	9.6

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	276	271	264	266	257	254	281
Vehs Exited	282	274	261	262	255	251	281
Starting Vehs	13	12	8	6	10	9	13
Ending Vehs	7	9	11	10	12	12	13
Travel Distance (mi)	55	52	52	51	49	49	55
Travel Time (hr)	2.9	2.8	2.7	2.7	2.6	2.6	2.9
Total Delay (hr)	0.8	0.8	0.7	0.7	0.7	0.6	0.8
Total Stops	284	276	263	268	261	252	281
Fuel Used (gal)	2.5	2.3	2.3	2.2	2.2	2.2	2.4

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	243	268	250	264
Vehs Exited	251	267	250	263
Starting Vehs	14	7	10	8
Ending Vehs	6	8	10	8
Travel Distance (mi)	49	53	48	51
Travel Time (hr)	2.6	2.8	2.5	2.7
Total Delay (hr)	0.7	0.7	0.6	0.7
Total Stops	252	271	251	268
Fuel Used (gal)	2.2	2.3	2.0	2.3

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	297	316	290	305	306	298	287
Vehs Exited	293	313	292	296	304	299	289
Starting Vehs	7	9	11	10	12	12	13
Ending Vehs	11	12	9	19	14	11	11
Travel Distance (mi)	56	60	56	56	59	57	54
Travel Time (hr)	3.2	3.5	3.0	3.1	3.2	3.1	3.0
Total Delay (hr)	1.0	1.1	0.8	0.9	0.9	0.9	0.8
Total Stops	292	315	288	299	304	302	293
Fuel Used (gal)	2.5	2.7	2.5	2.5	2.6	2.5	2.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	293	289	291	295
Vehs Exited	291	290	292	297
Starting Vehs	6	8	10	8
Ending Vehs	8	7	9	10
Travel Distance (mi)	55	56	55	56
Travel Time (hr)	3.1	3.0	3.1	3.1
Total Delay (hr)	0.9	0.8	0.9	0.9
Total Stops	296	296	292	297
Fuel Used (gal)	2.5	2.4	2.5	2.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	338	273	303	311	312	294	302
Vehs Exited	333	278	301	318	316	297	290
Starting Vehs	11	12	9	19	14	11	11
Ending Vehs	16	7	11	12	10	8	23
Travel Distance (mi)	64	52	58	60	60	57	57
Travel Time (hr)	4.1	2.8	3.4	3.4	3.4	3.1	3.1
Total Delay (hr)	1.6	0.8	1.2	1.0	1.0	0.8	0.9
Total Stops	341	276	307	316	318	297	311
Fuel Used (gal)	3.0	2.3	2.6	2.7	2.7	2.5	2.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	275	309	285	301
Vehs Exited	273	308	283	299
Starting Vehs	8	7	9	10
Ending Vehs	10	8	11	10
Travel Distance (mi)	50	59	55	57
Travel Time (hr)	2.7	3.4	3.0	3.2
Total Delay (hr)	0.7	1.0	0.8	1.0
Total Stops	274	309	285	305
Fuel Used (gal)	2.3	2.7	2.4	2.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	252	238	250	247	259	264	277
Vehs Exited	262	234	255	252	263	264	289
Starting Vehs	16	7	11	12	10	8	23
Ending Vehs	6	11	6	7	6	8	11
Travel Distance (mi)	50	45	50	49	50	52	56
Travel Time (hr)	2.7	2.4	2.7	2.6	2.7	2.7	3.1
Total Delay (hr)	0.7	0.6	0.7	0.6	0.7	0.7	0.9
Total Stops	261	241	254	247	264	266	276
Fuel Used (gal)	2.2	2.0	2.2	2.1	2.3	2.3	2.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	275	281	259	261
Vehs Exited	272	280	258	263
Starting Vehs	10	8	11	10
Ending Vehs	13	9	12	8
Travel Distance (mi)	54	54	51	51
Travel Time (hr)	2.8	2.8	2.7	2.7
Total Delay (hr)	0.7	0.7	0.7	0.7
Total Stops	287	282	266	265
Fuel Used (gal)	2.3	2.3	2.2	2.2

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.5	0.5	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	1.1	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.5	7.7	5.5	7.4	9.8	7.3	5.9	6.3	3.9	6.4	7.0	5.2
Stop Delay (hr)	0.1	0.4	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	3.8	4.4	4.1	4.3	6.9	6.3	4.3	4.0	3.6	4.5	4.3	4.4

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	2.5
Total Del/Veh (s)	7.9
Stop Delay (hr)	1.7
Stop Del/Veh (s)	5.4

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.4	0.2	0.1	0.2
Total Delay (hr)	0.0	0.2	0.1	0.0	0.0	0.3
Total Del/Veh (s)	5.7	1.7	0.5	16.8	5.1	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	3.1	0.5	0.0	15.3	4.9	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	3.1
Total Del/Veh (s)	9.9
Stop Delay (hr)	1.9
Stop Del/Veh (s)	5.9

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	54	120	92	202	64	87
Average Queue (ft)	28	65	24	92	32	45
95th Queue (ft)	48	101	71	160	56	73
Link Distance (ft)		578		184	187	247
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				7		
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				12		
Queuing Penalty (veh)				3		

Intersection: 2: Main St & Atkins Ct

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	31	17	35
Average Queue (ft)	4	1	7
95th Queue (ft)	21	10	29
Link Distance (ft)		294	193
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 9

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	950	947	930	1002	950	975	952
Vehs Exited	945	938	926	1007	946	977	952
Starting Vehs	6	4	7	14	11	10	6
Ending Vehs	11	13	11	9	15	8	6
Travel Distance (mi)	172	169	168	180	170	176	173
Travel Time (hr)	9.4	9.0	9.0	9.8	9.2	9.5	9.2
Total Delay (hr)	2.5	2.2	2.3	2.6	2.4	2.4	2.3
Total Stops	952	951	938	1016	960	986	961
Fuel Used (gal)	7.7	7.6	7.5	8.1	7.7	8.0	7.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	922	956	1003	958
Vehs Exited	921	959	1003	957
Starting Vehs	5	9	6	7
Ending Vehs	6	6	6	7
Travel Distance (mi)	167	174	182	173
Travel Time (hr)	8.9	9.3	9.8	9.3
Total Delay (hr)	2.2	2.3	2.5	2.4
Total Stops	932	965	1013	968
Fuel Used (gal)	7.6	7.8	8.2	7.8

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	198	208	220	229	212	208	205
Vehs Exited	194	209	221	233	213	209	200
Starting Vehs	6	4	7	14	11	10	6
Ending Vehs	10	3	6	10	10	9	11
Travel Distance (mi)	35	38	40	42	39	38	37
Travel Time (hr)	1.9	1.9	2.1	2.3	2.0	2.0	2.0
Total Delay (hr)	0.4	0.5	0.5	0.6	0.5	0.5	0.5
Total Stops	197	211	220	230	216	206	204
Fuel Used (gal)	1.6	1.7	1.8	1.9	1.7	1.7	1.6

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	211	206	208	210
Vehs Exited	210	200	208	210
Starting Vehs	5	9	6	7
Ending Vehs	6	15	6	6
Travel Distance (mi)	40	37	38	38
Travel Time (hr)	2.1	2.0	2.0	2.0
Total Delay (hr)	0.5	0.4	0.5	0.5
Total Stops	211	207	212	211
Fuel Used (gal)	1.8	1.7	1.7	1.7

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	259	270	247	278	276	272	270
Vehs Exited	258	264	242	279	279	276	272
Starting Vehs	10	3	6	10	10	9	11
Ending Vehs	11	9	11	9	7	5	9
Travel Distance (mi)	47	47	43	49	48	50	48
Travel Time (hr)	2.6	2.6	2.3	2.8	2.7	2.7	2.6
Total Delay (hr)	0.7	0.7	0.6	0.8	0.8	0.7	0.7
Total Stops	261	268	246	285	278	277	273
Fuel Used (gal)	2.1	2.1	1.9	2.3	2.3	2.3	2.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	254	269	280	267
Vehs Exited	252	278	271	267
Starting Vehs	6	15	6	6
Ending Vehs	8	6	15	9
Travel Distance (mi)	45	49	50	48
Travel Time (hr)	2.5	2.7	2.7	2.6
Total Delay (hr)	0.6	0.7	0.7	0.7
Total Stops	260	275	276	270
Fuel Used (gal)	2.1	2.2	2.3	2.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	285	257	274	290	247	256	252
Vehs Exited	283	255	271	288	243	251	252
Starting Vehs	11	9	11	9	7	5	9
Ending Vehs	13	11	14	11	11	10	9
Travel Distance (mi)	51	46	50	51	44	44	45
Travel Time (hr)	2.9	2.5	2.7	2.8	2.3	2.4	2.4
Total Delay (hr)	0.9	0.6	0.7	0.8	0.6	0.6	0.6
Total Stops	287	253	279	291	247	256	257
Fuel Used (gal)	2.3	2.1	2.3	2.3	1.9	2.0	2.1

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	247	266	290	266
Vehs Exited	245	263	297	264
Starting Vehs	8	6	15	9
Ending Vehs	10	9	8	10
Travel Distance (mi)	44	47	52	47
Travel Time (hr)	2.4	2.6	3.0	2.6
Total Delay (hr)	0.6	0.7	0.9	0.7
Total Stops	250	266	298	270
Fuel Used (gal)	2.0	2.1	2.4	2.2

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	208	212	189	205	215	239	225
Vehs Exited	210	210	192	207	211	241	228
Starting Vehs	13	11	14	11	11	10	9
Ending Vehs	11	13	11	9	15	8	6
Travel Distance (mi)	38	38	35	38	39	45	42
Travel Time (hr)	2.0	2.0	1.8	2.0	2.1	2.3	2.2
Total Delay (hr)	0.5	0.5	0.4	0.4	0.5	0.6	0.5
Total Stops	207	219	193	210	219	247	227
Fuel Used (gal)	1.7	1.7	1.5	1.7	1.8	2.0	1.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	210	215	225	214
Vehs Exited	214	218	227	215
Starting Vehs	10	9	8	10
Ending Vehs	6	6	6	7
Travel Distance (mi)	38	40	41	40
Travel Time (hr)	2.0	2.1	2.1	2.1
Total Delay (hr)	0.5	0.5	0.5	0.5
Total Stops	211	217	227	217
Fuel Used (gal)	1.7	1.8	1.8	1.8

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.6	0.6	0.3	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.0	0.0	0.4	0.1	0.0	0.2	0.0	0.1	0.0	0.1
Total Del/Veh (s)	5.4	7.4	6.0	5.8	7.1	5.4	6.0	6.7	4.7	6.1	6.5	4.3
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.3	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.6	4.2	4.5	3.9	4.5	4.5	4.4	4.3	4.1	4.2	3.8	3.6

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.8
Total Del/Veh (s)	6.6
Stop Delay (hr)	1.1
Stop Del/Veh (s)	4.2

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)	3.4	1.6	0.2	3.7	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	1.0	0.5	0.0	3.5	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	2.2
Total Del/Veh (s)	8.2
Stop Delay (hr)	1.3
Stop Del/Veh (s)	4.7

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	67	126	24	130	86	80
Average Queue (ft)	33	64	2	61	41	40
95th Queue (ft)	55	100	13	100	70	65
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				3		
Queuing Penalty (veh)				0		

Intersection: 2: Main St & Atkins Ct

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	21	34
Average Queue (ft)	1	10
95th Queue (ft)	8	34
Link Distance (ft)		194
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	2:50	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1020	1018	965	1008	1033	1061	966
Vehs Exited	1012	1014	962	1009	1029	1058	966
Starting Vehs	4	8	9	11	11	9	6
Ending Vehs	12	12	12	10	15	12	6
Travel Distance (mi)	195	197	184	194	199	207	186
Travel Time (hr)	10.4	10.4	9.7	10.4	10.8	11.0	9.9
Total Delay (hr)	2.7	2.7	2.4	2.7	3.0	2.9	2.6
Total Stops	1022	1032	965	1006	1035	1058	973
Fuel Used (gal)	8.5	8.5	8.0	8.6	8.9	9.2	8.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	932	1014	963	998
Vehs Exited	932	1015	968	997
Starting Vehs	7	7	12	8
Ending Vehs	7	6	7	8
Travel Distance (mi)	180	196	186	193
Travel Time (hr)	9.5	10.4	9.8	10.2
Total Delay (hr)	2.4	2.7	2.4	2.7
Total Stops	933	1022	966	1001
Fuel Used (gal)	7.9	8.6	8.1	8.5

Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	201	233	221	257	244	236	222
Vehs Exited	198	235	224	255	240	233	219
Starting Vehs	4	8	9	11	11	9	6
Ending Vehs	7	6	6	13	15	12	9
Travel Distance (mi)	38	46	43	50	47	47	43
Travel Time (hr)	2.0	2.4	2.2	2.6	2.4	2.4	2.2
Total Delay (hr)	0.5	0.6	0.5	0.6	0.6	0.6	0.5
Total Stops	200	237	220	257	245	235	223
Fuel Used (gal)	1.7	2.0	1.9	2.2	2.1	2.0	1.9

Interval #1 Information

Start Time	3:00
End Time	3:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	209	235	212	229
Vehs Exited	211	230	214	226
Starting Vehs	7	7	12	8
Ending Vehs	5	12	10	8
Travel Distance (mi)	41	46	41	44
Travel Time (hr)	2.1	2.4	2.1	2.3
Total Delay (hr)	0.5	0.6	0.5	0.5
Total Stops	210	235	216	230
Fuel Used (gal)	1.8	2.0	1.7	1.9

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	277	288	240	270	266	294	276
Vehs Exited	275	281	238	269	272	293	269
Starting Vehs	7	6	6	13	15	12	9
Ending Vehs	9	13	8	14	9	13	16
Travel Distance (mi)	53	54	45	50	52	57	52
Travel Time (hr)	2.8	3.0	2.4	2.8	2.9	3.2	2.8
Total Delay (hr)	0.7	0.8	0.6	0.8	0.9	0.9	0.8
Total Stops	279	288	239	272	268	291	278
Fuel Used (gal)	2.3	2.4	2.0	2.2	2.3	2.6	2.3

Interval #2 Information

Start Time	3:15
End Time	3:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	260	289	261	272
Vehs Exited	255	283	257	268
Starting Vehs	5	12	10	8
Ending Vehs	10	18	14	12
Travel Distance (mi)	49	55	50	52
Travel Time (hr)	2.6	3.0	2.6	2.8
Total Delay (hr)	0.7	0.8	0.7	0.8
Total Stops	262	293	255	273
Fuel Used (gal)	2.2	2.4	2.2	2.3

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	310	251	287	278	279	289	247
Vehs Exited	304	252	286	283	273	292	253
Starting Vehs	9	13	8	14	9	13	16
Ending Vehs	15	12	9	9	15	10	10
Travel Distance (mi)	59	49	54	55	52	56	48
Travel Time (hr)	3.3	2.6	2.9	3.0	2.9	3.0	2.6
Total Delay (hr)	0.9	0.6	0.8	0.8	0.8	0.8	0.7
Total Stops	312	254	288	275	273	289	249
Fuel Used (gal)	2.6	2.1	2.4	2.4	2.3	2.5	2.2

Interval #3 Information

Start Time	3:30
End Time	3:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	260	272	281	275
Vehs Exited	264	281	282	277
Starting Vehs	10	18	14	12
Ending Vehs	6	9	13	9
Travel Distance (mi)	51	53	54	53
Travel Time (hr)	2.8	2.9	2.9	2.9
Total Delay (hr)	0.8	0.8	0.8	0.8
Total Stops	264	275	282	276
Fuel Used (gal)	2.2	2.4	2.4	2.4

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	232	246	217	203	244	242	221
Vehs Exited	235	246	214	202	244	240	225
Starting Vehs	15	12	9	9	15	10	10
Ending Vehs	12	12	12	10	15	12	6
Travel Distance (mi)	45	47	42	39	48	48	43
Travel Time (hr)	2.3	2.5	2.2	2.0	2.6	2.4	2.2
Total Delay (hr)	0.5	0.6	0.5	0.5	0.7	0.6	0.5
Total Stops	231	253	218	202	249	243	223
Fuel Used (gal)	1.9	2.0	1.8	1.7	2.1	2.1	1.9

Interval #4 Information Recording

Start Time	3:45
End Time	4:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	203	218	209	221
Vehs Exited	202	221	215	224
Starting Vehs	6	9	13	9
Ending Vehs	7	6	7	8
Travel Distance (mi)	40	42	41	44
Travel Time (hr)	2.0	2.2	2.1	2.3
Total Delay (hr)	0.5	0.5	0.5	0.5
Total Stops	197	219	213	224
Fuel Used (gal)	1.7	1.8	1.8	1.9

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.5	0.5	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.3	7.4	5.3	6.0	8.0	6.2	5.5	5.9	3.5	6.0	6.4	4.3
Stop Delay (hr)	0.1	0.3	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	3.6	4.0	3.8	3.5	5.3	5.4	4.0	3.7	3.2	4.1	3.8	3.6

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	2.0
Total Del/Veh (s)	7.1
Stop Delay (hr)	1.2
Stop Del/Veh (s)	4.5

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.2	0.0	0.0	0.2
Total Del/Veh (s)	4.5	1.7	0.3	5.0	1.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	2.1	0.4	0.0	4.7	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	2.5
Total Del/Veh (s)	8.9
Stop Delay (hr)	1.4
Stop Del/Veh (s)	4.9

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	51	125	62	173	65	79
Average Queue (ft)	26	64	10	78	29	40
95th Queue (ft)	50	102	40	131	56	65
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				1		
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				8		
Queuing Penalty (veh)				1		

Intersection: 2: Main St & Atkins Ct

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	31	31
Average Queue (ft)	4	7
95th Queue (ft)	20	29
Link Distance (ft)		194
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1157	1093	1103	1129	1134	1119	1144
Vehs Exited	1164	1094	1105	1128	1138	1120	1146
Starting Vehs	13	12	8	6	10	9	13
Ending Vehs	6	11	6	7	6	8	11
Travel Distance (mi)	224	208	214	217	219	217	222
Travel Time (hr)	12.6	11.5	11.8	11.8	11.9	11.7	12.2
Total Delay (hr)	3.8	3.2	3.4	3.2	3.2	3.1	3.4
Total Stops	1174	1106	1108	1132	1151	1130	1158
Fuel Used (gal)	10.1	9.2	9.5	9.6	9.8	9.6	10.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1084	1132	1115	1121
Vehs Exited	1084	1130	1113	1121
Starting Vehs	13	7	10	8
Ending Vehs	13	9	12	8
Travel Distance (mi)	207	220	215	216
Travel Time (hr)	11.2	11.8	11.9	11.8
Total Delay (hr)	3.0	3.2	3.4	3.3
Total Stops	1108	1146	1126	1133
Fuel Used (gal)	9.2	9.7	9.5	9.6

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	276	267	264	268	257	254	281
Vehs Exited	282	270	261	264	255	251	281
Starting Vehs	13	12	8	6	10	9	13
Ending Vehs	7	9	11	10	12	12	13
Travel Distance (mi)	55	51	52	51	49	49	55
Travel Time (hr)	2.9	2.8	2.7	2.7	2.6	2.6	2.9
Total Delay (hr)	0.8	0.7	0.7	0.7	0.7	0.6	0.8
Total Stops	284	271	263	272	261	253	281
Fuel Used (gal)	2.5	2.3	2.3	2.3	2.2	2.2	2.4

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	244	268	262	265
Vehs Exited	251	267	261	264
Starting Vehs	13	7	10	8
Ending Vehs	6	8	11	8
Travel Distance (mi)	49	53	50	51
Travel Time (hr)	2.6	2.8	2.6	2.7
Total Delay (hr)	0.7	0.7	0.6	0.7
Total Stops	252	271	264	270
Fuel Used (gal)	2.2	2.3	2.1	2.3

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	298	316	286	303	301	307	287
Vehs Exited	293	313	288	294	299	308	290
Starting Vehs	7	9	11	10	12	12	13
Ending Vehs	12	12	9	19	14	11	10
Travel Distance (mi)	56	60	55	56	58	59	54
Travel Time (hr)	3.3	3.5	3.0	3.1	3.2	3.3	3.0
Total Delay (hr)	1.0	1.1	0.8	0.9	0.9	0.9	0.8
Total Stops	294	316	285	299	300	314	293
Fuel Used (gal)	2.5	2.7	2.4	2.5	2.6	2.6	2.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	293	288	294	297
Vehs Exited	292	287	296	296
Starting Vehs	6	8	11	8
Ending Vehs	7	9	9	11
Travel Distance (mi)	55	56	56	57
Travel Time (hr)	3.1	3.0	3.2	3.2
Total Delay (hr)	0.9	0.8	1.0	0.9
Total Stops	296	296	297	298
Fuel Used (gal)	2.5	2.4	2.6	2.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	331	272	303	311	313	294	299
Vehs Exited	331	269	298	318	317	297	286
Starting Vehs	12	12	9	19	14	11	10
Ending Vehs	12	15	14	12	10	8	23
Travel Distance (mi)	63	51	58	60	61	57	57
Travel Time (hr)	3.7	2.8	3.5	3.4	3.4	3.1	3.1
Total Delay (hr)	1.3	0.7	1.2	1.0	1.0	0.8	0.9
Total Stops	335	278	305	314	320	296	307
Fuel Used (gal)	2.8	2.3	2.6	2.7	2.7	2.5	2.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	275	309	300	301
Vehs Exited	272	310	291	299
Starting Vehs	7	9	9	11
Ending Vehs	10	8	18	10
Travel Distance (mi)	50	59	57	57
Travel Time (hr)	2.7	3.4	3.3	3.2
Total Delay (hr)	0.7	1.0	1.1	1.0
Total Stops	275	310	295	304
Fuel Used (gal)	2.3	2.7	2.5	2.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	252	238	250	247	263	264	277
Vehs Exited	258	242	258	252	267	264	289
Starting Vehs	12	15	14	12	10	8	23
Ending Vehs	6	11	6	7	6	8	11
Travel Distance (mi)	50	46	50	49	51	52	56
Travel Time (hr)	2.7	2.5	2.7	2.6	2.8	2.7	3.1
Total Delay (hr)	0.7	0.6	0.7	0.6	0.7	0.7	0.9
Total Stops	261	241	255	247	270	267	277
Fuel Used (gal)	2.2	2.0	2.2	2.1	2.3	2.3	2.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	272	267	259	260
Vehs Exited	269	266	265	262
Starting Vehs	10	8	18	10
Ending Vehs	13	9	12	8
Travel Distance (mi)	53	52	52	51
Travel Time (hr)	2.8	2.7	2.7	2.7
Total Delay (hr)	0.7	0.7	0.7	0.7
Total Stops	285	269	270	265
Fuel Used (gal)	2.3	2.2	2.2	2.2

1: Porter Dr & Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.6	0.1	0.0	1.2	0.1	0.0	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.6	7.7	5.5	7.4	9.8	7.2	5.9	6.3	3.8	6.3	7.0	5.2
Stop Delay (hr)	0.1	0.4	0.0	0.0	0.8	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Stop Del/Veh (s)	3.9	4.4	4.1	4.3	7.0	6.3	4.3	4.0	3.5	4.4	4.4	4.4

1: Porter Dr & Main St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	2.5
Total Del/Veh (s)	8.0
Stop Delay (hr)	1.7
Stop Del/Veh (s)	5.4

2: Main St & Atkins Ct Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.4	0.1	0.2
Total Delay (hr)	0.0	0.2	0.1	0.0	0.3
Total Del/Veh (s)	5.5	1.7	0.5	7.3	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	2.9	0.5	0.0	7.0	0.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.6
Total Delay (hr)	3.1
Total Del/Veh (s)	10.0
Stop Delay (hr)	1.9
Stop Del/Veh (s)	6.0

Intersection: 1: Porter Dr & Main St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	55	120	92	205	64	89
Average Queue (ft)	28	65	22	93	32	45
95th Queue (ft)	48	101	69	161	56	73
Link Distance (ft)		578		178	187	247
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				7		
Storage Bay Dist (ft)	245		75			
Storage Blk Time (%)				13		
Queuing Penalty (veh)				3		

Intersection: 2: Main St & Atkins Ct

Movement	EB	WB	SB
Directions Served	L	TR	R
Maximum Queue (ft)	31	10	33
Average Queue (ft)	4	0	7
95th Queue (ft)	20	7	29
Link Distance (ft)		299	194
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	65		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 10
