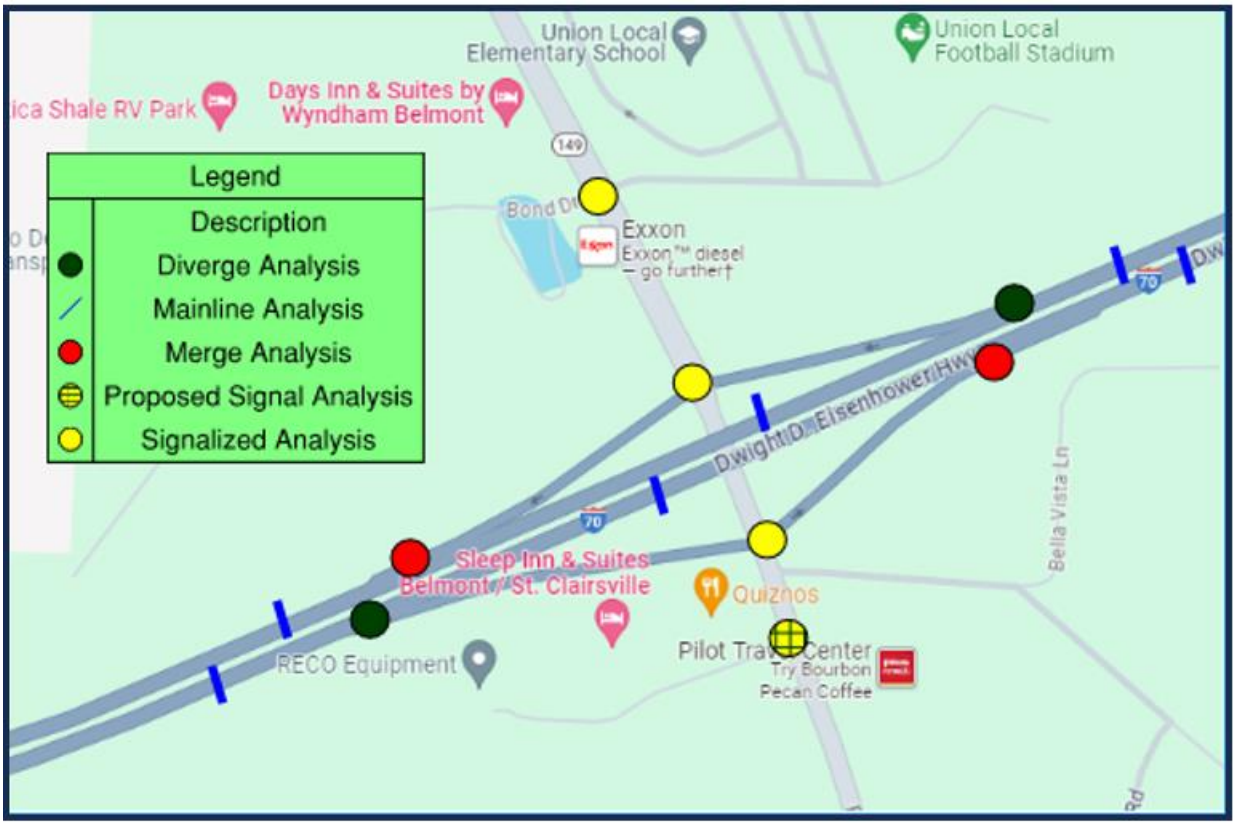
BEL-70 & SR149 INTERCHANGE OPERATIONS STUDY

Project Summary

Location	IR70 & SR149 Interchange, near Morristown, Ohio
	Belmont County
PID	120547
Study Sponsor	ODOT, District 11
Proposed Work	Add left turn lane to westbound exit ramp; between the ramps add a northbound left turn lane, southbound through lane and southbound left turn lane; relocate Reco Road south to the Pilot car access; between Reco and the eastbound ramps add a second through lane southbound with a left turn lane and right turn lane at new Reco Road, add second through lane northbound and add continuous right turn lane northbound onto the eastbound entrance ramp; relocate Pilot truck entrance to line up with new Love's truck entrance; between relocated Reco Road and truck entrance add a right turn and left turn lane southbound, add through lane and left turn lane northbound; south of truck entrance add a left turn lane northbound.

Study Area



HCM Analysis Points

Freeway Analysis

- EB & WB IR70, upstream of the SR149 Diverge
- EB & WB IR70, between Diverge and Merge of SR149
- EB & WB IR70, downstream of the SR149 Diverge

Ramp Analysis

- EB & WB Diverge to SR149
- EB & WB Merge from SR149

Intersection Analysis

- SR149 at Bond Drive
- SR149 at WB Ramps
- SR149 at EB Ramps
- SR149 at Reco Road
- SR149 at Pilot/Love's Truck Drive

Problem Description

The interchange area of IR 70 and SR149 has been experiencing high traffic volumes and congestion. ODOT has been concerned about the operations of the interchange and is studying potential improvements. A new Love's Travel Stop is being constructed on the property on the west side of SR149 just south of the IR70/SR149 interchange. This development will increase the traffic, both cars and trucks at the interchange and along SR149 to Reco Road and the new Love's truck access. An analysis of the increased traffic using Transmodeler revealed that backups are expected onto mainline IR70 westbound and ramp intersections with resulting levels of service F.

Traffic Analysis

Posted Speed Limits

- Interstate, IR 70 – 70 mph.
- Mainline, SR 149 – 45 mph.
- Sideroad, Reco Road – (Un-posted therefore is 55 mph.)
- Sideroad, Bond Drive (west leg)- (Un-posted therefore is 55 mph.)
- Driveway to Union Local School- no posted speed limit (this is the east leg of intersection of SR 149 and Bond Drive)

Freeway and Ramp Analysis Results:

Segment	Type	2047 AM (MID) [PM] No Build		2047 AM (MID) [PM] Build	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Eastbound					
US40 to SR 149	Basic	B (B) [D]	13.6 (15.7) [30.3]	B (B) [C]	13.6 (15.7) [18.1]
I-70 EB Off-Ramp to SR 149	Diverge	B (B) [E]	12.2 (14.0) [43.1]	B (B) [B]	12.3 (14.2) [16.3]
I-70 EB Off-Ramp to I-70 EB On-Ramp	Basic	B (B) [B]	11.5 (13.6) [15.7]	B (B) [B]	11.7 (13.4) [15.0]
I-70 EB On-Ramp from SR 149	Merge	B (B) [B]	15.2 (16.6) [18.2]	B (B) [B]	16.3 (16.8) [18.6]
SR 149 to Rest Area	Basic	B (B) [B]	16.5 (17.3) [17.4]	B (B) [C]	17.3 (17.4) [20.3]
Westbound					
Rest Area to SR 149	Basic	F (C) [F]	70.6 (19.2) [107.9]	B (C) [C]	13.2 (18.7) [19.6]
I-70 WB Off-Ramp to SR 149	Diverge	F (D) [F]	76.3 (34.0) [94.6]	B (B) [B]	11.8 (17.2) [18.2]
I-70 WB Off-Ramp to I-70 WB On-Ramp	Basic	A (B) [A]	8.4 (14.8) [10.3]	A (B) [B]	9.3 (13.9) [13.5]
I-70 WB On-Ramp from SR 149	Merge	A (B) [A]	8.4 (14.3) [9.2]	B (B) [B]	10.4 (13.6) [14.0]
SR 149 to US40	Basic	A (B) [A]	9.0 (15.8) [10.5]	B (B) [B]	11.6 (16.2) [16.6]

Intersection Analysis Results:

Intersection	Approach	2047 AM (MID) [PM] No Build	2047 AM (MID) [PM] Build
		LOS	LOS
SR 149 & Bond Dr	NB	A (A) [A]	A (A) [A]
	SB	B (A) [F]	A (A) [A]
	EB	C (C) [F]	C (C) [C]
	WB	D (C) [F]	C (C) [D]
SR 149 & I-70 WB Ramp	NB	D (C) [F]	A (B) [C]
	SB	E (E) [F]	B (B) [C]
	WB	F (F) [F]	C (C) [C]
SR 149 & I-70 EB Ramp	NB	C (D) [D]	A (A) [A]
	SB	D (C) [D]	B (A) [A]
	EB	D (D) [F]	B (B) [C]
SR 149 & Reco Road (new Signalized Intersection)	NB	F (C) [F]	B (B) [B]
	SB	B (B) [B]	B (B) [B]
	EB	D (D) [F]	B (C) [C]
	WB	-	C (C) [C]
SR 149 & Loves Truck Access (new Signalized Intersection)	NB	-	B (B) [C]
	SB	-	A (A) [A]
	EB	-	E (D) [E]
	WB	-	B (B) [B]

Note: Bond and the Ramp intersections listed above are all currently signalized.

Intersection Queue Length:

Intersection	Approach/ Movement		2047 AM (MID) [PM] - Build	
			95th%ile Queue (ft)	Queue/Storage Ratio
SR 149 & Bond Drive	NB	L	0 (0) [1]	0 (0) [0]
		T	6 (3) [10]	0 (0) [0]
		R	0 (0) [0]	0 (0) [0]
	SB	L	11 (0) [0]	0.1 (0) [0]
		T	5 (1) [10]	-
		R	0 (0) [0]	0 (0) [0]
	EB	L	29 (55) [16]	0.1 (0.2) [0.1]
		TR	21 (30) [42]	-
	WB	L	31 (16) [45]	0.2 (0.1) [0.2]
		TR	12 (11) [10]	-
SR 149 & I70 WB RAMP	NB	T	0 (17) [148]	0 (0) [0.3]
		L	172 (143) [235]	0.4 (0.3) [0.5]
	SB	TR	139 (125) [270]	0.2 (0.2) [0.5]
	WB	L	126 (187) [234]	0.2 (0.3) [0.4]
		TL	109 (158) [207]	0.1 (0.1) [0.2]
		R	44 (24) [21]	0.1 (0.1) [0.1]
SR 149 & I70 EB RAMP	NB	T	58 (54) [115]	0.1 (0.1) [0.3]
		R	0 (0) [0]	0 (0) [0]
	SB	T	60 (20) [15]	0.1 (0) [0]
		L	63 (23) [39]	0.1 (0.1) [0.1]
	EB	TL	39 (73) [59]	0 (0.1) [0]
		R	76 (65) [172]	0.2 (0.1) [0.4]
SR 149 & Reco Road	NB	L	16 (8) [18]	0.1 (0.1) [0.2]
		TR	184 (131) [177]	0.5 (0.4) [0.5]
	SB	L	28 (10) [10]	0.2 (0.1) [0.1]
		T	168 (218) [292]	0.4 (0.5) [0.7]
		R	2 (3) [2]	0 (0) [0]
	EB	L	80 (107) [83]	0.2 (0.3) [0.2]
		RT	23 (18) [18]	-
	WB	LTR	47 (50) [61]	-
SR 149 & Loves Truck Access	NB	L	63 (0) [0]	0.1 (0) [0]
		TR	212 (145) [246]	-
	SB	L	70 (109) [87]	0.3 (0.5) [0.4]
		T	103 (63) [17]	0.3 (0.2) [0]
		R	0 (0) [0]	0 (0) [0]
	EB	LTR	253 (112) [421]	-
	WB	LTR	84 (108) [150]	-

Storage Lengths:

Intersection /Turn Lane	2047 DHV for Turn Lane			Required Turn Lane Storage#	Potential Thru Lane Backup	Existing Storage Length	Proposed Turn Lane Length
	AM veh/hr	MID veh/hr	PM veh/hr				
SR 149 & Bond Drive	**90 sec cycle**	**110 sec. cycle**	**120 sec. cycle**				
EBL	10	10	10	125’	100’	270’	270’
NBL	30	20	10	125’	475’	300’	300’
NBR	20	20	170	125’	475’	175’	175’
WBL	40	10	20	125’	100’	250’	250’
SBL	10	10	10	125’	450’	220’	220’
SBR	10	10	60	125’	450’	275’	275’
SR 149 & I70 WB Ramp	**90 sec cycle**	**110 sec. cycle**	**120 sec. cycle**				
NBL	190	180	170	325’	475’	No Exist.	500’
WBL	520	400	280	550’	50’	No Exist.	600’
WBR	180	160	180	275’	50’	325’	325’
SR 149 & I70 EB Ramp	**90 sec cycle**	**110 sec. cycle**	**120 sec. cycle**				
EBR	220	170	170	325’	75’	350’	350’
SBL	160	110	170	250’	365’	No Exist.	365’
SR 149 & Reco Road	**90 sec cycle**	**110 sec. cycle**	**120 sec. cycle**				
EBL	120	10	10	225’	275’	No Exist.	275’
NBL	60	60	55	175’	465’	No Exist.	150’
SBL	50	40	60	175’	415’	No Exist.	160’
SBR	95	180	230	325’	415’	No Exist.	160’
SR 149 & Loves Truck Access	**90 sec cycle**	**110 sec. cycle**	**120 sec. cycle**				
NBL	0	0	55	125’	825’	No Exist.	600’
SBL	70	90	50	225’	675’	No Exist.	187’
SBR	95	30	10	225’	675’	No Exist.	345’

#-Does not include 50’ taper No Exist.-there is no turn lane

Required Storage Length- length needed based upon turning volume.
Available Storage Length – Existing length of turn lane
Proposed Turn Lane Length – longest length between needed and thru-lane backup.

-Length is restricted due to spacing between intersections

The **Storage Length** table shows the required storage length which is based upon the cycle length and design hourly volume. The proposed storage length is the higher value between the required storage length and the through lane back-up and is restricted based upon the spacing between intersections. The lengths highlighted in yellow are locations where the storage length is restricted due to the spacing between intersections based upon the proposed design. The existing turn lane lengths at the intersection of SR 149 and Bond Drive will remain as is.

There are turn lane length minimums and maximums per ODOT L&D Volume 1 section 401.6. The left turn lane minimum is 100' with a 600' maximum and 100 minimum and 800' maximum for right turn lanes. At the intersection of Loves Drive and SR 149 the southbound left would result in 825' but will be restricted to 600' which is the maximum left turn length.

The "No Build" and "Signalized Build" drawings are shown at the end of the report. The Signalized Build design includes the following improvements:

I70 ramp improvements and on SR 149 between the ramps

- *Added Left Turn Lane WB Exit Ramp*
- *Added SB & NB Left Turn Lane between Ramps*
- *Added SB Thru Lane*
- *Added continuous Right Turn onto EB Entrance Ramp*

Area between EB Ramps to South of Relocated Reco Road

- *Added NB & SB Thru Lane*
- *Added SB & NB Left Turn Lane at Reco Road*
- *Added SB Right Turn Lane at Reco Road*

South of Relocated Reco Road to South of Proposed Truck Entrance

- *Added NB & SB Left Turn Lane*
- *Added NB & SB Thru Lane*
- *Convert Outside SB Thru Lane to Right Turn Lane*

Conclusion

The IOS verifies that under the build condition the level of service is D or better for all design year movements, except an E for EB at the truck drive. The proposed improvements will not have a significant adverse impact on the safety or operations in the study area. The study meets the requirements of the Ohio Department of Transportation.

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BEL-70-9.35
NO BUILD

DESIGN AGENCY

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

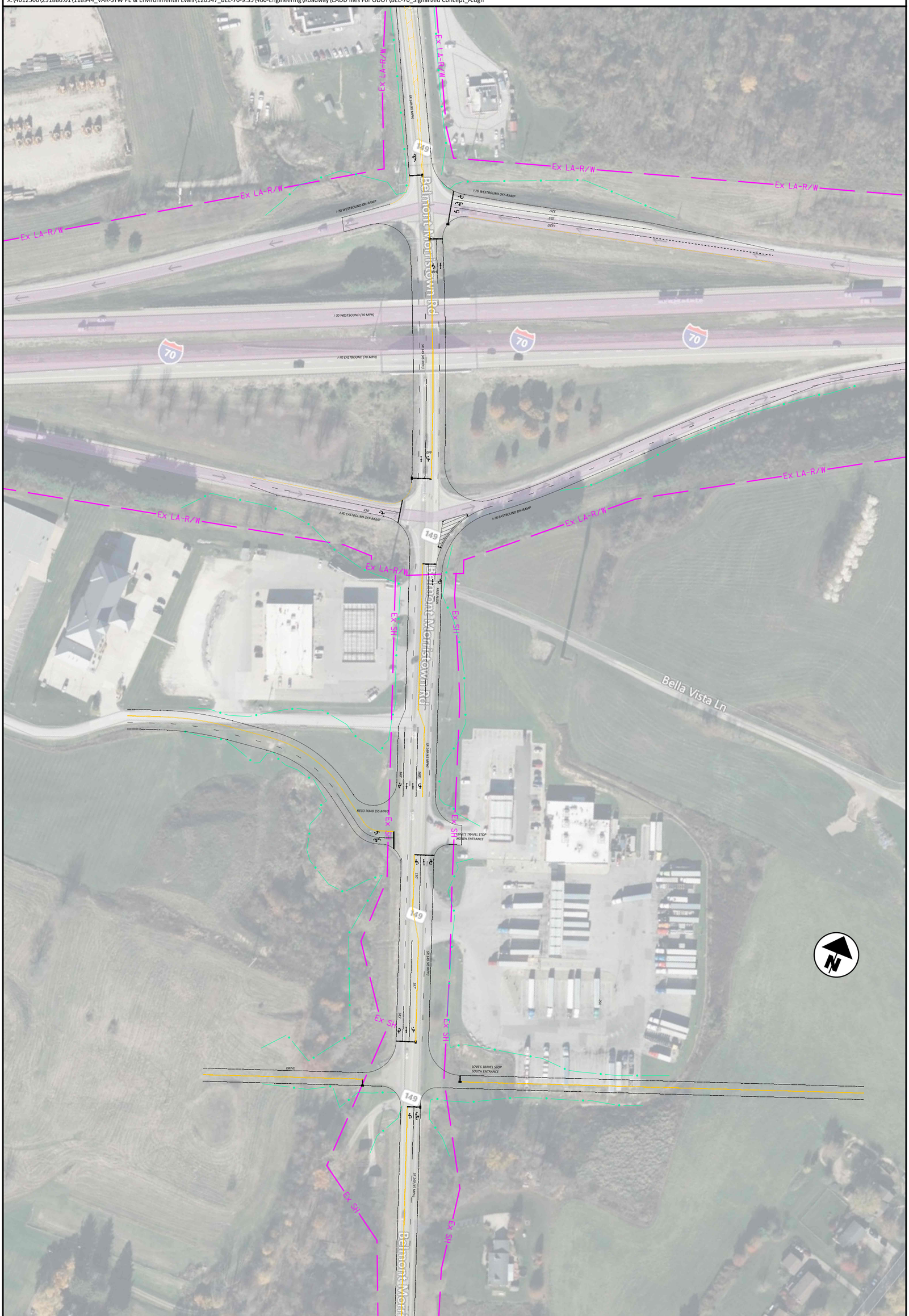
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BEL-70-9.35
SIGNALIZED ALTERNATIVE BUILD OPTION

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APPENDIX

A. Traffic Volume Plates

B. Trans Modeler- No Build

C. Trans Modeler-Build

D. Turn Lane Lengths

E. Highway Capacity

APPENDIX A

Traffic Volume Plates

- 2027/2047 AM No Build
- 2027/2047 MID No Build
- 2027/2047 PM No Build
- 2027/2047 AM Build
- 2027/2047 MID Build
- 2027/2047 PM Build
- 2047 AM Build (Relocate Drives- Reco Dr./Pilot Dr.)
- 2047 MID Build (Relocate Drives- Reco Dr./Pilot Dr.)
- 2047Build (Relocate Drives- Reco Dr./Pilot Dr.)

APPENDIX B

Trans Modeler - No Build

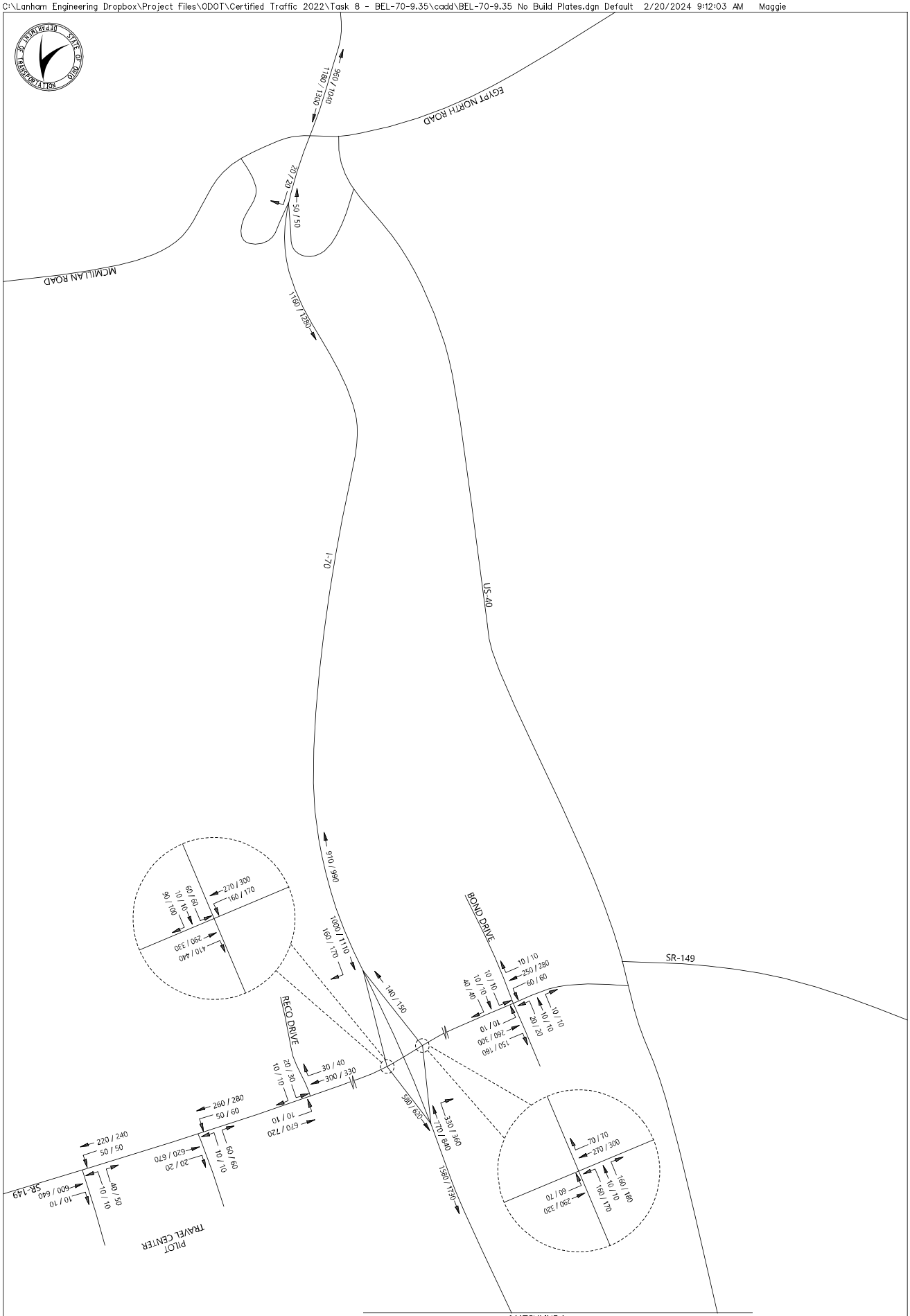
Freeway Segments – Flow & Travel Time

Delay

- Delay by Intersection
- Delay by Lane
- Intersection LOS
- Intersection LOS by Approach
- Intersection LOS by Lane Group
- Intersection LOS by Lane

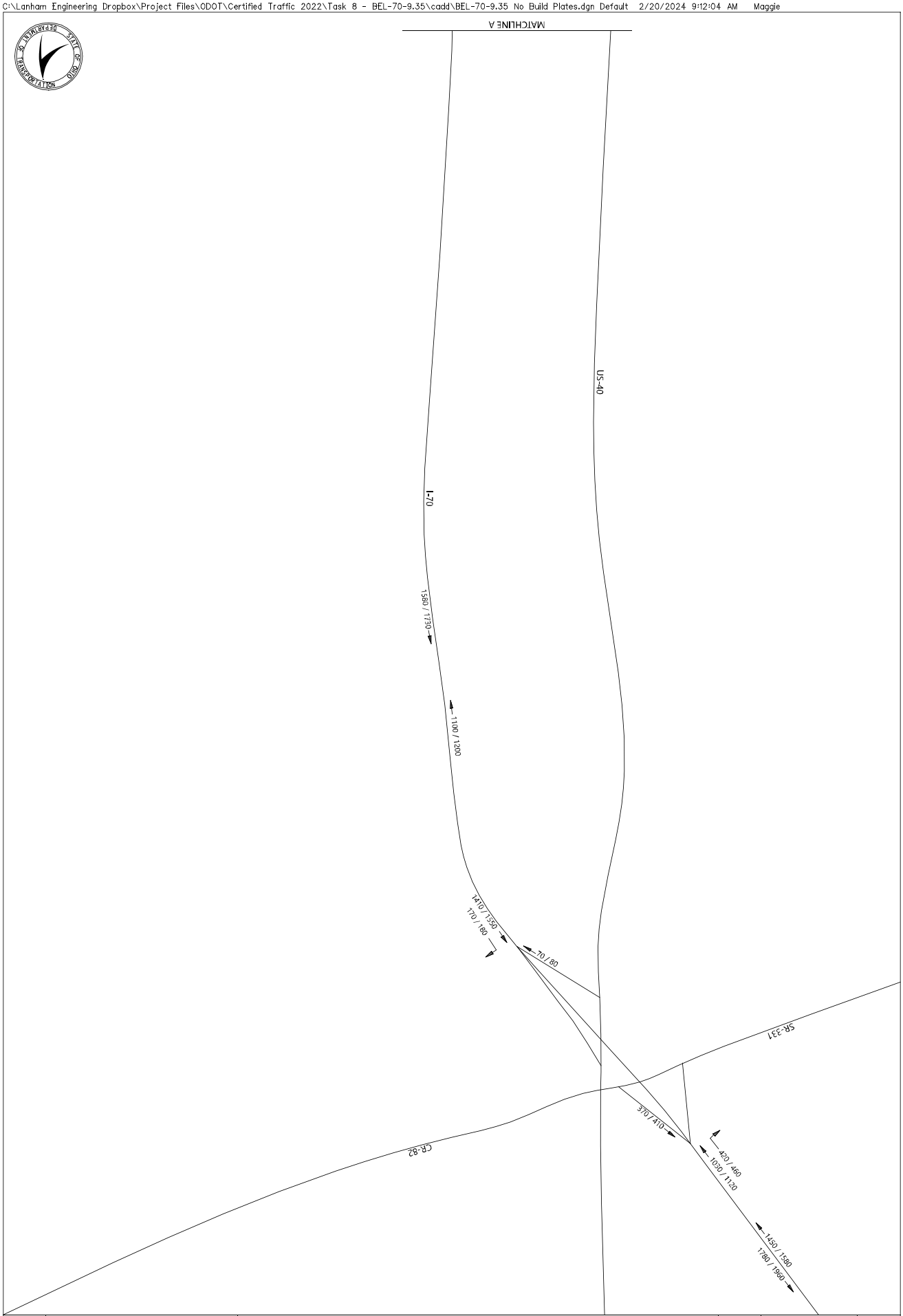
Queues – Lane queue, 95%

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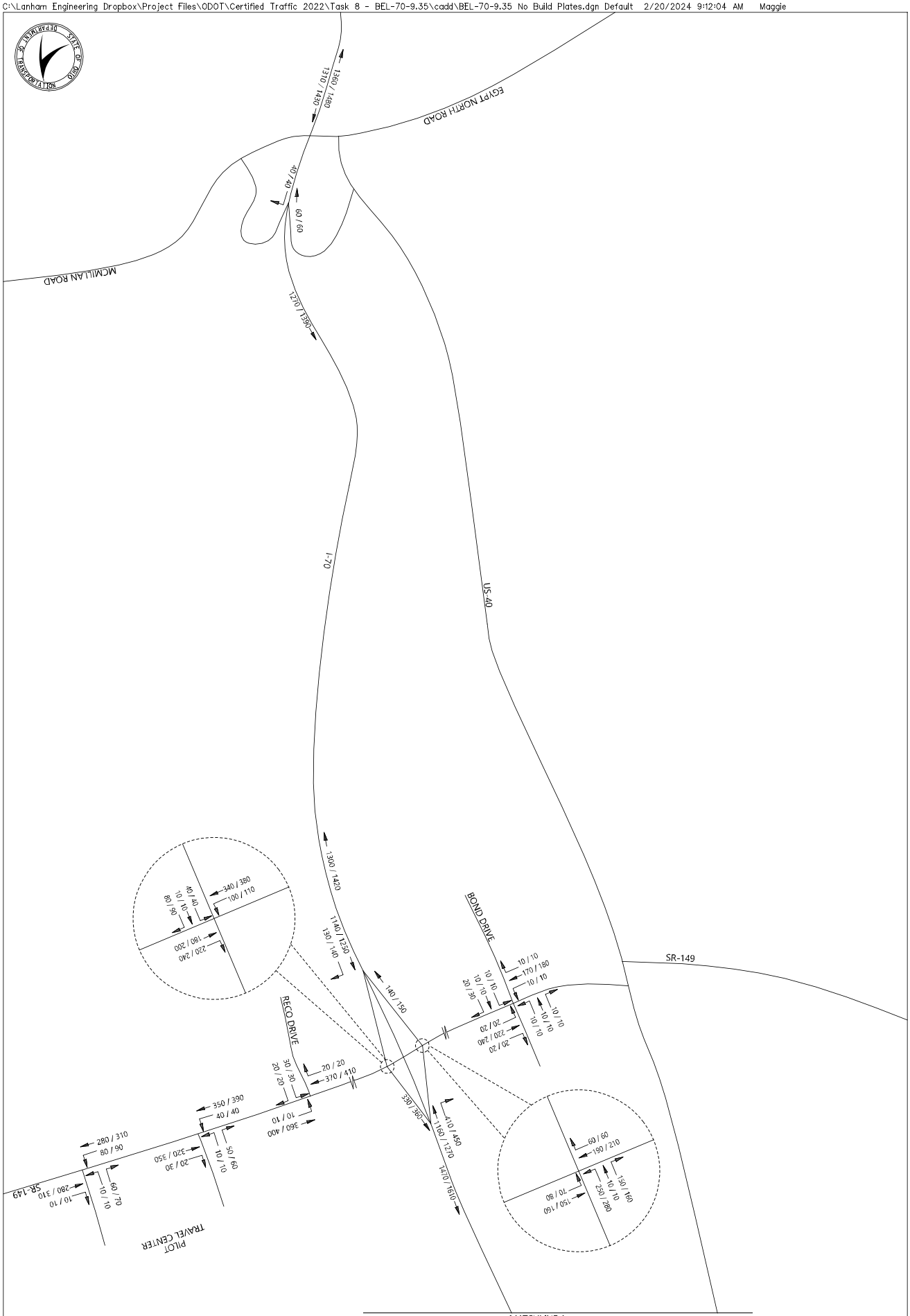
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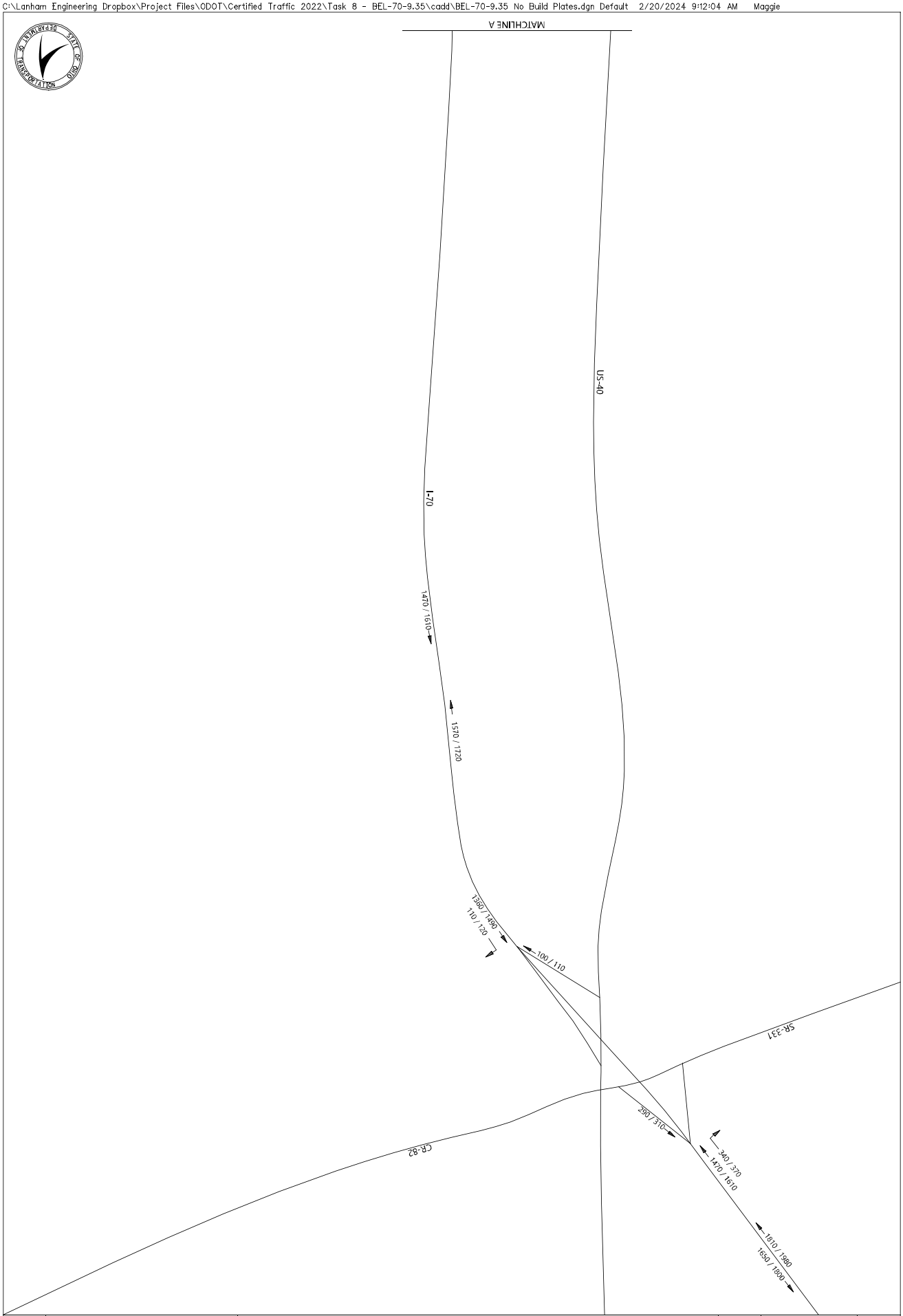
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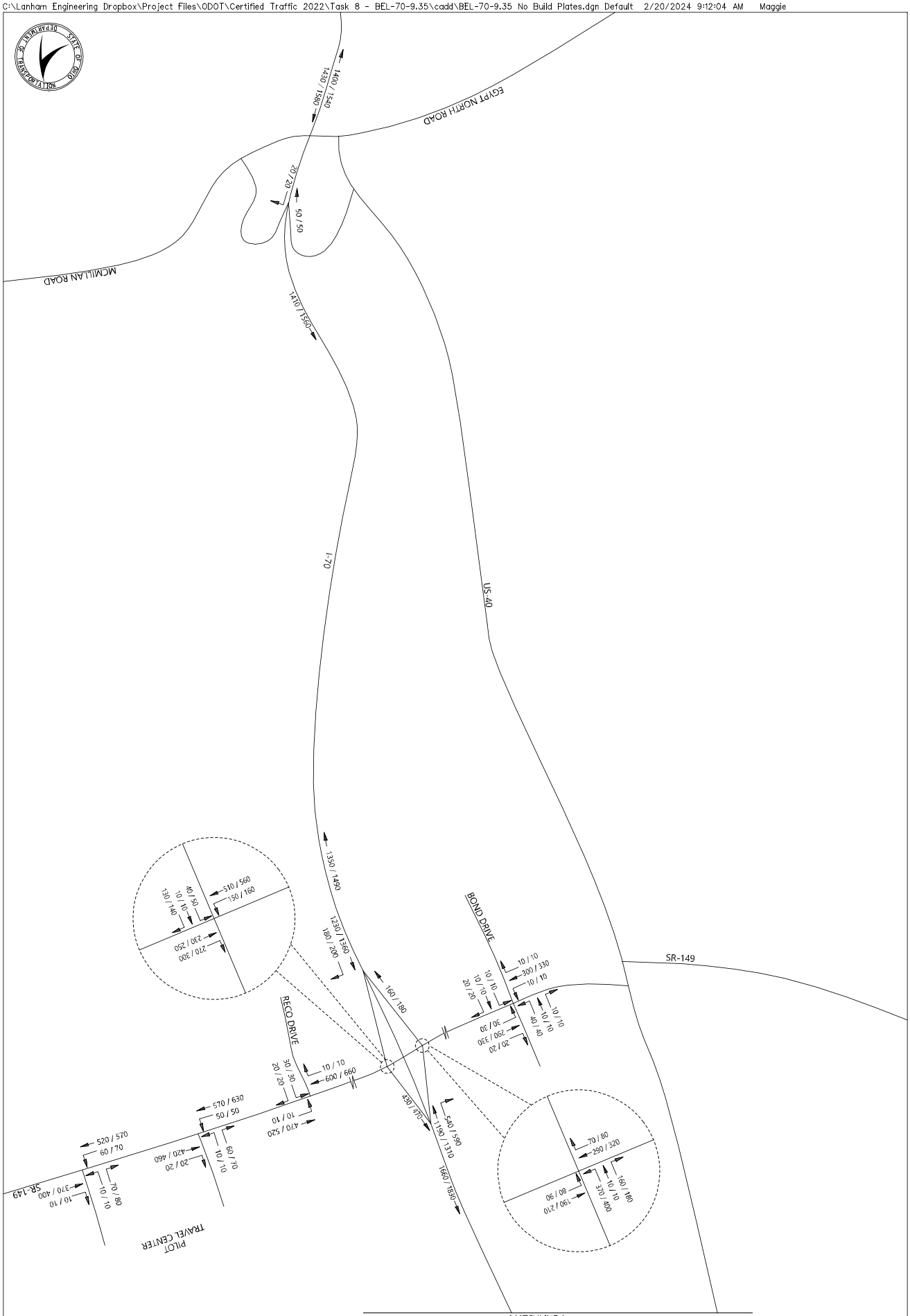
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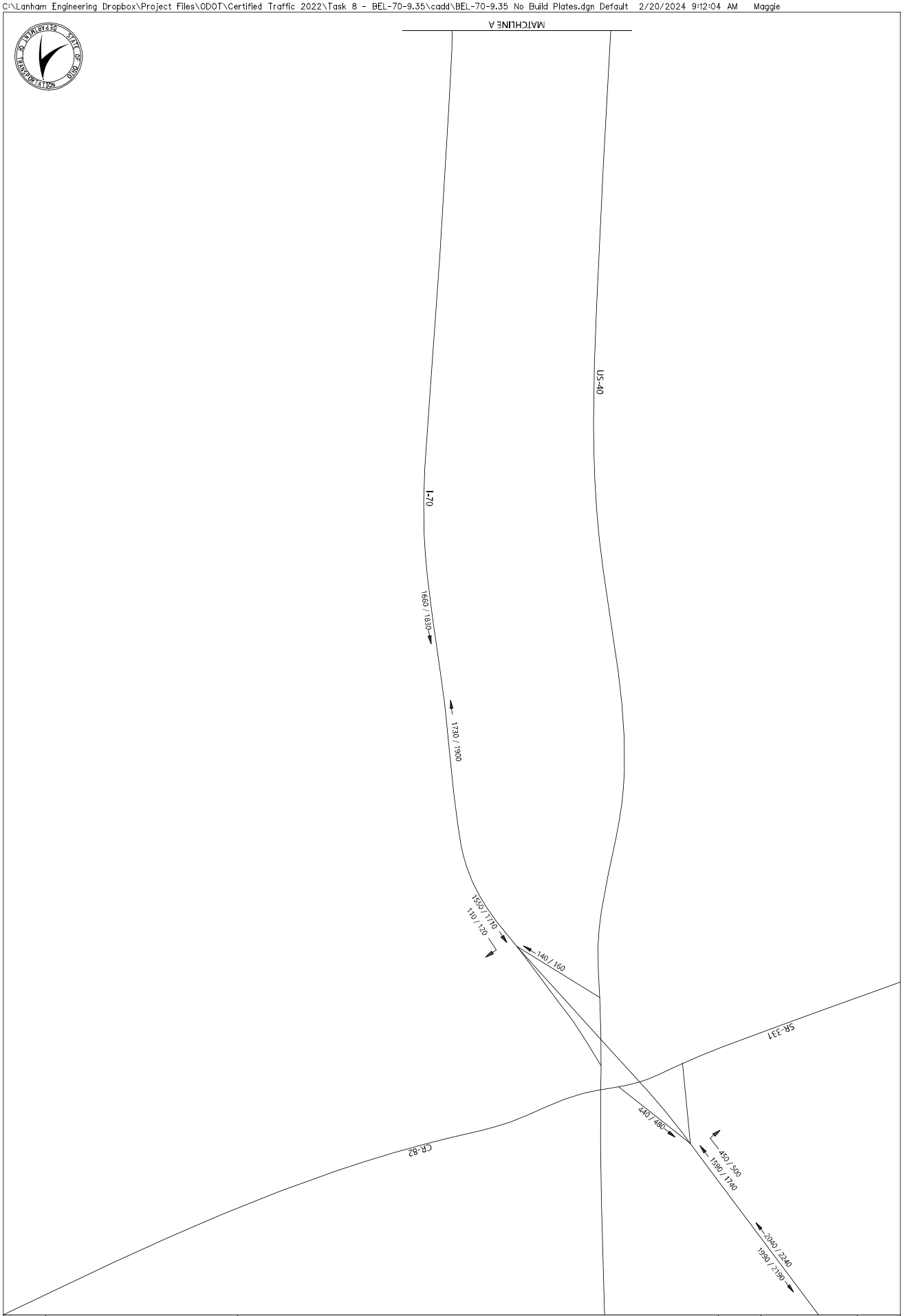
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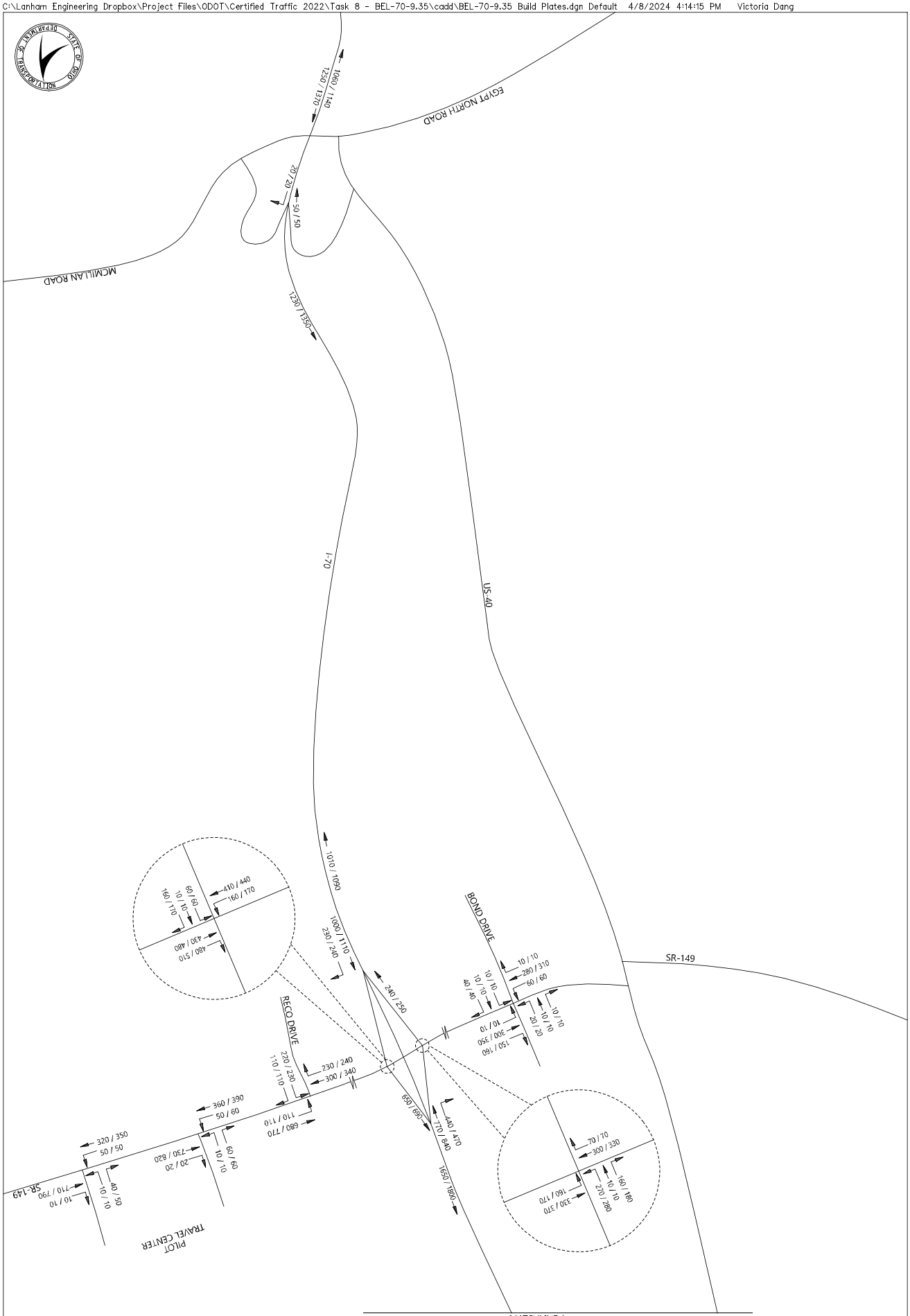
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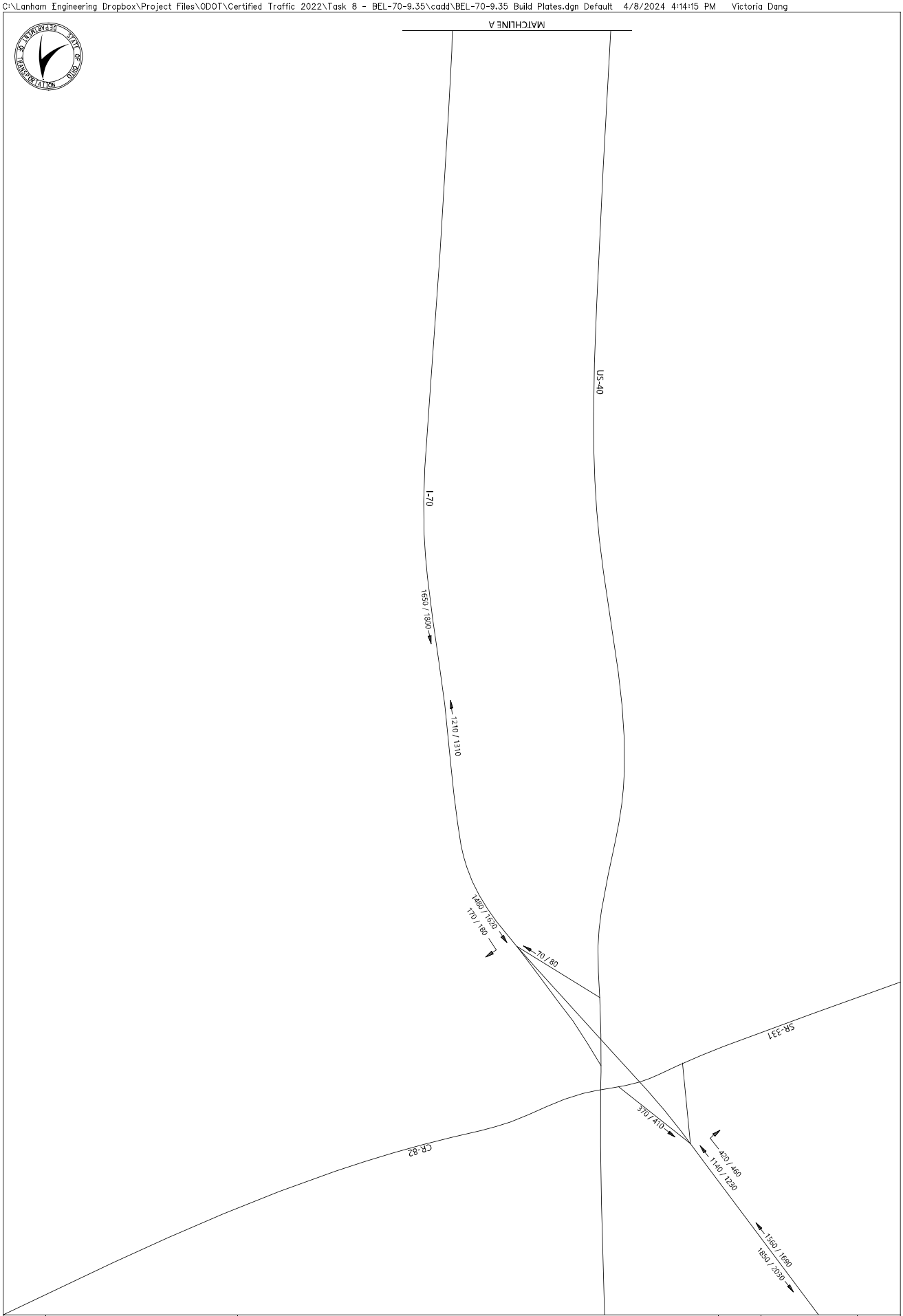
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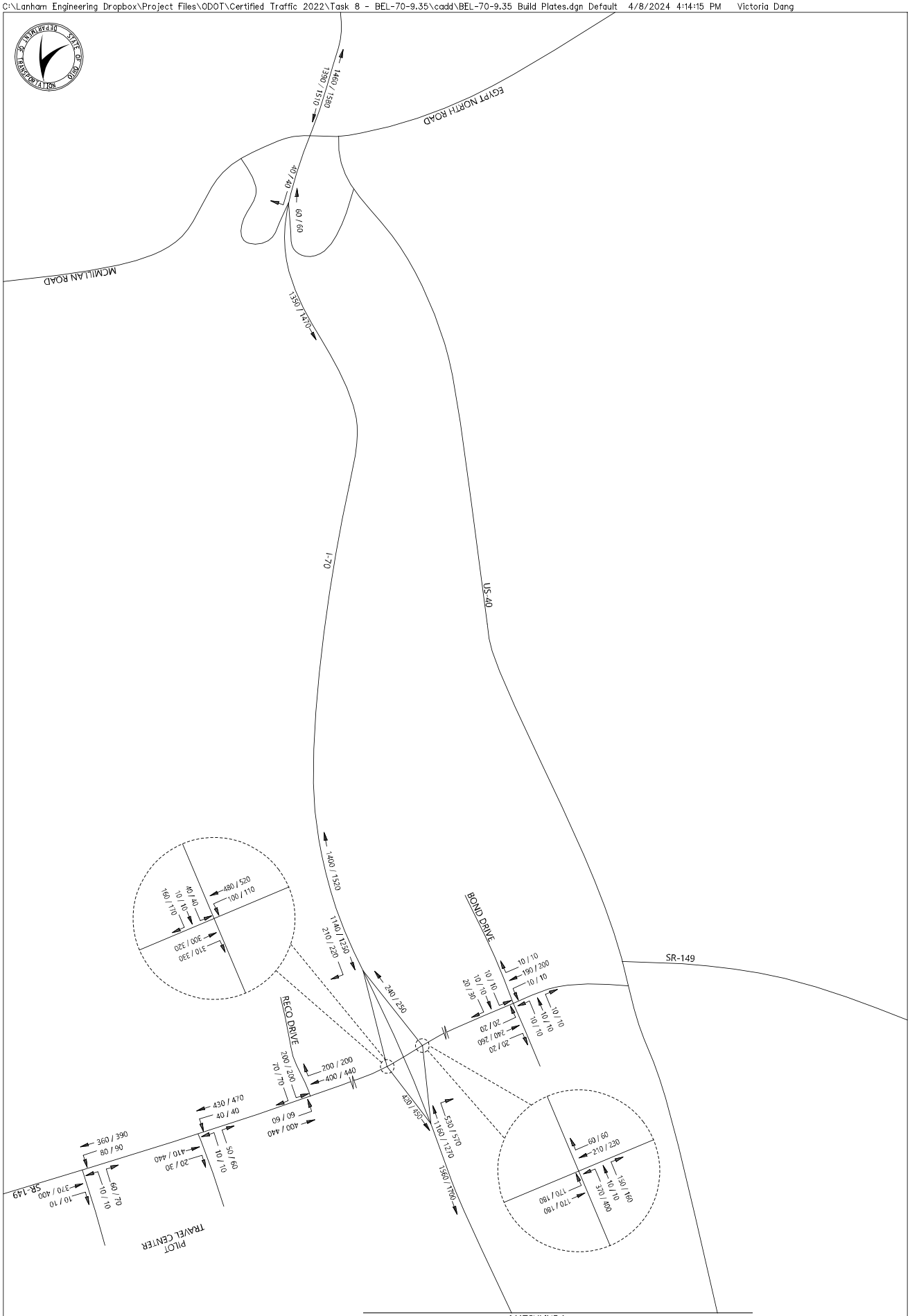
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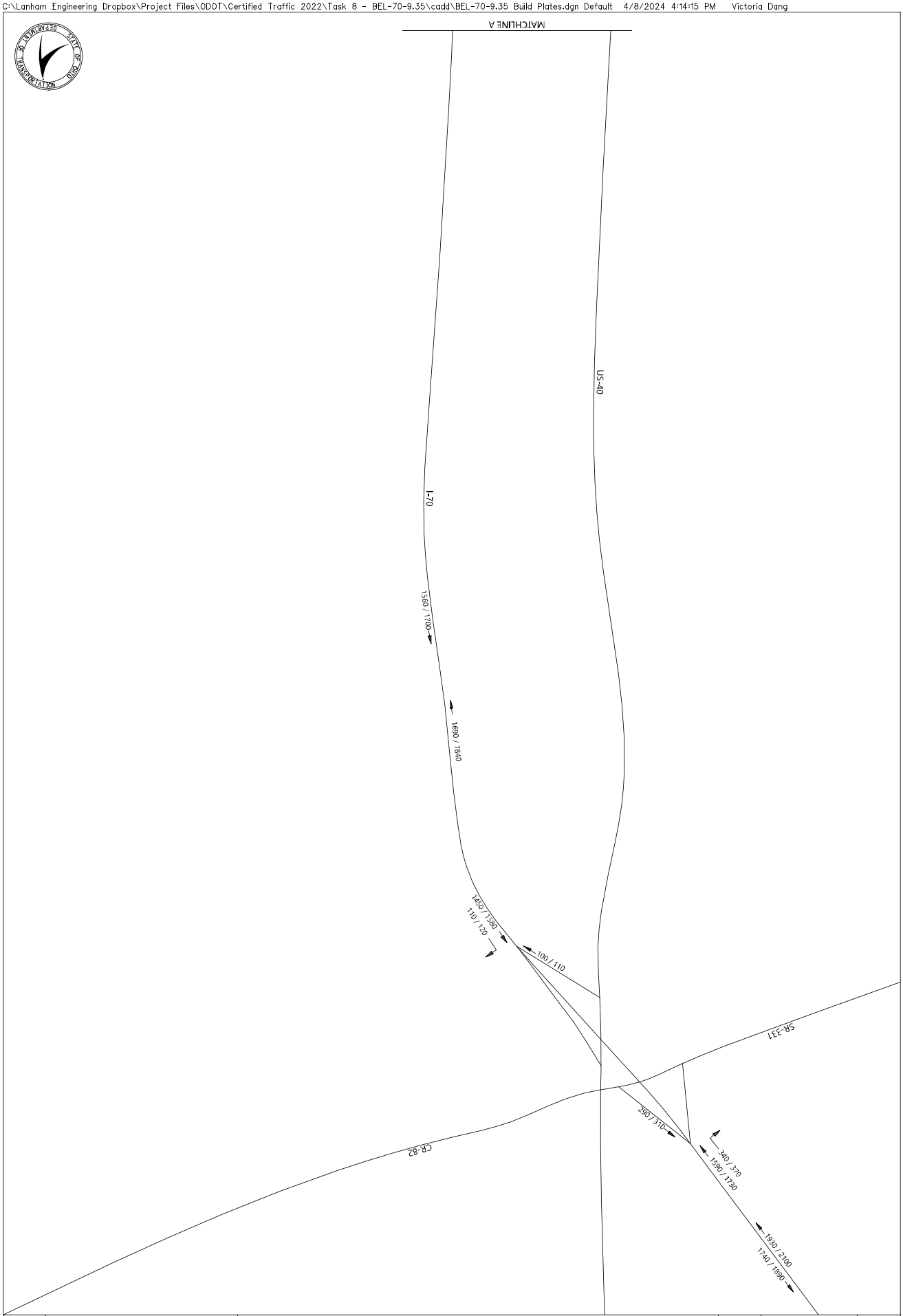
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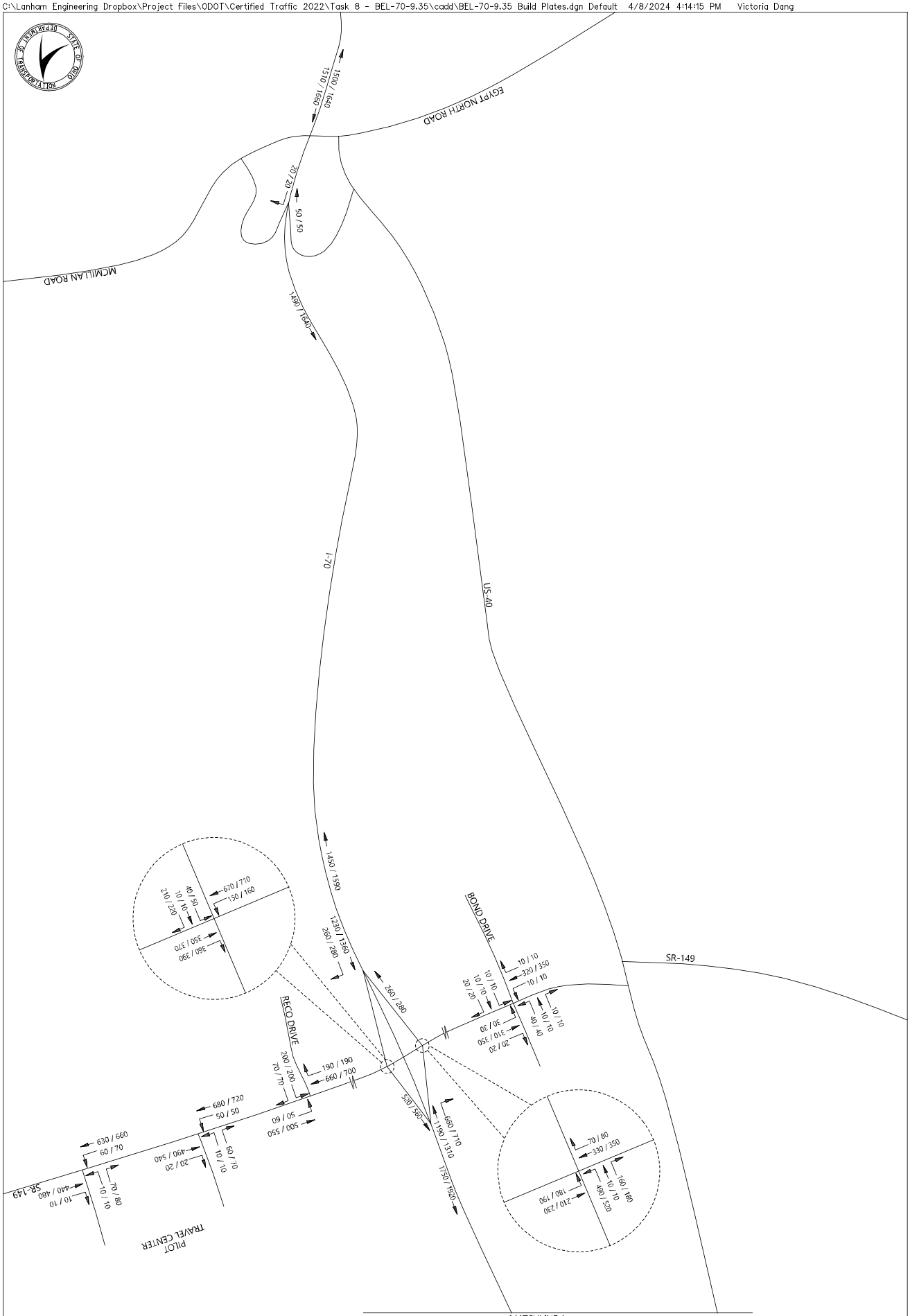
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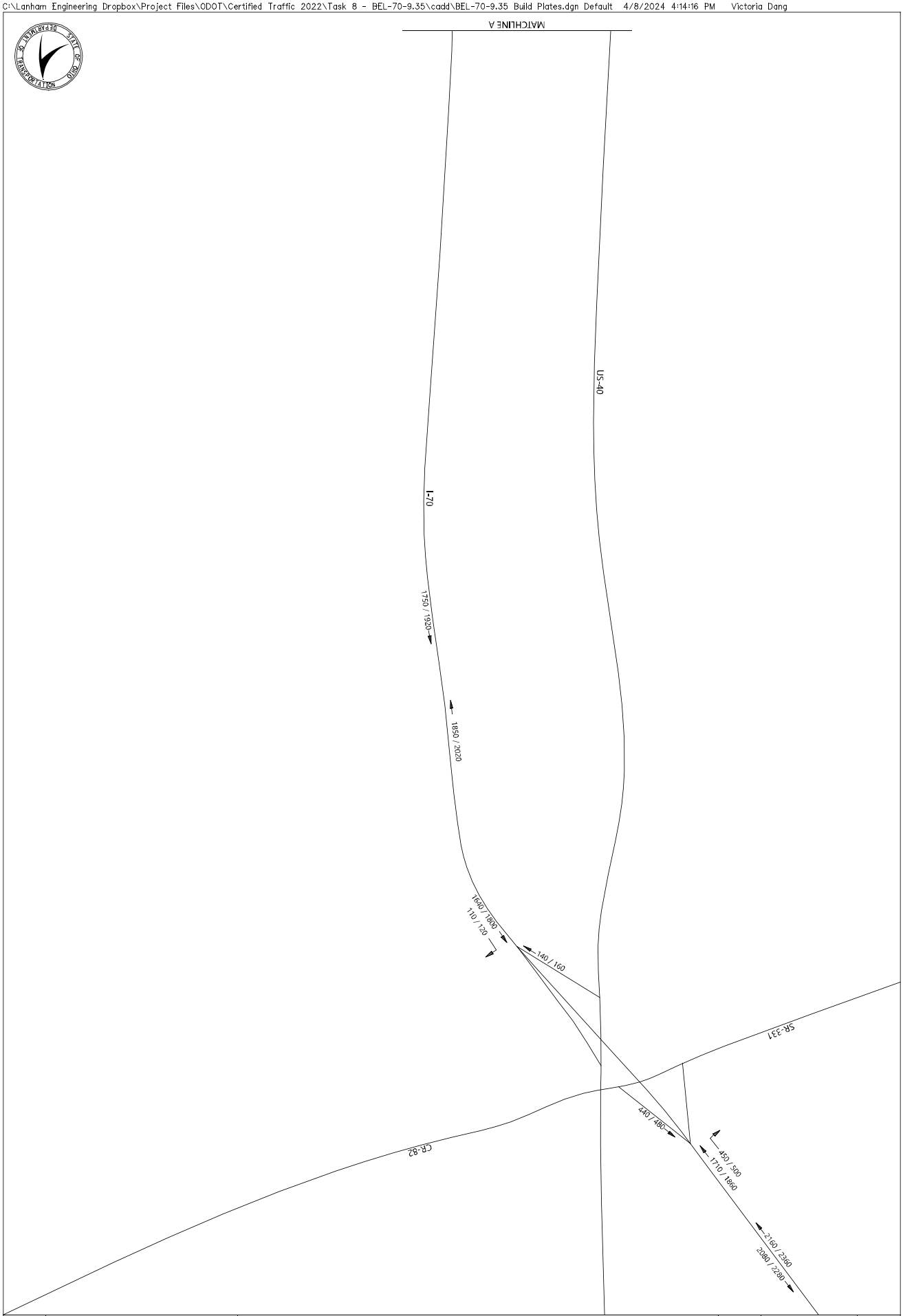
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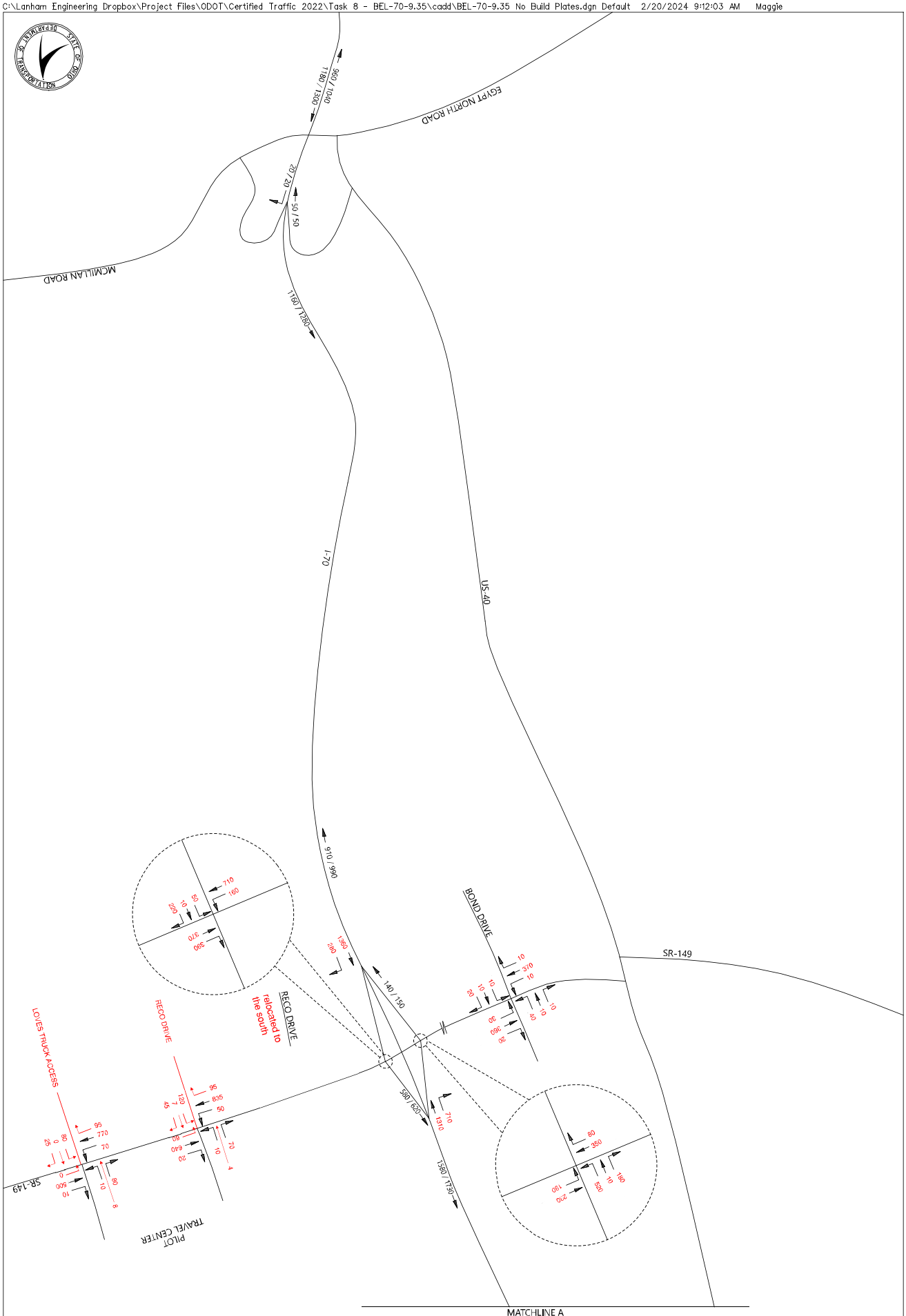
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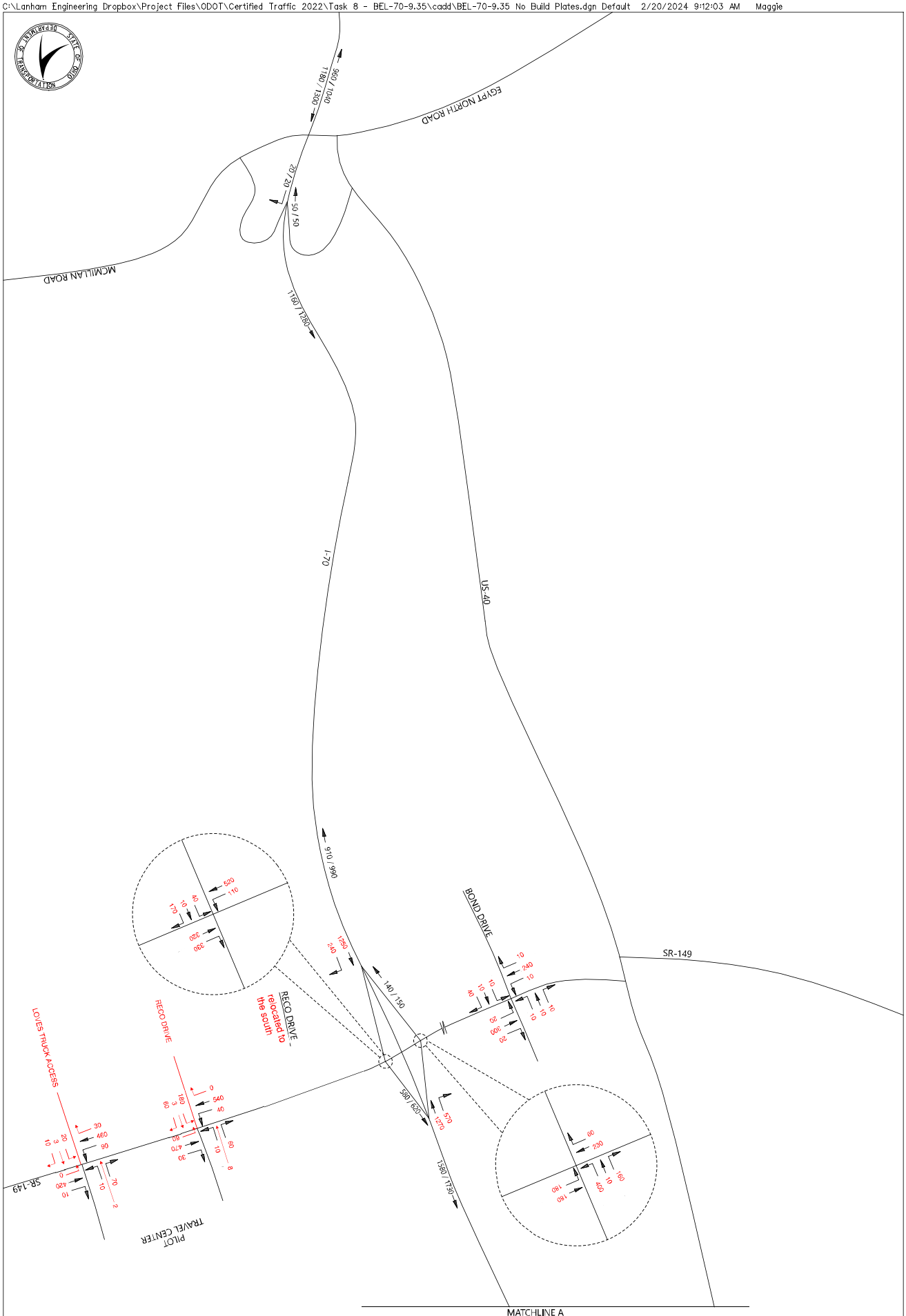
8 / 9	PID 117437	BEL-70-9.35 2027/2047 PM PEAK BUILD BALANCED ODOT STATEWIDE PLANNING AND RESEARCH	ANALYST KMN DATE 02/20/24	NOT TO SCALE	N

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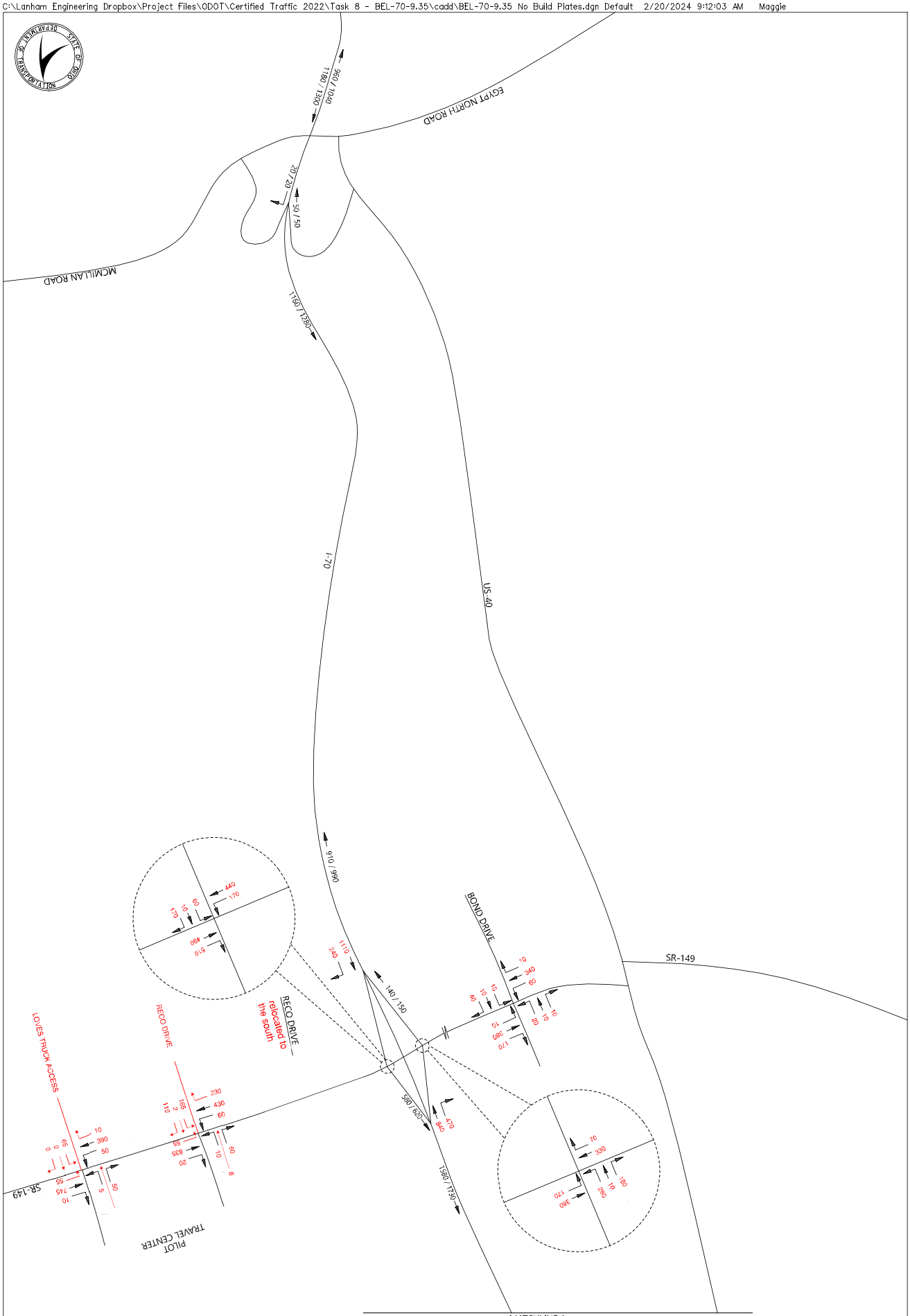
8 / 1	PID 117437	BEL-70-9.35 2047 AM BUILD (RELOCATED DRIVES - RECO DR. /PILOT DR.)	ANALYST KMN DATE 02/20/24	NOT TO SCALE	N

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8 / 1	PID 117437	BEL-70-9.35 2047 MID BUILD (RELOCATED DRIVES - RECO DR. /PILOT DR.)	ANALYST KMN DATE 02/20/24	NOT TO SCALE	N

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8 / 1	PID 117437	BEL-70-9.35 2047 PM BUILD (RELOCATED DRIVES - RECO DR. /PILOT DR.)	ANALYST KMN	NOT TO SCALE	N
			DATE 02/20/24		

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	923	3.90	2.10	360	15.3	8.3	0.4
2	935	3.30	1.70	332	12.7	6.4	0.4
3	921	8.00	5.60	556	31.2	21.9	0.6
4	968	2.80	1.30	295	10.4	4.7	0.3
5	946	5.50	3.50	403	20.9	13.4	0.4
6	990	3.00	1.40	336	10.9	5.1	0.3
7	973	2.70	1.20	290	9.9	4.4	0.3
8	987	3.20	1.50	333	11.8	5.6	0.3
9	943	5.70	3.80	403	21.6	14.5	0.4
10	968	2.90	1.40	300	10.8	5.1	0.3
Average:	**955.4**	**4.10**	**2.35**	**360.8**	**15.5**	**8.9**	**0.4**

SR 149 & RECO DR — NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,418	74.40	64.30	3,041	189.0	163.3	2.1
2	1,503	62.80	46.10	3,432	150.5	110.5	2.3
3	1,406	86.00	71.30	3,339	220.3	182.5	2.4
4	1,564	38.90	25.20	2,909	89.5	58.0	1.9
5	1,503	73.00	53.50	3,830	174.9	128.2	2.6
6	1,606	33.60	20.80	2,902	75.4	46.7	1.8
7	1,555	76.20	51.00	4,222	176.5	118.1	2.7
8	1,597	41.30	26.70	3,174	93.0	60.2	2.0
9	1,515	87.10	64.80	4,189	207.0	154.0	2.8
10	1,568	60.90	40.80	3,484	139.9	93.7	2.2
Average:	**1,523.5**	**63.42**	**46.45**	**3,452.2**	**151.6**	**111.5**	**2.3**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,472	20.20	15.80	1,383	49.5	38.6	0.9
2	1,535	19.60	14.90	1,427	46.0	34.9	0.9
3	1,460	25.50	20.60	1,494	62.8	50.9	1.0
4	1,613	18.10	13.20	1,447	40.5	29.5	0.9
5	1,547	19.50	14.70	1,455	45.5	34.2	0.9
6	1,648	17.80	12.70	1,454	38.9	27.9	0.9
7	1,605	17.50	12.50	1,479	39.3	28.0	0.9
8	1,644	19.80	14.80	1,512	43.4	32.4	0.9
9	1,548	21.40	16.40	1,582	49.8	38.2	1.0
10	1,604	18.50	13.50	1,513	41.5	30.4	0.9
Average:	**1,567.6**	**19.79**	**14.91**	**1,474.6**	**45.7**	**34.5**	**0.9**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,107	40.60	35.10	1,775	132.1	114.1	1.6
2	1,124	40.60	34.70	1,937	130.0	111.2	1.7
3	1,078	47.10	41.70	2,008	157.4	139.1	1.9
4	1,192	33.90	28.60	1,755	102.5	86.4	1.5
5	1,126	41.20	35.80	1,878	131.7	114.4	1.7
6	1,207	34.60	29.10	1,772	103.3	86.9	1.5
7	1,201	33.20	27.60	1,804	99.6	82.9	1.5
8	1,199	41.70	35.10	2,151	125.1	105.4	1.8
9	1,120	46.70	40.80	2,179	150.0	131.1	2.0
10	1,181	38.60	32.90	1,959	117.8	100.2	1.7
Average:	**1,153.5**	**39.82**	**34.14**	**1,921.8**	**125.0**	**107.2**	**1.7**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	4.1	1.7	2.7	8.0	10
104	SR 149 & RECO DR	63.4	19.5	33.6	87.1	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	19.8	2.3	17.5	25.5	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	39.8	4.9	33.2	47.1	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	2.4	1.5	1.2	5.6	10
104	SR 149 & RECO DR	46.5	17.9	20.8	71.3	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	14.9	2.4	12.5	20.6	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	34.1	4.8	27.6	41.7	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	360.8	79.5	290.0	556.0	10
104	SR 149 & RECO DR	3,452.2	487.2	2,902.0	4,222.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	1,474.6	54.8	1,383.0	1,582.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	1,921.8	154.7	1,755.0	2,179.0	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	15.5	7.0	9.9	31.2	10
104	SR 149 & RECO DR	151.6	51.2	75.4	220.3	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	45.7	7.1	38.9	62.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	125.0	19.6	99.6	157.4	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	8.9	5.8	4.4	21.9	10
104	SR 149 & RECO DR	111.5	47.0	46.7	182.5	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	34.5	6.9	27.9	50.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	107.2	18.8	82.9	139.1	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.4	0.1	0.3	0.6	10
104	SR 149 & RECO DR	2.3	0.3	1.8	2.8	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	0.9	0.0	0.9	1.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	1.7	0.2	1.5	2.0	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	688	1.90	0.90	162	9.9	4.9	0.2
2	684	1.70	0.70	169	8.9	3.9	0.3
3	691	1.40	0.60	151	7.4	3.2	0.2
4	684	1.60	0.70	152	8.5	3.7	0.2
5	683	1.70	0.80	157	8.9	4.2	0.2
6	672	1.70	0.80	153	9.0	4.3	0.2
7	667	2.20	1.20	184	11.8	6.6	0.3
8	673	1.60	0.70	136	8.4	3.6	0.2
9	675	1.50	0.70	143	8.2	3.8	0.2
10	676	1.70	0.80	147	8.8	4.1	0.2
Average:	**679.3**	**1.70**	**0.79**	**155.4**	**9.0**	**4.2**	**0.2**

SR 149 & RECO DR — NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,425	10.50	6.60	912	26.6	16.7	0.6
2	1,441	9.40	5.60	766	23.4	14.1	0.5
3	1,440	9.80	6.10	827	24.6	15.4	0.6
4	1,443	9.90	6.00	795	24.6	15.1	0.6
5	1,438	13.80	9.50	1,097	34.5	23.7	0.8
6	1,413	14.10	9.80	1,130	36.0	24.9	0.8
7	1,414	12.90	8.70	1,111	32.8	22.3	0.8
8	1,434	11.60	7.50	958	29.1	18.7	0.7
9	1,425	12.00	7.80	1,034	30.3	19.8	0.7
10	1,421	10.00	6.30	849	25.4	15.9	0.6
Average:	**1,429.4**	**11.40**	**7.39**	**947.9**	**28.7**	**18.6**	**0.7**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,457	14.90	10.60	1,074	36.7	26.3	0.7
2	1,467	14.30	10.10	1,056	35.2	24.9	0.7
3	1,466	14.60	10.40	1,065	35.9	25.5	0.7
4	1,470	14.80	10.50	1,104	36.3	25.7	0.8
5	1,470	15.70	11.30	1,120	38.4	27.6	0.8
6	1,439	18.70	14.00	1,289	46.8	35.0	0.9
7	1,433	18.40	13.70	1,257	46.3	34.4	0.9
8	1,453	16.30	11.70	1,264	40.3	28.9	0.9
9	1,447	16.00	11.60	1,118	39.9	28.8	0.8
10	1,441	15.20	10.70	1,138	37.9	26.8	0.8
Average:	**1,454.3**	**15.89**	**11.46**	**1,148.5**	**39.4**	**28.4**	**0.8**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,171	28.90	21.00	1,628	88.7	64.5	1.4
2	1,182	26.80	19.10	1,495	81.6	58.1	1.3
3	1,183	26.80	18.90	1,523	81.6	57.6	1.3
4	1,187	23.00	16.10	1,391	69.9	48.8	1.2
5	1,172	28.50	20.50	1,565	87.6	63.1	1.3
6	1,154	30.10	22.20	1,648	93.8	69.3	1.4
7	1,143	33.20	25.40	1,726	104.6	79.9	1.5
8	1,163	25.20	18.00	1,509	78.0	55.7	1.3
9	1,154	29.10	21.30	1,557	90.7	66.5	1.4
10	1,148	30.10	22.20	1,660	94.4	69.6	1.5
Average:	**1,165.7**	**28.17**	**20.47**	**1,570.2**	**87.1**	**63.3**	**1.3**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	1.7	0.2	1.4	2.2	10
104	SR 149 & RECO DR	11.4	1.7	9.4	14.1	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	15.9	1.5	14.3	18.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	28.2	2.9	23.0	33.2	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.8	0.2	0.6	1.2	10
104	SR 149 & RECO DR	7.4	1.5	5.6	9.8	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	11.5	1.4	10.1	14.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	20.5	2.6	16.1	25.4	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	155.4	13.7	136.0	184.0	10
104	SR 149 & RECO DR	947.9	138.1	766.0	1,130.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	1,148.5	88.0	1,056.0	1,289.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	1,570.2	97.6	1,391.0	1,726.0	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	9.0	1.2	7.4	11.8	10
104	SR 149 & RECO DR	28.7	4.5	23.4	36.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	39.4	4.1	35.2	46.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	87.1	9.8	69.9	104.6	10

Delay by Intersection - Avg Stopped Time

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	4.2	0.9	3.2	6.6	10
104	SR 149 & RECO DR	18.6	3.9	14.1	24.9	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	28.4	3.6	24.9	35.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	63.3	8.8	48.8	79.9	10

Delay by Intersection - Avg Num Stops

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.2	0.0	0.2	0.3	10
104	SR 149 & RECO DR	0.7	0.1	0.5	0.8	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	0.8	0.1	0.7	0.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	1.3	0.1	1.2	1.5	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	706	14.40	11.40	624	73.6	58.0	0.9
2	797	18.60	15.90	606	83.8	72.0	0.8
3	211	6.40	5.80	100	109.9	98.1	0.5
4	772	11.70	9.40	500	54.4	43.7	0.7
5	743	17.80	14.00	857	86.1	67.8	1.2
6	713	11.80	9.30	511	59.5	47.0	0.7
7	773	8.80	6.70	446	40.9	31.0	0.6
8	750	21.10	18.50	550	101.3	89.0	0.7
9	719	9.20	6.80	444	45.9	34.1	0.6
10	722	22.00	17.50	914	109.9	87.0	1.3
Average:	**690.6**	**14.18**	**11.53**	**555.2**	**76.5**	**62.8**	**0.8**

SR 149 & RECO DR — NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,365	31.30	24.90	1,802	82.5	65.7	1.3
2	1,443	33.80	25.80	2,173	84.4	64.3	1.5
3	432	11.60	10.30	337	96.4	86.1	0.8
4	1,418	54.30	44.30	2,476	138.0	112.4	1.8
5	1,466	22.30	16.40	1,627	54.7	40.2	1.1
6	1,405	24.40	18.10	1,880	62.5	46.3	1.3
7	1,449	21.80	15.60	1,630	54.2	38.7	1.1
8	1,436	28.40	21.30	2,100	71.3	53.3	1.5
9	1,332	44.50	35.20	2,411	120.2	95.1	1.8
10	1,340	70.90	61.30	2,729	190.6	164.6	2.0
Average:	**1,308.6**	**34.33**	**27.32**	**1,916.5**	**95.5**	**76.7**	**1.4**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,419	33.70	27.40	2,284	85.4	69.4	1.6
2	1,508	36.10	29.00	2,664	86.2	69.2	1.8
3	435	7.80	6.20	530	64.5	51.3	1.2
4	1,501	29.80	23.40	1,985	71.5	56.0	1.3
5	1,533	35.30	27.80	2,480	82.9	65.2	1.6
6	1,450	38.50	31.60	2,732	95.7	78.4	1.9
7	1,499	37.40	30.70	2,434	89.9	73.6	1.6
8	1,495	35.10	28.30	2,401	84.5	68.2	1.6
9	1,383	39.80	33.70	2,090	103.5	87.6	1.5
10	1,403	35.80	29.30	2,414	91.9	75.2	1.7
Average:	**1,362.6**	**32.93**	**26.74**	**2,201.4**	**85.6**	**69.4**	**1.6**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,086	54.20	46.90	2,194	179.6	155.5	2.0
2	1,187	53.40	44.00	2,136	162.0	133.6	1.8
3	280	12.40	10.60	454	159.5	136.4	1.6
4	1,169	52.80	43.40	2,243	162.6	133.8	1.9
5	1,157	55.00	45.70	2,229	171.0	142.2	1.9
6	1,085	53.70	45.60	2,293	178.3	151.4	2.1
7	1,157	54.20	45.30	2,401	168.8	141.0	2.1
8	1,129	55.60	47.40	2,384	177.2	151.2	2.1
9	1,097	55.90	47.50	2,218	183.4	155.9	2.0
10	1,081	52.60	45.50	2,108	175.1	151.6	2.0
Average:	**1,042.8**	**49.98**	**42.19**	**2,066.0**	**171.7**	**145.3**	**2.0**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	14.2	5.5	6.4	22.0	10
104	SR 149 & RECO DR	34.3	17.6	11.6	70.9	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	32.9	9.2	7.8	39.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	50.0	13.2	12.4	55.9	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	11.5	4.7	5.8	18.5	10
104	SR 149 & RECO DR	27.3	15.6	10.3	61.3	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	26.7	7.7	6.2	33.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	42.2	11.2	10.6	47.5	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	555.2	227.0	100.0	914.0	10
104	SR 149 & RECO DR	1,916.5	666.0	337.0	2,729.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	2,201.4	630.0	530.0	2,732.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	2,066.0	574.2	454.0	2,401.0	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	76.5	25.8	40.9	109.9	10
104	SR 149 & RECO DR	95.5	43.2	54.2	190.6	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	85.6	11.2	64.5	103.5	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	171.7	8.3	159.5	183.4	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	62.8	23.8	31.0	98.1	10
104	SR 149 & RECO DR	76.7	39.4	38.7	164.6	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	69.4	10.5	51.3	87.6	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	145.3	8.9	133.6	155.9	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.8	0.3	0.5	1.3	10
104	SR 149 & RECO DR	1.4	0.4	0.8	2.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	1.6	0.2	1.2	1.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	2.0	0.2	1.6	2.1	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	11	0.10	0.10	9	42.9	36.5	0.8
2	8	0.10	0.10	7	45.4	37.9	0.9
3	9	0.20	0.20	10	67.5	60.5	1.1
4	9	0.10	0.10	9	53.3	44.4	1.0
5	9	0.10	0.10	8	35.1	31.3	0.9
6	10	0.20	0.10	10	58.3	51.0	1.0
7	11	0.10	0.10	11	49.1	43.0	1.0
8	9	0.10	0.00	6	25.2	19.3	0.7
9	11	0.20	0.10	11	49.4	42.0	1.0
10	9	0.10	0.10	8	52.3	49.7	0.9
Average:	**9.6**	**0.13**	**0.10**	**8.9**	**47.8**	**41.6**	**0.9**
EB TR on BOND DR: Lane ID 33594839							
1	47	0.40	0.30	43	27.6	21.8	0.9
2	47	0.30	0.30	44	24.9	21.1	0.9
3	50	1.20	1.10	62	83.6	78.2	1.2
4	46	0.30	0.20	42	20.9	16.7	0.9
5	54	0.60	0.50	55	40.0	30.6	1.0
6	51	0.30	0.30	45	23.6	20.1	0.9
7	50	0.20	0.20	45	17.8	14.7	0.9
8	50	0.30	0.20	41	18.0	14.1	0.8
9	47	0.50	0.40	43	35.1	29.8	0.9
10	50	0.30	0.30	44	25.2	20.1	0.9
Average:	**49.2**	**0.44**	**0.38**	**46.4**	**31.7**	**26.7**	**0.9**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	5	0.00	0.00	3	21.6	12.2	0.6
2	7	0.00	0.00	5	19.7	10.4	0.7
3	7	0.00	0.00	6	18.1	8.5	0.9
4	7	0.10	0.00	6	30.5	20.5	0.9
5	8	0.10	0.00	7	27.4	17.8	0.9
6	8	0.00	0.00	4	14.5	5.9	0.5
7	8	0.00	0.00	3	13.7	5.7	0.4
8	8	0.00	0.00	6	18.0	8.7	0.8
9	12	0.00	0.00	5	14.7	7.0	0.4
10	8	0.00	0.00	6	21.4	12.9	0.8
Average:	**7.8**	**0.02**	**0.00**	**5.1**	**19.9**	**11.0**	**0.7**
NWB R on SR 149: Lane ID 33594849							
1	126	0.30	0.10	40	8.8	1.6	0.3
2	134	0.30	0.10	46	9.0	1.6	0.3
3	128	0.30	0.00	50	8.7	1.4	0.4
4	145	0.30	0.10	43	8.3	1.3	0.3
5	134	0.30	0.00	38	8.3	1.0	0.3
6	150	0.30	0.00	47	8.1	1.0	0.3
7	144	0.30	0.00	39	8.2	1.0	0.3
8	146	0.30	0.10	46	8.6	1.3	0.3
9	134	0.30	0.00	41	8.4	1.2	0.3
10	143	0.30	0.00	49	8.4	1.2	0.3
Average:	**138.4**	**0.30**	**0.04**	**43.9**	**8.5**	**1.3**	**0.3**
NWB T on SR 149: Lane ID 33594848							
1	289	0.80	0.30	90	9.7	3.5	0.3
2	297	0.80	0.30	95	10.2	3.7	0.3
3	274	0.90	0.30	108	11.3	4.5	0.4
4	311	0.80	0.30	79	8.9	3.0	0.3
5	288	0.80	0.30	84	9.4	3.4	0.3
6	323	0.90	0.30	99	9.7	3.6	0.3
7	312	0.70	0.20	74	7.9	2.3	0.2
8	323	0.90	0.30	99	9.9	3.5	0.3
9	289	0.70	0.30	87	9.2	3.4	0.3
10	317	0.80	0.30	82	9.1	3.2	0.3
Average:	**302.3**	**0.81**	**0.29**	**89.7**	**9.5**	**3.4**	**0.3**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	59	0.20	0.10	30	14.8	5.6	0.5
2	61	0.20	0.10	24	14.5	6.6	0.4
3	60	0.30	0.10	28	18.5	8.0	0.5
4	60	0.30	0.10	28	15.3	7.3	0.5
5	60	0.30	0.10	27	17.1	8.1	0.5
6	60	0.30	0.10	31	15.8	6.9	0.5
7	60	0.30	0.10	36	18.0	8.8	0.6
8	60	0.30	0.10	26	16.1	7.1	0.4
9	61	0.30	0.10	29	18.1	8.8	0.5
10	60	0.30	0.10	27	16.1	7.7	0.5
Average:	**60.1**	**0.28**	**0.10**	**28.6**	**16.4**	**7.5**	**0.5**
SEB R on SR 149: Lane ID 33594854							
1	10	0.00	0.00	2	8.1	0.9	0.2
2	10	0.00	0.00	0	8.9	0.0	0.0
3	9	0.00	0.00	4	17.2	8.3	0.4
4	9	0.00	0.00	1	5.9	0.4	0.1
5	12	0.00	0.00	2	10.3	3.3	0.2
6	9	0.00	0.00	0	6.9	0.0	0.0
7	9	0.00	0.00	3	8.2	1.0	0.3
8	10	0.00	0.00	2	6.0	0.9	0.2
9	10	0.10	0.00	5	22.0	13.4	0.5
10	11	0.00	0.00	3	6.0	0.8	0.3
Average:	**9.9**	**0.01**	**0.00**	**2.2**	**9.9**	**2.9**	**0.2**
SEB T on SR 149: Lane ID 33594853							
1	339	1.40	0.80	109	15.2	8.3	0.3
2	331	0.90	0.30	72	9.5	3.7	0.2
3	342	4.00	2.80	250	42.4	29.4	0.7
4	340	0.60	0.10	49	6.3	1.5	0.1
5	335	2.30	1.50	137	25.2	16.6	0.4
6	339	0.60	0.20	63	6.6	1.8	0.2
7	345	0.60	0.10	52	6.0	1.5	0.2
8	342	0.90	0.40	72	10.0	4.1	0.2
9	340	2.20	1.40	144	23.0	14.6	0.4
10	332	0.60	0.10	47	6.0	1.5	0.1
Average:	**338.5**	**1.41**	**0.77**	**99.5**	**15.0**	**8.3**	**0.3**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	19	0.50	0.40	20	89.4	79.8	1.1
2	21	0.40	0.30	20	62.8	59.0	1.0
3	20	0.90	0.90	20	155.9	153.1	1.0
4	19	0.20	0.20	18	41.4	40.3	1.0
5	24	0.80	0.80	25	124.0	121.1	1.0
6	22	0.30	0.20	22	40.9	35.9	1.0
7	16	0.20	0.20	14	46.5	45.1	0.9
8	17	0.30	0.30	17	59.0	54.1	1.0
9	20	1.30	1.30	21	228.7	225.7	1.1
10	20	0.20	0.20	19	43.8	41.2	1.0
Average:	**19.8**	**0.51**	**0.48**	**19.6**	**89.2**	**85.5**	**1.0**
WB TR on BOND DR: Lane ID 33594845							
1	18	0.10	0.10	14	26.9	18.0	0.8
2	19	0.20	0.10	19	29.1	24.1	1.0
3	22	0.20	0.20	18	34.8	26.1	0.8
4	22	0.20	0.10	20	25.4	21.1	0.9
5	22	0.20	0.10	20	29.6	22.6	0.9
6	18	0.10	0.10	15	19.3	17.8	0.8
7	18	0.10	0.10	13	29.1	20.8	0.7
8	22	0.10	0.10	18	22.9	21.0	0.8
9	19	0.10	0.10	17	26.7	21.2	0.9
10	18	0.10	0.10	15	29.8	25.0	0.8
Average:	**19.8**	**0.14**	**0.11**	**16.9**	**27.4**	**21.8**	**0.9**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LR on RECO DR: Lane ID 33594831							
1	273	4.70	3.70	252	62.0	48.4	0.9
2	271	4.20	3.10	254	56.4	41.7	0.9
3	274	4.70	3.60	262	61.6	47.9	1.0
4	275	3.20	2.30	236	42.0	29.9	0.9
5	277	3.50	2.60	241	45.8	34.1	0.9
6	273	3.40	2.60	240	45.4	33.9	0.9
7	271	3.70	2.90	251	49.3	38.3	0.9
8	275	4.80	3.80	279	62.5	50.1	1.0
9	275	4.40	3.40	302	58.1	45.1	1.1
10	272	4.00	3.00	268	52.6	39.7	1.0
Average:	**273.6**	**4.06**	**3.10**	**258.5**	**53.5**	**40.9**	**0.9**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594877							
1	37	4.40	3.80	169	424.2	371.9	4.6
2	46	4.10	3.00	217	318.3	237.6	4.7
3	39	5.50	4.60	205	504.3	421.5	5.3
4	47	2.40	1.60	175	186.0	122.6	3.7
5	46	4.80	3.60	241	376.8	278.4	5.2
6	52	2.00	1.20	170	136.4	84.8	3.3
7	47	4.90	3.30	258	373.3	251.9	5.5
8	52	2.50	1.60	192	176.1	113.7	3.7
9	44	5.20	3.80	239	424.8	310.5	5.4
10	49	3.90	2.60	210	285.9	191.3	4.3
Average:	**45.9**	**3.97**	**2.91**	**207.6**	**320.6**	**238.4**	**4.6**
NB T on SR 149: Lane ID 33594857							
1	290	30.60	27.00	1,174	379.9	334.6	4.1
2	334	25.50	19.00	1,356	274.8	204.3	4.1
3	295	35.60	29.90	1,318	434.2	364.8	4.5
4	347	15.10	9.70	1,123	156.5	101.0	3.2
5	328	29.90	22.00	1,484	328.7	241.7	4.5
6	365	12.50	7.60	1,106	123.8	74.6	3.0
7	337	30.90	20.60	1,679	330.3	220.2	5.0
8	368	15.00	9.40	1,201	147.1	91.5	3.3
9	338	36.10	26.90	1,649	384.7	286.2	4.9
10	357	24.20	16.20	1,342	243.7	162.9	3.8
Average:	**335.9**	**25.54**	**18.83**	**1,343.2**	**280.4**	**208.2**	**4.0**
NB T on SR 149: Lane ID 33594858							
1	301	32.50	28.60	1,235	389.2	342.1	4.1
2	342	26.70	19.60	1,401	280.9	206.0	4.1
3	305	37.50	31.30	1,353	443.2	369.8	4.4
4	356	15.80	10.10	1,160	159.5	102.6	3.3
5	345	31.80	23.40	1,601	331.9	244.0	4.6
6	388	13.30	8.00	1,162	123.1	74.3	3.0
7	357	33.80	22.30	1,791	340.7	225.3	5.0
8	384	15.70	9.80	1,238	147.1	91.7	3.2
9	347	38.40	28.70	1,754	398.7	297.8	5.1
10	371	25.80	17.00	1,386	250.3	165.3	3.7
Average:	**349.6**	**27.13**	**19.88**	**1,408.1**	**286.5**	**211.9**	**4.1**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594876							
1	196	0.30	0.00	37	6.3	0.8	0.2
2	187	0.30	0.10	37	6.7	1.1	0.2
3	181	0.30	0.10	41	6.9	1.3	0.2
4	202	0.40	0.10	48	6.7	1.2	0.2
5	186	0.40	0.10	43	7.0	1.3	0.2
6	197	0.30	0.10	42	6.3	1.0	0.2
7	200	0.40	0.10	39	6.6	1.1	0.2
8	192	0.50	0.20	56	9.5	3.4	0.3
9	189	0.30	0.10	39	6.4	1.0	0.2
10	194	0.40	0.10	46	7.1	1.4	0.2
Average:	**192.4**	**0.36**	**0.10**	**42.8**	**6.9**	**1.4**	**0.2**
SB T on SR 149: Lane ID 33594865							
1	321	1.90	1.20	174	21.1	13.8	0.5
2	323	2.00	1.40	167	22.4	15.3	0.5
3	312	2.40	1.80	160	27.6	20.5	0.5
4	337	2.00	1.40	167	21.6	14.6	0.5
5	321	2.60	1.90	220	28.8	20.8	0.7
6	331	2.10	1.40	182	22.4	15.2	0.6
7	343	2.60	1.80	204	26.9	19.1	0.6
8	326	2.70	1.90	208	30.0	21.2	0.6
9	322	2.60	1.90	206	29.3	21.5	0.6
10	325	2.70	1.90	232	30.0	21.5	0.7
Average:	**326.1**	**2.36**	**1.66**	**192.0**	**26.0**	**18.4**	**0.6**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	56	1.60	1.30	65	101.0	85.3	1.2
2	59	1.50	1.40	57	94.2	83.6	1.0
3	62	5.90	5.60	130	342.9	323.7	2.1
4	59	1.10	0.90	52	66.2	57.6	0.9
5	60	1.40	1.20	65	85.0	69.6	1.1
6	59	0.70	0.50	53	42.2	32.7	0.9
7	57	0.80	0.60	53	50.1	41.0	0.9
8	62	1.20	1.00	60	69.5	59.4	1.0
9	60	1.50	1.30	74	92.4	80.0	1.2
10	59	1.10	0.90	59	64.7	54.0	1.0
Average:	**59.3**	**1.68**	**1.47**	**66.8**	**100.8**	**88.7**	**1.1**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	170	1.10	0.70	154	23.1	14.2	0.9
2	167	1.00	0.60	143	21.4	13.2	0.9
3	166	1.60	1.20	172	34.6	25.5	1.0
4	170	1.30	0.90	154	27.7	19.0	0.9
5	169	1.30	0.90	167	28.5	19.4	1.0
6	166	1.20	0.80	175	26.5	17.8	1.1
7	171	1.80	1.30	205	37.8	27.7	1.2
8	164	1.50	1.10	169	33.2	24.3	1.0
9	169	2.50	2.00	220	54.3	42.8	1.3
10	163	1.10	0.70	155	24.4	16.0	1.0
Average:	**167.5**	**1.44**	**1.02**	**171.4**	**31.2**	**22.0**	**1.0**
NB R on SR 149: Lane ID 33594908							
1	388	3.60	2.60	281	33.1	24.6	0.7
2	421	3.80	2.80	307	32.3	23.6	0.7
3	390	3.60	2.60	282	33.0	24.2	0.7
4	443	4.00	3.00	322	32.8	24.1	0.7
5	431	3.90	2.90	303	32.6	24.0	0.7
6	475	4.20	3.10	334	32.1	23.3	0.7
7	440	3.80	2.70	314	30.7	22.0	0.7
8	476	4.30	3.10	331	32.3	23.5	0.7
9	428	3.80	2.80	303	31.8	23.1	0.7
10	455	4.00	2.90	328	31.5	22.6	0.7
Average:	**434.7**	**3.90**	**2.85**	**310.5**	**32.2**	**23.5**	**0.7**
NB T on SR 149: Lane ID 33594870							
1	367	5.50	4.40	306	54.1	42.7	0.8
2	406	5.40	4.10	347	48.0	36.5	0.9
3	370	5.80	4.40	342	56.5	43.2	0.9
4	420	4.60	3.30	344	39.8	28.7	0.8
5	406	4.90	3.70	339	43.9	32.6	0.8
6	442	4.80	3.40	333	39.0	27.7	0.8
7	411	4.00	2.80	310	35.4	24.8	0.8
8	439	4.80	3.50	346	39.8	28.9	0.8
9	415	5.30	4.00	356	45.9	34.8	0.9
10	429	4.60	3.30	338	39.0	27.8	0.8
Average:	**410.5**	**4.97**	**3.69**	**336.1**	**44.1**	**32.8**	**0.8**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB LT on SR 149: Lane ID 33594883							
1	491	8.50	6.80	577	62.3	49.8	1.2
2	482	7.90	6.00	573	58.8	45.1	1.2
3	472	8.60	6.80	568	65.4	52.0	1.2
4	521	7.10	5.10	575	48.8	35.1	1.1
5	481	7.90	6.10	581	59.5	45.5	1.2
6	506	6.90	4.90	559	49.0	34.9	1.1
7	526	7.10	5.00	597	48.7	34.3	1.1
8	503	8.00	6.00	606	57.4	43.2	1.2
9	476	8.20	6.30	629	62.3	47.6	1.3
10	498	7.70	5.70	633	55.8	41.6	1.3
Average:	**495.6**	**7.79**	**5.87**	**589.8**	**56.8**	**42.9**	**1.2**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB LT on SR 149: Lane ID 33594880							
1	424	6.60	5.10	386	55.8	42.9	0.9
2	463	6.70	4.80	482	51.8	37.5	1.0
3	436	8.00	6.30	485	65.8	52.3	1.1
4	479	5.80	4.00	446	43.5	30.1	0.9
5	466	7.30	5.40	500	56.1	41.6	1.1
6	503	5.90	4.00	476	42.3	28.7	1.0
7	470	5.40	3.70	434	41.7	28.1	0.9
8	501	6.30	4.50	470	45.6	32.2	0.9
9	475	6.70	4.90	489	50.9	36.9	1.0
10	492	6.10	4.20	478	44.5	30.5	1.0
Average:	**470.9**	**6.48**	**4.69**	**464.6**	**49.8**	**36.1**	**1.0**
SEB TR on SR 149: Lane ID 33577633							
1	392	9.20	7.10	474	84.0	65.3	1.2
2	388	7.50	5.80	438	69.4	53.4	1.1
3	397	13.20	10.90	629	119.7	98.7	1.6
4	396	4.90	3.50	363	45.0	32.0	0.9
5	401	9.90	7.90	504	88.6	71.3	1.3
6	402	5.50	4.00	395	49.1	35.5	1.0
7	401	5.10	3.60	385	45.4	32.7	1.0
8	397	7.80	6.10	475	71.2	54.9	1.2
9	396	10.60	8.50	576	96.0	77.5	1.5
10	392	6.00	4.60	403	55.5	42.0	1.0
Average:	**396.2**	**7.97**	**6.20**	**464.2**	**72.4**	**56.3**	**1.2**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	172	18.00	16.40	608	377.5	343.1	3.5
2	163	19.10	17.40	667	422.9	384.4	4.1
3	141	18.50	17.30	587	473.1	442.1	4.2
4	188	16.60	15.00	630	317.5	288.0	3.4
5	154	17.60	16.20	572	410.4	379.3	3.7
6	182	16.90	15.40	607	334.2	304.1	3.3
7	201	17.00	15.20	669	304.2	271.8	3.3
8	180	19.90	17.80	796	397.0	355.4	4.4
9	150	21.40	20.10	758	514.8	482.7	5.1
10	176	18.80	17.10	705	384.5	349.4	4.0
Average:	**170.7**	**18.38**	**16.79**	**659.9**	**393.6**	**360.0**	**3.9**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	119	6.90	6.50	307	207.5	197.3	2.6
2	110	7.30	6.70	350	239.0	220.5	3.2
3	104	7.40	7.10	307	257.7	246.6	3.0
4	129	6.60	6.00	316	185.0	168.5	2.5
5	105	6.50	6.20	302	222.9	213.6	2.9
6	120	6.40	5.80	294	190.7	173.6	2.5
7	129	5.70	5.20	316	160.3	144.3	2.5
8	121	7.60	6.80	410	226.4	202.0	3.4
9	99	7.90	7.30	356	288.8	264.7	3.6
10	121	7.70	7.10	373	230.0	209.8	3.1
Average:	**115.7**	**7.00**	**6.47**	**333.1**	**220.8**	**204.1**	**2.9**

Delay by Lane - Total Delay

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.4	0.3	0.2	1.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.3	0.0	0.3	0.3	10
NWB T	33594848	SR 149	0.8	0.1	0.7	0.9	10
SEB L	33594824	SR 149	0.3	0.0	0.2	0.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.1	10
SEB T	33594853	SR 149	1.4	1.1	0.6	4.0	10
WB L	33594836	BOND DR	0.5	0.4	0.2	1.3	10
WB TR	33594845	BOND DR	0.1	0.1	0.1	0.2	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	4.1	0.6	3.2	4.8	10
NB L	33594877	SR 149	4.0	1.3	2.0	5.5	10
NB T	33594857	SR 149	25.5	8.7	12.5	36.1	10
NB T	33594858	SR 149	27.1	9.3	13.3	38.4	10
SB R	33594876	SR 149	0.4	0.1	0.3	0.5	10
SB T	33594865	SR 149	2.4	0.3	1.9	2.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.7	1.5	0.7	5.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.4	0.4	1.0	2.5	10
NB R	33594908	SR 149	3.9	0.2	3.6	4.3	10
NB T	33594870	SR 149	5.0	0.5	4.0	5.8	10
SB LT	33594883	SR 149	7.8	0.6	6.9	8.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	6.5	0.8	5.4	8.0	10
SEB TR	33577633	SR 149	8.0	2.7	4.9	13.2	10
WB LT	33594828	RAMP I-70 WB TO SR 149	18.4	1.5	16.6	21.4	10
WB R	33594829	RAMP I-70 WB TO SR 149	7.0	0.7	5.7	7.9	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.0	0.2	10
EB TR	33594839	BOND DR	0.4	0.3	0.2	1.1	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.1	0.0	0.1	10
NWB T	33594848	SR 149	0.3	0.0	0.2	0.3	10
SEB L	33594824	SR 149	0.1	0.0	0.1	0.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.8	0.9	0.1	2.8	10
WB L	33594836	BOND DR	0.5	0.4	0.2	1.3	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.1	0.5	2.3	3.8	10
NB L	33594877	SR 149	2.9	1.1	1.2	4.6	10
NB T	33594857	SR 149	18.8	8.0	7.6	29.9	10
NB T	33594858	SR 149	19.9	8.5	8.0	31.3	10
SB R	33594876	SR 149	0.1	0.0	0.0	0.2	10
SB T	33594865	SR 149	1.7	0.3	1.2	1.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.5	1.5	0.5	5.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.0	0.4	0.6	2.0	10
NB R	33594908	SR 149	2.9	0.2	2.6	3.1	10
NB T	33594870	SR 149	3.7	0.5	2.8	4.4	10
SB LT	33594883	SR 149	5.9	0.7	4.9	6.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	4.7	0.8	3.7	6.3	10
SEB TR	33577633	SR 149	6.2	2.4	3.5	10.9	10
WB LT	33594828	RAMP I-70 WB TO SR 149	16.8	1.5	15.0	20.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	6.5	0.7	5.2	7.3	10

Delay by Lane - Total Num Stops

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	8.9	1.7	6.0	11.0	10
EB TR	33594839	BOND DR	46.4	6.7	41.0	62.0	10
NWB L	33594847	SR 149	5.1	1.4	3.0	7.0	10
NWB R	33594849	SR 149	43.9	4.3	38.0	50.0	10
NWB T	33594848	SR 149	89.7	10.5	74.0	108.0	10
SEB L	33594824	SR 149	28.6	3.3	24.0	36.0	10
SEB R	33594854	SR 149	2.2	1.6	0.0	5.0	10
SEB T	33594853	SR 149	99.5	63.7	47.0	250.0	10
WB L	33594836	BOND DR	19.6	3.0	14.0	25.0	10
WB TR	33594845	BOND DR	16.9	2.5	13.0	20.0	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	258.5	20.2	236.0	302.0	10
NB L	33594877	SR 149	207.6	31.5	169.0	258.0	10
NB T	33594857	SR 149	1,343.2	205.6	1,106.0	1,679.0	10
NB T	33594858	SR 149	1,408.1	232.9	1,160.0	1,791.0	10
SB R	33594876	SR 149	42.8	5.9	37.0	56.0	10
SB T	33594865	SR 149	192.0	25.1	160.0	232.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	66.8	23.2	52.0	130.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	171.4	24.1	143.0	220.0	10
NB R	33594908	SR 149	310.5	18.9	281.0	334.0	10
NB T	33594870	SR 149	336.1	16.1	306.0	356.0	10
SB LT	33594883	SR 149	589.8	25.6	559.0	633.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	464.6	33.9	386.0	500.0	10
SEB TR	33577633	SR 149	464.2	86.4	363.0	629.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	659.9	74.3	572.0	796.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	333.1	37.7	294.0	410.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	47.8	11.8	25.2	67.5	10
EB TR	33594839	BOND DR	31.7	19.5	17.8	83.6	10
NWB L	33594847	SR 149	19.9	5.5	13.7	30.5	10
NWB R	33594849	SR 149	8.5	0.3	8.1	9.0	10
NWB T	33594848	SR 149	9.5	0.9	7.9	11.3	10
SEB L	33594824	SR 149	16.4	1.4	14.5	18.5	10
SEB R	33594854	SR 149	9.9	5.4	5.9	22.0	10
SEB T	33594853	SR 149	15.0	11.9	6.0	42.4	10
WB L	33594836	BOND DR	89.2	62.6	40.9	228.7	10
WB TR	33594845	BOND DR	27.4	4.2	19.3	34.8	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	53.5	7.6	42.0	62.5	10
NB L	33594877	SR 149	320.6	122.6	136.4	504.3	10
NB T	33594857	SR 149	280.4	109.7	123.8	434.2	10
NB T	33594858	SR 149	286.5	113.7	123.1	443.2	10
SB R	33594876	SR 149	6.9	0.9	6.3	9.5	10
SB T	33594865	SR 149	26.0	3.7	21.1	30.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	100.8	87.2	42.2	342.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	31.2	9.7	21.4	54.3	10
NB R	33594908	SR 149	32.2	0.7	30.7	33.1	10
NB T	33594870	SR 149	44.1	7.0	35.4	56.5	10
SB LT	33594883	SR 149	56.8	6.1	48.7	65.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	49.8	7.8	41.7	65.8	10
SEB TR	33577633	SR 149	72.4	24.8	45.0	119.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	393.6	66.5	304.2	514.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	220.8	37.2	160.3	288.8	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	41.6	11.4	19.3	60.5	10
EB TR	33594839	BOND DR	26.7	18.9	14.1	78.2	10
NWB L	33594847	SR 149	11.0	5.0	5.7	20.5	10
NWB R	33594849	SR 149	1.3	0.2	1.0	1.6	10
NWB T	33594848	SR 149	3.4	0.5	2.3	4.5	10
SEB L	33594824	SR 149	7.5	1.0	5.6	8.8	10
SEB R	33594854	SR 149	2.9	4.4	0.0	13.4	10
SEB T	33594853	SR 149	8.3	9.3	1.5	29.4	10
WB L	33594836	BOND DR	85.5	62.6	35.9	225.7	10
WB TR	33594845	BOND DR	21.8	2.7	17.8	26.1	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	40.9	6.9	29.9	50.1	10
NB L	33594877	SR 149	238.4	112.1	84.8	421.5	10
NB T	33594857	SR 149	208.2	101.6	74.6	364.8	10
NB T	33594858	SR 149	211.9	104.4	74.3	369.8	10
SB R	33594876	SR 149	1.4	0.7	0.8	3.4	10
SB T	33594865	SR 149	18.4	3.2	13.8	21.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	88.7	84.4	32.7	323.7	10
EB R	33594856	RAMP I-70 EB TO SR 149	22.0	8.8	13.2	42.8	10
NB R	33594908	SR 149	23.5	0.8	22.0	24.6	10
NB T	33594870	SR 149	32.8	6.4	24.8	43.2	10
SB LT	33594883	SR 149	42.9	6.4	34.3	52.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	36.1	7.8	28.1	52.3	10
SEB TR	33577633	SR 149	56.3	22.0	32.0	98.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	360.0	66.1	271.8	482.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	204.1	36.1	144.3	264.7	10

Delay by Lane - Avg Num Stops

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.9	0.1	0.7	1.1	10
EB TR	33594839	BOND DR	0.9	0.1	0.8	1.2	10
NWB L	33594847	SR 149	0.7	0.2	0.4	0.9	10
NWB R	33594849	SR 149	0.3	0.0	0.3	0.4	10
NWB T	33594848	SR 149	0.3	0.0	0.2	0.4	10
SEB L	33594824	SR 149	0.5	0.1	0.4	0.6	10
SEB R	33594854	SR 149	0.2	0.2	0.0	0.5	10
SEB T	33594853	SR 149	0.3	0.2	0.1	0.7	10
WB L	33594836	BOND DR	1.0	0.1	0.9	1.1	10
WB TR	33594845	BOND DR	0.9	0.1	0.7	1.0	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	0.9	0.1	0.9	1.1	10
NB L	33594877	SR 149	4.6	0.8	3.3	5.5	10
NB T	33594857	SR 149	4.0	0.7	3.0	5.0	10
NB T	33594858	SR 149	4.1	0.7	3.0	5.1	10
SB R	33594876	SR 149	0.2	0.0	0.2	0.3	10
SB T	33594865	SR 149	0.6	0.1	0.5	0.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.1	0.4	0.9	2.1	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.0	0.1	0.9	1.3	10
NB R	33594908	SR 149	0.7	0.0	0.7	0.7	10
NB T	33594870	SR 149	0.8	0.1	0.8	0.9	10
SB LT	33594883	SR 149	1.2	0.1	1.1	1.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	1.0	0.1	0.9	1.1	10
SEB TR	33577633	SR 149	1.2	0.2	0.9	1.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	3.9	0.6	3.3	5.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	2.9	0.4	2.5	3.6	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	8	0.10	0.10	8	60.1	56.9	1.0
2	10	0.10	0.10	9	52.0	47.4	0.9
3	10	0.10	0.10	7	32.9	29.4	0.7
4	10	0.20	0.10	9	56.8	47.7	0.9
5	10	0.10	0.10	9	46.5	37.1	0.9
6	9	0.10	0.10	8	51.1	44.7	0.9
7	9	0.10	0.10	9	53.2	50.6	1.0
8	10	0.10	0.10	7	46.1	39.9	0.7
9	9	0.10	0.10	9	54.3	47.9	1.0
10	9	0.10	0.10	8	47.0	41.7	0.9
Average:	**9.4**	**0.11**	**0.10**	**8.3**	**50.0**	**44.3**	**0.9**
EB TR on BOND DR: Lane ID 33594839							
1	46	0.30	0.20	41	24.3	18.1	0.9
2	53	0.30	0.20	46	21.2	16.4	0.9
3	55	0.20	0.20	48	15.2	10.9	0.9
4	56	0.20	0.20	46	13.9	9.9	0.8
5	55	0.30	0.20	45	19.0	13.0	0.8
6	52	0.30	0.20	40	17.6	13.4	0.8
7	56	0.40	0.30	49	25.6	22.0	0.9
8	48	0.20	0.20	35	18.4	13.5	0.7
9	56	0.30	0.20	48	19.4	15.8	0.9
10	52	0.30	0.20	44	23.8	16.8	0.9
Average:	**52.9**	**0.28**	**0.21**	**44.2**	**19.8**	**15.0**	**0.8**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	25	0.10	0.00	8	11.0	1.4	0.3
2	18	0.10	0.00	5	11.1	1.7	0.3
3	17	0.10	0.00	5	11.3	1.4	0.3
4	22	0.10	0.00	9	14.0	3.9	0.4
5	15	0.00	0.00	2	9.6	1.6	0.1
6	17	0.10	0.00	4	12.0	3.0	0.2
7	16	0.10	0.00	8	14.6	4.8	0.5
8	19	0.10	0.00	5	11.6	2.3	0.3
9	13	0.00	0.00	6	13.5	3.5	0.5
10	20	0.10	0.00	4	9.9	1.1	0.2
Average:	**18.2**	**0.08**	**0.00**	**5.6**	**11.9**	**2.5**	**0.3**
NWB R on SR 149: Lane ID 33594849							
1	22	0.00	0.00	2	6.9	0.2	0.1
2	19	0.00	0.00	5	7.8	1.0	0.3
3	24	0.00	0.00	2	6.4	0.2	0.1
4	18	0.00	0.00	2	7.0	0.3	0.1
5	20	0.00	0.00	4	7.4	0.5	0.2
6	20	0.00	0.00	0	6.3	0.0	0.0
7	16	0.00	0.00	2	6.9	0.3	0.1
8	18	0.00	0.00	0	6.1	0.0	0.0
9	19	0.00	0.00	1	6.7	0.1	0.1
10	18	0.00	0.00	1	6.2	0.1	0.1
Average:	**19.4**	**0.00**	**0.00**	**1.9**	**6.8**	**0.3**	**0.1**
NWB T on SR 149: Lane ID 33594848							
1	298	0.40	0.10	30	5.1	0.9	0.1
2	295	0.40	0.10	35	5.5	0.9	0.1
3	292	0.30	0.00	17	4.2	0.4	0.1
4	293	0.40	0.00	27	4.9	0.6	0.1
5	289	0.40	0.10	24	4.7	0.7	0.1
6	283	0.40	0.10	32	4.9	0.8	0.1
7	282	0.40	0.10	26	4.8	0.7	0.1
8	286	0.40	0.10	29	4.9	0.7	0.1
9	290	0.40	0.10	27	4.8	0.7	0.1
10	284	0.40	0.10	27	4.8	0.7	0.1
Average:	**289.2**	**0.39**	**0.08**	**27.4**	**4.9**	**0.7**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	12	0.00	0.00	4	10.9	3.9	0.3
2	10	0.00	0.00	5	12.4	4.5	0.5
3	11	0.00	0.00	5	14.1	7.0	0.5
4	11	0.00	0.00	3	9.8	1.5	0.3
5	10	0.00	0.00	4	12.1	3.7	0.4
6	12	0.00	0.00	5	13.8	5.5	0.4
7	11	0.00	0.00	4	14.6	5.6	0.4
8	9	0.00	0.00	5	14.7	6.2	0.6
9	10	0.00	0.00	2	10.5	1.7	0.2
10	11	0.00	0.00	1	8.2	0.4	0.1
Average:	**10.7**	**0.00**	**0.00**	**3.8**	**12.1**	**4.0**	**0.4**
SEB R on SR 149: Lane ID 33594854							
1	9	0.00	0.00	1	5.7	0.3	0.1
2	9	0.00	0.00	0	4.8	0.0	0.0
3	8	0.00	0.00	1	5.9	0.4	0.1
4	9	0.00	0.00	0	6.8	0.0	0.0
5	10	0.00	0.00	0	6.6	0.0	0.0
6	9	0.00	0.00	1	6.5	0.9	0.1
7	9	0.00	0.00	1	7.8	0.3	0.1
8	10	0.00	0.00	1	7.8	0.4	0.1
9	9	0.00	0.00	1	7.6	0.4	0.1
10	11	0.00	0.00	2	7.3	0.6	0.2
Average:	**9.3**	**0.00**	**0.00**	**0.8**	**6.7**	**0.3**	**0.1**
SEB T on SR 149: Lane ID 33594853							
1	237	0.60	0.20	44	8.5	3.5	0.2
2	239	0.40	0.10	43	6.6	1.8	0.2
3	241	0.30	0.10	37	5.2	1.3	0.2
4	239	0.40	0.10	34	6.1	1.5	0.1
5	244	0.40	0.10	41	5.9	1.5	0.2
6	241	0.40	0.10	37	6.5	1.7	0.2
7	238	0.70	0.30	57	11.2	4.9	0.2
8	243	0.40	0.10	29	5.5	1.2	0.1
9	241	0.30	0.10	26	5.1	1.0	0.1
10	243	0.40	0.10	35	5.6	1.5	0.1
Average:	**240.6**	**0.43**	**0.13**	**38.3**	**6.6**	**2.0**	**0.2**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	11	0.10	0.10	9	46.3	43.1	0.8
2	9	0.10	0.10	8	47.0	42.8	0.9
3	11	0.10	0.10	9	36.6	32.7	0.8
4	8	0.10	0.10	6	47.4	44.6	0.8
5	10	0.10	0.10	9	33.0	30.0	0.9
6	11	0.20	0.10	10	51.5	46.9	0.9
7	10	0.20	0.20	11	61.8	57.4	1.1
8	11	0.10	0.10	7	33.2	26.6	0.6
9	8	0.10	0.10	7	35.7	34.3	0.9
10	8	0.10	0.10	8	48.0	45.8	1.0
Average:	**9.7**	**0.12**	**0.11**	**8.4**	**44.0**	**40.4**	**0.9**
WB TR on BOND DR: Lane ID 33594845							
1	20	0.20	0.10	15	27.0	21.7	0.8
2	22	0.10	0.10	13	13.6	8.6	0.6
3	22	0.10	0.10	20	23.0	20.3	0.9
4	18	0.20	0.10	16	32.7	27.4	0.9
5	20	0.30	0.20	19	49.9	43.4	1.0
6	18	0.20	0.10	16	34.5	28.4	0.9
7	20	0.20	0.20	17	38.5	30.7	0.9
8	19	0.20	0.10	18	33.0	26.1	1.0
9	20	0.20	0.10	16	28.8	23.6	0.8
10	20	0.20	0.20	17	36.2	28.2	0.9
Average:	**19.9**	**0.19**	**0.13**	**16.7**	**31.7**	**25.8**	**0.8**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LR on RECO DR: Lane ID 33594831							
1	241	2.80	2.10	196	41.8	31.9	0.8
2	240	3.00	2.30	196	44.9	33.9	0.8
3	241	2.70	2.10	185	41.0	31.4	0.8
4	241	2.90	2.20	205	43.9	33.4	0.9
5	240	3.50	2.90	197	53.2	43.2	0.8
6	239	3.20	2.40	209	47.6	36.8	0.9
7	239	2.50	2.00	179	38.2	29.4	0.8
8	238	3.20	2.50	206	48.5	37.2	0.9
9	238	2.80	2.10	191	42.5	32.4	0.8
10	238	2.50	1.90	180	37.5	28.5	0.8
Average:	**239.5**	**2.91**	**2.25**	**194.4**	**43.9**	**33.8**	**0.8**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594877							
1	58	1.00	0.70	66	62.3	45.5	1.1
2	62	1.00	0.70	59	57.4	42.8	1.0
3	62	1.10	0.90	66	66.3	51.2	1.1
4	60	1.00	0.80	62	61.4	45.6	1.0
5	60	1.50	1.20	104	91.5	71.2	1.7
6	58	1.40	1.10	84	86.2	67.1	1.5
7	58	1.20	1.00	82	76.3	59.1	1.4
8	61	1.20	0.90	77	73.7	55.8	1.3
9	60	1.20	0.90	77	71.4	53.8	1.3
10	59	1.10	0.80	75	67.1	49.0	1.3
Average:	**59.8**	**1.17**	**0.90**	**75.2**	**71.3**	**54.1**	**1.3**
NB T on SR 149: Lane ID 33594857							
1	242	2.00	1.00	198	30.0	15.6	0.8
2	230	1.50	0.70	132	24.1	11.4	0.6
3	229	1.60	0.80	160	25.0	11.9	0.7
4	230	1.50	0.70	136	23.9	10.3	0.6
5	229	3.10	2.00	272	48.3	31.6	1.2
6	228	3.00	2.00	276	47.9	31.0	1.2
7	233	3.10	2.10	283	48.6	33.2	1.2
8	231	2.20	1.30	196	34.0	19.9	0.9
9	232	2.30	1.40	222	36.3	21.3	1.0
10	226	1.70	0.90	146	27.2	14.0	0.7
Average:	**231.0**	**2.20**	**1.29**	**202.1**	**34.5**	**20.0**	**0.9**
NB T on SR 149: Lane ID 33594858							
1	235	1.90	1.00	188	29.2	15.7	0.8
2	235	1.20	0.40	105	17.8	6.0	0.5
3	233	1.50	0.70	139	22.9	10.2	0.6
4	236	1.50	0.70	135	23.2	10.3	0.6
5	236	3.00	1.90	273	46.1	29.1	1.2
6	233	2.90	1.80	259	44.6	28.5	1.1
7	235	2.40	1.40	228	36.4	21.2	1.0
8	235	1.80	0.90	174	27.7	13.5	0.7
9	236	2.20	1.30	212	33.8	19.4	0.9
10	241	1.80	1.00	176	27.5	14.6	0.7
Average:	**235.5**	**2.02**	**1.11**	**188.9**	**30.9**	**16.8**	**0.8**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594876							
1	160	0.30	0.10	30	6.1	1.2	0.2
2	166	0.30	0.00	38	6.4	1.1	0.2
3	166	0.30	0.10	45	6.5	1.3	0.3
4	164	0.30	0.10	42	6.6	1.5	0.3
5	165	0.30	0.00	35	6.1	0.9	0.2
6	162	0.30	0.00	29	6.5	1.1	0.2
7	157	0.30	0.10	38	6.7	1.7	0.2
8	161	0.30	0.00	39	6.4	1.0	0.2
9	161	0.30	0.10	43	6.7	1.3	0.3
10	163	0.30	0.10	45	6.8	1.2	0.3
Average:	**162.5**	**0.30**	**0.06**	**38.4**	**6.5**	**1.2**	**0.2**
SB T on SR 149: Lane ID 33594865							
1	489	2.50	1.60	234	18.8	11.8	0.5
2	508	2.40	1.50	236	17.0	10.4	0.5
3	509	2.60	1.70	232	18.3	11.9	0.5
4	512	2.60	1.70	215	18.0	11.6	0.4
5	508	2.30	1.40	216	16.7	10.1	0.4
6	493	3.40	2.40	273	24.6	17.5	0.6
7	492	3.30	2.20	301	24.1	16.4	0.6
8	508	2.90	1.90	266	20.4	13.1	0.5
9	498	3.10	2.10	289	22.6	15.3	0.6
10	494	2.60	1.70	227	18.8	12.4	0.5
Average:	**501.1**	**2.77**	**1.82**	**248.9**	**19.9**	**13.0**	**0.5**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	46	0.60	0.50	40	48.5	38.2	0.9
2	41	0.50	0.40	31	41.7	32.6	0.8
3	44	0.60	0.50	37	47.5	39.0	0.8
4	41	0.50	0.40	29	41.0	32.3	0.7
5	41	0.40	0.30	33	38.6	29.9	0.8
6	38	0.40	0.40	29	42.2	33.2	0.8
7	38	0.50	0.40	30	46.2	37.1	0.8
8	39	0.50	0.40	32	43.5	34.9	0.8
9	44	0.60	0.50	36	46.4	37.2	0.8
10	38	0.40	0.30	25	40.4	32.1	0.7
Average:	**41.0**	**0.50**	**0.41**	**32.2**	**43.6**	**34.7**	**0.8**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	166	1.80	1.30	180	38.0	28.8	1.1
2	171	2.50	1.90	217	51.7	40.9	1.3
3	171	2.40	1.90	213	51.0	39.9	1.3
4	166	2.00	1.50	210	43.8	33.1	1.3
5	170	2.00	1.50	211	43.0	32.0	1.2
6	165	3.40	2.70	269	73.3	59.6	1.6
7	166	3.50	2.90	272	76.8	63.2	1.6
8	173	3.60	2.90	311	74.0	60.0	1.8
9	168	2.60	2.10	233	56.8	45.3	1.4
10	168	2.10	1.70	196	46.0	35.7	1.2
Average:	**168.4**	**2.59**	**2.04**	**231.2**	**55.4**	**43.8**	**1.4**
NB R on SR 149: Lane ID 33594908							
1	332	3.80	3.00	248	41.2	32.8	0.8
2	326	3.60	2.80	252	39.6	31.0	0.8
3	327	3.70	3.00	251	41.0	32.5	0.8
4	326	3.90	3.10	260	43.3	34.6	0.8
5	330	4.00	3.20	246	43.4	34.9	0.8
6	326	4.20	3.40	260	46.3	37.7	0.8
7	327	3.90	3.10	258	43.2	34.5	0.8
8	327	3.60	2.80	249	39.2	30.7	0.8
9	328	3.90	3.10	253	42.9	34.4	0.8
10	332	3.60	2.80	246	39.4	30.8	0.7
Average:	**328.1**	**3.82**	**3.03**	**252.3**	**42.0**	**33.4**	**0.8**
NB T on SR 149: Lane ID 33594870							
1	329	3.90	3.00	260	42.2	32.4	0.8
2	317	3.70	2.80	238	41.6	31.8	0.8
3	317	3.90	3.00	255	44.6	34.2	0.8
4	320	3.90	3.00	260	43.6	33.4	0.8
5	316	4.10	3.20	259	47.1	36.9	0.8
6	312	4.30	3.40	258	49.4	38.8	0.8
7	315	4.20	3.30	249	48.2	38.1	0.8
8	315	3.90	3.00	263	44.1	34.2	0.8
9	316	4.20	3.30	264	48.0	37.4	0.8
10	312	3.80	2.90	267	44.2	33.6	0.9
Average:	**316.9**	**3.99**	**3.09**	**257.3**	**45.3**	**35.1**	**0.8**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB LT on SR 149: Lane ID 33594883							
1	584	4.80	2.80	346	29.8	17.4	0.6
2	612	4.20	2.20	318	24.4	13.0	0.5
3	607	4.00	2.00	309	23.6	12.1	0.5
4	617	4.50	2.50	345	26.4	14.5	0.6
5	613	5.10	3.00	371	29.9	17.4	0.6
6	598	6.40	4.10	473	38.7	25.0	0.8
7	587	6.20	3.90	448	38.3	24.0	0.8
8	599	4.80	2.60	409	29.1	15.9	0.7
9	591	4.70	2.60	332	28.6	15.8	0.6
10	591	5.10	3.00	404	31.2	18.1	0.7
Average:	**599.9**	**4.98**	**2.87**	**375.5**	**30.0**	**17.3**	**0.6**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB LT on SR 149: Lane ID 33594880							
1	371	2.90	1.50	204	28.0	14.2	0.6
2	357	2.50	1.20	192	25.4	12.2	0.5
3	355	2.80	1.50	197	28.1	14.8	0.6
4	355	2.40	1.10	175	24.1	11.2	0.5
5	352	2.70	1.40	178	27.7	14.4	0.5
6	344	2.50	1.20	166	25.7	12.6	0.5
7	344	2.80	1.50	191	29.6	15.4	0.6
8	348	2.50	1.20	214	26.0	12.7	0.6
9	358	3.10	1.70	189	31.6	17.0	0.5
10	351	2.90	1.60	205	29.7	16.0	0.6
Average:	**353.5**	**2.71**	**1.39**	**191.1**	**27.6**	**14.0**	**0.5**
SEB TR on SR 149: Lane ID 33577633							
1	272	4.50	3.50	270	59.1	46.5	1.0
2	289	4.10	3.10	281	51.2	38.6	1.0
3	296	2.80	2.00	232	34.5	24.1	0.8
4	290	4.10	3.10	273	50.6	38.5	0.9
5	296	4.30	3.20	301	51.9	39.2	1.0
6	290	5.60	4.40	335	69.5	54.9	1.2
7	293	9.50	8.00	455	116.2	98.3	1.6
8	286	3.00	2.10	213	37.3	26.7	0.7
9	295	5.80	4.60	343	71.2	56.5	1.2
10	293	4.80	3.70	327	59.4	45.8	1.1
Average:	**290.0**	**4.85**	**3.77**	**303.0**	**60.1**	**46.9**	**1.0**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	374	17.30	12.90	857	166.6	124.5	2.3
2	383	16.40	12.00	778	154.2	113.2	2.0
3	378	17.10	12.60	800	163.0	119.8	2.1
4	387	13.70	9.90	711	127.6	92.3	1.8
5	376	17.40	12.90	807	166.6	123.8	2.2
6	368	17.80	13.50	851	173.8	131.9	2.3
7	360	17.10	13.00	820	170.7	130.1	2.3
8	376	15.90	11.90	811	152.4	113.6	2.2
9	358	16.50	12.40	776	165.6	124.3	2.2
10	359	17.90	13.60	836	179.1	136.1	2.3
Average:	**371.9**	**16.71**	**12.47**	**804.7**	**162.0**	**121.0**	**2.2**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	154	4.20	3.10	297	98.2	71.5	1.9
2	153	3.80	2.70	244	88.4	64.2	1.6
3	154	4.10	2.90	294	95.6	68.0	1.9
4	155	2.90	2.00	232	66.6	45.6	1.5
5	148	4.10	3.00	279	100.7	72.4	1.9
6	152	4.30	3.10	296	100.8	73.8	2.0
7	146	3.90	2.90	260	95.3	71.3	1.8
8	153	3.80	2.80	271	89.8	65.7	1.8
9	143	3.60	2.60	249	91.9	66.3	1.7
10	145	4.50	3.30	292	112.3	82.7	2.0
Average:	**150.3**	**3.92**	**2.84**	**271.4**	**94.0**	**68.1**	**1.8**

Delay by Lane - Total Delay

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.3	0.1	0.2	0.4	10
NWB L	33594847	SR 149	0.1	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.4	0.0	0.3	0.4	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.4	0.1	0.3	0.7	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.3	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	2.9	0.3	2.5	3.5	10
NB L	33594877	SR 149	1.2	0.2	1.0	1.5	10
NB T	33594857	SR 149	2.2	0.7	1.5	3.1	10
NB T	33594858	SR 149	2.0	0.6	1.2	3.0	10
SB R	33594876	SR 149	0.3	0.0	0.3	0.3	10
SB T	33594865	SR 149	2.8	0.4	2.3	3.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.1	0.4	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	2.6	0.7	1.8	3.6	10
NB R	33594908	SR 149	3.8	0.2	3.6	4.2	10
NB T	33594870	SR 149	4.0	0.2	3.7	4.3	10
SB LT	33594883	SR 149	5.0	0.8	4.0	6.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	2.7	0.2	2.4	3.1	10
SEB TR	33577633	SR 149	4.9	1.9	2.8	9.5	10
WB LT	33594828	RAMP I-70 WB TO SR 149	16.7	1.2	13.7	17.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	3.9	0.4	2.9	4.5	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.1	10
EB TR	33594839	BOND DR	0.2	0.0	0.2	0.3	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.0	0.1	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.1	0.1	0.1	0.3	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	2.3	0.3	1.9	2.9	10
NB L	33594877	SR 149	0.9	0.2	0.7	1.2	10
NB T	33594857	SR 149	1.3	0.6	0.7	2.1	10
NB T	33594858	SR 149	1.1	0.5	0.4	1.9	10
SB R	33594876	SR 149	0.1	0.1	0.0	0.1	10
SB T	33594865	SR 149	1.8	0.3	1.4	2.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	2.0	0.6	1.3	2.9	10
NB R	33594908	SR 149	3.0	0.2	2.8	3.4	10
NB T	33594870	SR 149	3.1	0.2	2.8	3.4	10
SB LT	33594883	SR 149	2.9	0.7	2.0	4.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	1.4	0.2	1.1	1.7	10
SEB TR	33577633	SR 149	3.8	1.7	2.0	8.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	12.5	1.1	9.9	13.6	10
WB R	33594829	RAMP I-70 WB TO SR 149	2.8	0.4	2.0	3.3	10

Delay by Lane - Total Num Stops

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	8.3	0.8	7.0	9.0	10
EB TR	33594839	BOND DR	44.2	4.4	35.0	49.0	10
NWB L	33594847	SR 149	5.6	2.2	2.0	9.0	10
NWB R	33594849	SR 149	1.9	1.6	0.0	5.0	10
NWB T	33594848	SR 149	27.4	4.8	17.0	35.0	10
SEB L	33594824	SR 149	3.8	1.4	1.0	5.0	10
SEB R	33594854	SR 149	0.8	0.6	0.0	2.0	10
SEB T	33594853	SR 149	38.3	8.7	26.0	57.0	10
WB L	33594836	BOND DR	8.4	1.5	6.0	11.0	10
WB TR	33594845	BOND DR	16.7	2.0	13.0	20.0	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	194.4	10.6	179.0	209.0	10
NB L	33594877	SR 149	75.2	13.2	59.0	104.0	10
NB T	33594857	SR 149	202.1	59.2	132.0	283.0	10
NB T	33594858	SR 149	188.9	54.6	105.0	273.0	10
SB R	33594876	SR 149	38.4	5.7	29.0	45.0	10
SB T	33594865	SR 149	248.9	30.9	215.0	301.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	32.2	4.4	25.0	40.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	231.2	40.4	180.0	311.0	10
NB R	33594908	SR 149	252.3	5.4	246.0	260.0	10
NB T	33594870	SR 149	257.3	8.4	238.0	267.0	10
SB LT	33594883	SR 149	375.5	55.9	309.0	473.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	191.1	14.9	166.0	214.0	10
SEB TR	33577633	SR 149	303.0	68.2	213.0	455.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	804.7	42.8	711.0	857.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	271.4	24.0	232.0	297.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	50.0	7.5	32.9	60.1	10
EB TR	33594839	BOND DR	19.8	3.9	13.9	25.6	10
NWB L	33594847	SR 149	11.9	1.7	9.6	14.6	10
NWB R	33594849	SR 149	6.8	0.5	6.1	7.8	10
NWB T	33594848	SR 149	4.9	0.3	4.2	5.5	10
SEB L	33594824	SR 149	12.1	2.2	8.2	14.7	10
SEB R	33594854	SR 149	6.7	1.0	4.8	7.8	10
SEB T	33594853	SR 149	6.6	1.9	5.1	11.2	10
WB L	33594836	BOND DR	44.0	9.3	33.0	61.8	10
WB TR	33594845	BOND DR	31.7	9.7	13.6	49.9	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	43.9	4.9	37.5	53.2	10
NB L	33594877	SR 149	71.3	10.9	57.4	91.5	10
NB T	33594857	SR 149	34.5	10.3	23.9	48.6	10
NB T	33594858	SR 149	30.9	9.3	17.8	46.1	10
SB R	33594876	SR 149	6.5	0.2	6.1	6.8	10
SB T	33594865	SR 149	19.9	2.9	16.7	24.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	43.6	3.4	38.6	48.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	55.4	14.3	38.0	76.8	10
NB R	33594908	SR 149	42.0	2.3	39.2	46.3	10
NB T	33594870	SR 149	45.3	2.7	41.6	49.4	10
SB LT	33594883	SR 149	30.0	5.1	23.6	38.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	27.6	2.3	24.1	31.6	10
SEB TR	33577633	SR 149	60.1	23.0	34.5	116.2	10
WB LT	33594828	RAMP I-70 WB TO SR 149	162.0	14.5	127.6	179.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	94.0	11.8	66.6	112.3	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	44.3	7.7	29.4	56.9	10
EB TR	33594839	BOND DR	15.0	3.6	9.9	22.0	10
NWB L	33594847	SR 149	2.5	1.3	1.1	4.8	10
NWB R	33594849	SR 149	0.3	0.3	0.0	1.0	10
NWB T	33594848	SR 149	0.7	0.1	0.4	0.9	10
SEB L	33594824	SR 149	4.0	2.2	0.4	7.0	10
SEB R	33594854	SR 149	0.3	0.3	0.0	0.9	10
SEB T	33594853	SR 149	2.0	1.2	1.0	4.9	10
WB L	33594836	BOND DR	40.4	9.3	26.6	57.4	10
WB TR	33594845	BOND DR	25.8	8.8	8.6	43.4	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	33.8	4.3	28.5	43.2	10
NB L	33594877	SR 149	54.1	9.4	42.8	71.2	10
NB T	33594857	SR 149	20.0	8.9	10.3	33.2	10
NB T	33594858	SR 149	16.8	7.7	6.0	29.1	10
SB R	33594876	SR 149	1.2	0.2	0.9	1.7	10
SB T	33594865	SR 149	13.0	2.5	10.1	17.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	34.7	3.1	29.9	39.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	43.8	12.7	28.8	63.2	10
NB R	33594908	SR 149	33.4	2.2	30.7	37.7	10
NB T	33594870	SR 149	35.1	2.5	31.8	38.8	10
SB LT	33594883	SR 149	17.3	4.2	12.1	25.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	14.0	1.9	11.2	17.0	10
SEB TR	33577633	SR 149	46.9	20.9	24.1	98.3	10
WB LT	33594828	RAMP I-70 WB TO SR 149	121.0	12.5	92.3	136.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	68.1	9.5	45.6	82.7	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Avg Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.9	0.1	0.7	1.0	10
EB TR	33594839	BOND DR	0.8	0.1	0.7	0.9	10
NWB L	33594847	SR 149	0.3	0.1	0.1	0.5	10
NWB R	33594849	SR 149	0.1	0.1	0.0	0.3	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
SEB L	33594824	SR 149	0.4	0.1	0.1	0.6	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.2	10
SEB T	33594853	SR 149	0.2	0.0	0.1	0.2	10
WB L	33594836	BOND DR	0.9	0.1	0.6	1.1	10
WB TR	33594845	BOND DR	0.8	0.1	0.6	1.0	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	0.8	0.0	0.8	0.9	10
NB L	33594877	SR 149	1.3	0.2	1.0	1.7	10
NB T	33594857	SR 149	0.9	0.3	0.6	1.2	10
NB T	33594858	SR 149	0.8	0.2	0.5	1.2	10
SB R	33594876	SR 149	0.2	0.0	0.2	0.3	10
SB T	33594865	SR 149	0.5	0.1	0.4	0.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.8	0.1	0.7	0.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.4	0.2	1.1	1.8	10
NB R	33594908	SR 149	0.8	0.0	0.7	0.8	10
NB T	33594870	SR 149	0.8	0.0	0.8	0.9	10
SB LT	33594883	SR 149	0.6	0.1	0.5	0.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	0.5	0.0	0.5	0.6	10
SEB TR	33577633	SR 149	1.0	0.2	0.7	1.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	2.2	0.2	1.8	2.3	10
WB R	33594829	RAMP I-70 WB TO SR 149	1.8	0.2	1.5	2.0	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	8	0.10	0.10	7	53.8	51.4	0.9
2	8	0.10	0.10	8	61.1	57.3	1.0
3	4	0.00	0.00	2	33.2	24.9	0.5
4	9	0.20	0.20	9	88.9	82.8	1.0
5	10	0.10	0.10	10	48.1	47.2	1.0
6	5	0.10	0.00	4	36.2	28.1	0.8
7	11	0.20	0.20	10	69.0	64.9	0.9
8	10	1.40	1.40	21	500.2	491.1	2.1
9	7	0.10	0.10	5	36.3	31.4	0.7
10	10	0.10	0.10	9	40.6	35.4	0.9
Average:	**8.2**	**0.24**	**0.23**	**8.5**	**96.7**	**91.4**	**1.0**
EB TR on BOND DR: Lane ID 33594839							
1	21	0.70	0.60	28	119.9	110.6	1.3
2	32	1.30	1.30	37	151.0	141.1	1.2
3	10	2.00	1.90	9	709.1	700.7	0.9
4	33	3.10	2.90	70	339.0	321.5	2.1
5	22	1.00	1.00	25	164.6	157.1	1.1
6	11	0.10	0.10	10	25.9	23.6	0.9
7	23	1.30	1.20	28	197.9	189.7	1.2
8	22	7.50	7.30	85	1,222.3	1,193.8	3.9
9	17	1.40	1.40	19	295.2	291.6	1.1
10	31	1.30	1.20	39	147.1	135.5	1.3
Average:	**22.2**	**1.97**	**1.89**	**35.0**	**337.2**	**326.5**	**1.5**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	20	0.20	0.10	18	30.7	20.3	0.9
2	26	0.20	0.10	25	28.5	18.0	1.0
3	4	0.00	0.00	2	23.4	13.7	0.5
4	24	0.10	0.10	21	20.1	9.9	0.9
5	24	0.20	0.10	23	30.2	20.4	1.0
6	19	0.10	0.10	16	22.1	11.6	0.8
7	24	0.10	0.10	19	18.5	8.2	0.8
8	20	0.20	0.10	19	33.1	22.8	1.0
9	18	0.10	0.00	15	15.9	5.5	0.8
10	17	0.10	0.10	16	30.8	20.6	0.9
Average:	**19.6**	**0.13**	**0.08**	**17.4**	**25.3**	**15.1**	**0.9**
NWB R on SR 149: Lane ID 33594849							
1	13	0.00	0.00	1	6.6	0.2	0.1
2	16	0.00	0.00	5	8.0	0.8	0.3
3	6	0.00	0.00	1	7.3	0.8	0.2
4	17	0.00	0.00	1	6.7	0.5	0.1
5	16	0.00	0.00	1	6.2	0.2	0.1
6	13	0.00	0.00	1	6.7	0.2	0.1
7	15	0.00	0.00	0	6.2	0.0	0.0
8	17	0.00	0.00	1	6.5	0.3	0.1
9	17	0.00	0.00	1	6.5	0.2	0.1
10	12	0.00	0.00	0	6.1	0.0	0.0
Average:	**14.2**	**0.00**	**0.00**	**1.2**	**6.7**	**0.3**	**0.1**
NWB T on SR 149: Lane ID 33594848							
1	262	0.30	0.00	22	4.4	0.7	0.1
2	277	0.40	0.10	32	5.6	1.5	0.1
3	62	0.10	0.00	6	4.9	1.0	0.1
4	269	0.40	0.10	23	4.7	0.8	0.1
5	271	0.30	0.00	26	4.5	0.6	0.1
6	276	0.30	0.10	21	4.4	0.8	0.1
7	281	0.40	0.10	29	4.9	1.1	0.1
8	268	0.30	0.00	19	4.1	0.5	0.1
9	251	0.30	0.00	17	4.4	0.6	0.1
10	254	0.30	0.10	21	4.4	0.8	0.1
Average:	**247.1**	**0.31**	**0.05**	**21.6**	**4.6**	**0.8**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	9	0.20	0.10	9	76.8	57.3	1.0
2	9	0.10	0.00	5	34.5	19.4	0.6
3	3	0.00	0.00	2	17.4	5.2	0.7
4	11	0.10	0.00	8	25.7	12.2	0.7
5	11	0.20	0.20	13	76.8	56.7	1.2
6	9	0.10	0.00	6	21.8	10.1	0.7
7	9	0.10	0.00	3	24.3	13.2	0.3
8	9	0.00	0.00	1	13.4	4.7	0.1
9	9	0.10	0.00	9	28.7	13.8	1.0
10	9	0.20	0.20	13	96.9	73.1	1.4
Average:	**8.8**	**0.11**	**0.05**	**6.9**	**41.6**	**26.6**	**0.8**
SEB R on SR 149: Lane ID 33594854							
1	8	0.20	0.10	6	86.6	67.5	0.8
2	12	0.00	0.00	3	14.1	2.4	0.3
3	4	0.30	0.30	1	301.3	289.6	0.3
4	10	0.00	0.00	3	13.7	1.9	0.3
5	11	0.20	0.20	12	74.8	53.3	1.1
6	11	0.10	0.10	3	43.4	28.3	0.3
7	8	0.10	0.00	4	25.5	8.9	0.5
8	9	0.00	0.00	3	15.6	4.1	0.3
9	10	0.10	0.00	3	19.7	9.2	0.3
10	9	0.30	0.30	12	134.1	102.1	1.3
Average:	**9.2**	**0.13**	**0.10**	**5.0**	**72.9**	**56.7**	**0.5**
SEB T on SR 149: Lane ID 33594853							
1	337	12.20	9.70	504	130.4	104.1	1.5
2	360	6.00	4.20	375	59.7	41.9	1.0
3	99	3.50	3.00	60	128.4	109.9	0.6
4	365	5.80	4.20	334	57.0	41.3	0.9
5	358	15.20	12.00	727	153.0	121.0	2.0
6	337	8.60	6.70	415	92.1	71.1	1.2
7	368	5.00	3.50	316	49.0	33.8	0.9
8	368	6.10	4.20	369	60.0	41.3	1.0
9	361	6.70	4.80	348	66.4	47.7	1.0
10	362	19.40	15.40	787	192.5	153.4	2.2
Average:	**331.5**	**8.85**	**6.77**	**423.5**	**98.8**	**76.6**	**1.2**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	15	0.30	0.30	16	79.7	64.7	1.1
2	33	8.00	7.90	75	874.5	856.4	2.3
3	10	0.30	0.30	10	120.5	112.3	1.0
4	19	1.50	1.50	19	287.2	283.0	1.0
5	11	0.30	0.20	12	85.5	76.1	1.1
6	18	2.10	2.10	20	425.0	417.7	1.1
7	19	1.30	1.30	21	245.5	242.6	1.1
8	15	4.20	4.20	16	1,010.7	1,005.0	1.1
9	18	0.40	0.40	17	75.8	71.5	0.9
10	10	0.20	0.10	9	62.3	44.2	0.9
Average:	**16.8**	**1.86**	**1.83**	**21.5**	**326.7**	**317.3**	**1.2**
WB TR on BOND DR: Lane ID 33594845							
1	13	0.20	0.10	13	48.6	40.0	1.0
2	24	2.30	2.20	41	343.7	332.7	1.7
3	9	0.10	0.10	7	40.5	33.1	0.8
4	15	0.40	0.40	12	94.4	90.4	0.8
5	9	0.10	0.10	8	48.0	42.0	0.9
6	14	0.20	0.20	15	59.3	53.9	1.1
7	15	0.40	0.30	16	85.2	79.6	1.1
8	12	1.30	1.30	16	391.4	386.9	1.3
9	11	0.10	0.10	10	40.0	29.8	0.9
10	8	0.10	0.10	8	38.2	22.7	1.0
Average:	**13.0**	**0.52**	**0.49**	**14.6**	**118.9**	**111.1**	**1.1**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LR on RECO DR: Lane ID 33594831							
1	162	3.80	3.30	164	84.8	72.7	1.0
2	165	2.80	2.40	158	62.0	51.9	1.0
3	53	6.70	6.60	70	456.5	447.0	1.3
4	165	2.50	2.10	151	54.9	45.9	0.9
5	163	2.40	2.10	143	54.0	45.6	0.9
6	159	3.90	3.30	172	87.4	75.5	1.1
7	162	3.30	2.90	156	73.9	63.9	1.0
8	165	2.20	1.90	140	48.4	41.4	0.9
9	162	3.60	3.00	172	79.0	66.7	1.1
10	161	6.00	5.20	210	133.3	117.3	1.3
Average:	**151.7**	**3.72**	**3.28**	**153.6**	**113.4**	**102.8**	**1.0**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594877							
1	55	3.10	2.60	165	201.4	167.3	3.0
2	56	3.50	2.80	203	226.0	182.9	3.6
3	14	1.30	1.20	31	344.0	319.7	2.2
4	51	5.90	5.00	241	419.0	352.8	4.7
5	58	2.20	1.80	148	139.1	109.5	2.6
6	58	2.20	1.70	169	138.8	107.7	2.9
7	59	1.90	1.40	127	115.3	87.0	2.2
8	57	3.10	2.40	199	195.5	154.1	3.5
9	54	4.50	3.70	221	302.9	245.2	4.1
10	49	7.00	6.10	261	511.4	448.0	5.3
Average:	**51.1**	**3.47**	**2.87**	**176.5**	**259.3**	**217.4**	**3.4**
NB T on SR 149: Lane ID 33594857							
1	244	10.50	8.60	597	155.6	127.3	2.5
2	259	12.40	9.60	795	172.6	133.1	3.1
3	56	1.00	0.70	76	63.5	46.9	1.4
4	240	21.70	17.90	945	325.1	268.6	3.9
5	262	7.80	5.90	582	106.8	80.9	2.2
6	266	7.50	5.50	628	102.0	75.1	2.4
7	275	6.70	4.60	539	87.2	60.6	2.0
8	259	10.30	7.90	769	143.2	109.6	3.0
9	240	15.90	12.70	857	238.2	190.8	3.6
10	227	27.30	24.00	992	433.4	380.5	4.4
Average:	**232.8**	**12.11**	**9.74**	**678.0**	**182.8**	**147.4**	**2.8**
NB T on SR 149: Lane ID 33594858							
1	257	10.80	8.60	643	151.9	120.9	2.5
2	263	12.10	9.20	789	165.3	126.6	3.0
3	68	1.60	1.30	81	85.6	68.0	1.2
4	249	21.70	17.90	927	313.7	259.4	3.7
5	277	6.90	5.00	550	90.1	65.0	2.0
6	285	7.40	5.30	648	93.7	67.5	2.3
7	285	6.50	4.50	540	82.6	57.1	1.9
8	272	10.10	7.50	754	133.3	99.7	2.8
9	266	16.90	13.30	911	228.3	180.2	3.4
10	243	27.80	24.30	1,044	411.5	359.6	4.3
Average:	**246.5**	**12.18**	**9.69**	**688.7**	**175.6**	**140.4**	**2.7**

SR 149 & RECO DR

NODE: 104

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594876							
1	63	0.10	0.00	6	5.4	0.7	0.1
2	71	0.10	0.00	5	5.3	0.3	0.1
3	20	0.00	0.00	6	6.1	0.6	0.3
4	71	0.10	0.00	3	5.4	0.3	0.0
5	70	0.10	0.00	6	5.4	0.4	0.1
6	63	0.10	0.00	7	6.3	1.1	0.1
7	68	0.10	0.00	10	6.8	1.5	0.2
8	70	0.10	0.00	10	6.1	1.9	0.1
9	64	0.10	0.00	7	5.9	1.2	0.1
10	67	0.10	0.00	3	5.1	0.1	0.0
Average:	**62.7**	**0.09**	**0.00**	**6.3**	**5.8**	**0.8**	**0.1**
SB T on SR 149: Lane ID 33594865							
1	584	2.90	1.80	227	17.8	11.3	0.4
2	629	2.90	1.70	223	16.4	9.8	0.4
3	221	0.90	0.50	73	14.3	7.9	0.3
4	642	2.40	1.30	209	13.5	7.4	0.3
5	636	2.80	1.60	198	15.8	9.3	0.3
6	574	3.20	2.10	256	20.1	13.0	0.5
7	600	3.30	2.10	258	19.6	12.5	0.4
8	613	2.60	1.50	228	15.4	8.7	0.4
9	546	3.50	2.40	243	23.1	16.2	0.5
10	593	2.80	1.70	219	17.1	10.0	0.4
Average:	**563.8**	**2.73**	**1.67**	**213.4**	**17.3**	**10.6**	**0.4**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	45	2.80	2.40	178	225.3	191.6	4.0
2	43	3.60	3.00	229	298.4	252.9	5.3
3	13	0.80	0.70	21	226.6	196.0	1.6
4	45	3.80	3.40	142	301.9	268.7	3.2
5	50	3.10	2.50	206	222.7	178.8	4.1
6	42	3.80	3.30	214	324.0	284.8	5.1
7	38	3.50	3.10	173	330.5	294.7	4.6
8	44	3.20	2.80	177	262.9	227.8	4.0
9	26	4.90	4.60	138	681.5	639.8	5.3
10	42	2.80	2.20	191	240.3	191.3	4.6
Average:	**38.8**	**3.23**	**2.80**	**166.9**	**311.4**	**272.6**	**4.2**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	185	13.50	11.50	1,114	262.9	223.1	6.0
2	187	15.80	13.30	1,479	304.0	256.1	7.9
3	121	2.40	1.80	290	72.0	54.3	2.4
4	195	10.00	8.10	940	185.4	149.8	4.8
5	202	14.90	12.10	1,282	265.0	215.6	6.4
6	183	17.30	14.90	1,470	341.2	292.4	8.0
7	175	17.30	15.00	1,282	354.9	308.5	7.3
8	201	15.00	12.60	1,261	268.0	226.4	6.3
9	125	17.20	15.30	1,036	495.1	442.0	8.3
10	190	16.10	13.70	1,324	305.2	260.3	7.0
Average:	**176.4**	**13.95**	**11.83**	**1,147.8**	**285.4**	**242.8**	**6.4**
NB R on SR 149: Lane ID 33594908							
1	315	4.20	3.50	207	47.8	40.1	0.7
2	325	4.40	3.70	226	49.2	40.8	0.7
3	92	1.20	1.00	65	47.0	39.3	0.7
4	314	4.20	3.50	212	48.5	40.1	0.7
5	338	4.40	3.70	218	46.7	38.9	0.6
6	345	4.40	3.60	220	46.2	38.0	0.6
7	346	4.40	3.60	218	45.7	37.3	0.6
8	332	4.10	3.40	204	44.2	36.6	0.6
9	328	4.30	3.60	212	47.6	39.1	0.7
10	304	4.20	3.50	201	49.3	40.9	0.7
Average:	**303.9**	**3.98**	**3.31**	**198.3**	**47.2**	**39.1**	**0.7**
NB T on SR 149: Lane ID 33594870							
1	296	5.50	4.70	252	67.1	56.7	0.9
2	316	5.90	4.90	273	67.2	55.5	0.9
3	66	1.40	1.20	65	78.1	65.2	1.0
4	300	5.30	4.40	248	64.1	53.1	0.8
5	319	5.90	4.90	307	66.7	55.8	1.0
6	321	6.00	4.90	299	66.8	55.0	0.9
7	329	5.50	4.60	269	60.3	50.2	0.8
8	318	5.70	4.70	297	64.8	53.0	0.9
9	296	5.90	5.00	265	71.8	61.3	0.9
10	278	5.30	4.60	220	68.9	59.1	0.8
Average:	**283.9**	**5.24**	**4.39**	**249.5**	**67.6**	**56.5**	**0.9**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB LT on SR 149: Lane ID 33594883							
1	578	7.70	5.30	533	47.7	33.2	0.9
2	637	6.40	4.10	457	36.2	23.3	0.7
3	143	1.90	1.50	89	48.4	37.0	0.6
4	647	6.40	4.00	443	35.7	22.1	0.7
5	624	7.00	4.60	467	40.5	26.5	0.8
6	559	7.00	4.80	529	45.3	31.1	1.0
7	611	6.80	4.40	492	39.9	25.8	0.8
8	600	7.10	4.80	462	42.7	29.0	0.8
9	608	7.40	5.10	439	43.8	30.1	0.7
10	589	7.40	5.30	478	45.4	32.6	0.8
Average:	**559.6**	**6.51**	**4.39**	**438.9**	**42.6**	**29.1**	**0.8**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB LT on SR 149: Lane ID 33594880							
1	340	9.10	7.40	378	95.9	77.9	1.1
2	354	9.50	7.90	378	96.7	80.2	1.1
3	77	2.40	2.00	116	111.6	92.1	1.5
4	339	8.90	7.30	323	94.3	77.1	1.0
5	359	9.30	7.50	390	93.5	75.6	1.1
6	357	8.60	6.90	401	87.2	69.9	1.1
7	368	9.30	7.50	387	91.3	73.4	1.1
8	361	9.70	7.80	349	96.3	77.8	1.0
9	321	9.40	7.70	342	105.6	86.8	1.1
10	314	8.50	7.10	333	97.2	81.5	1.1
Average:	**319.0**	**8.47**	**6.91**	**339.7**	**97.0**	**79.2**	**1.1**
SEB TR on SR 149: Lane ID 33577633							
1	355	16.10	13.90	544	163.2	141.3	1.5
2	402	15.20	12.50	572	136.5	112.1	1.4
3	94	5.70	5.20	115	218.9	199.1	1.2
4	403	13.80	11.40	541	122.9	101.8	1.3
5	378	16.00	13.60	587	152.6	129.3	1.6
6	342	16.30	13.90	593	171.7	146.6	1.7
7	389	15.50	13.00	584	143.8	120.5	1.5
8	389	16.40	13.90	575	151.4	128.4	1.5
9	387	15.30	13.10	531	142.8	121.7	1.4
10	377	16.40	13.90	568	156.5	132.8	1.5
Average:	**351.6**	**14.67**	**12.44**	**521.0**	**156.0**	**133.4**	**1.5**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	291	23.80	20.90	997	294.5	259.0	3.4
2	321	23.20	19.20	919	260.6	215.4	2.9
3	80	3.50	2.80	177	156.2	125.1	2.2
4	317	24.60	20.30	1,100	279.5	230.0	3.5
5	317	24.30	20.10	999	275.5	228.7	3.2
6	286	23.40	20.00	1,033	294.5	252.2	3.6
7	297	24.00	20.40	1,127	290.9	247.2	3.8
8	286	24.30	21.10	1,172	305.8	265.6	4.1
9	288	25.30	21.70	1,048	316.5	271.8	3.6
10	290	22.80	19.90	952	283.2	247.3	3.3
Average:	**277.3**	**21.92**	**18.64**	**952.4**	**275.7**	**234.2**	**3.4**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	100	5.20	4.70	275	188.6	168.8	2.8
2	110	5.40	4.40	267	177.9	145.0	2.4
3	29	0.80	0.70	46	103.1	81.4	1.6
4	110	5.60	4.50	279	181.7	148.6	2.5
5	103	5.40	4.50	253	187.4	155.9	2.5
6	100	5.40	4.70	266	193.5	170.7	2.7
7	103	5.40	4.40	303	187.8	154.0	2.9
8	93	5.30	4.60	288	203.4	179.8	3.1
9	101	5.80	4.90	297	206.5	175.8	2.9
10	100	4.90	4.60	255	176.5	164.5	2.6
Average:	**94.9**	**4.92**	**4.20**	**252.9**	**180.6**	**154.5**	**2.6**

Delay by Lane - Total Delay

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.2	0.4	0.0	1.4	10
EB TR	33594839	BOND DR	2.0	2.1	0.1	7.5	10
NWB L	33594847	SR 149	0.1	0.1	0.0	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.3	0.1	0.1	0.4	10
SEB L	33594824	SR 149	0.1	0.1	0.0	0.2	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.3	10
SEB T	33594853	SR 149	8.9	5.1	3.5	19.4	10
WB L	33594836	BOND DR	1.9	2.5	0.2	8.0	10
WB TR	33594845	BOND DR	0.5	0.7	0.1	2.3	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.7	1.5	2.2	6.7	10
NB L	33594877	SR 149	3.5	1.8	1.3	7.0	10
NB T	33594857	SR 149	12.1	7.7	1.0	27.3	10
NB T	33594858	SR 149	12.2	7.9	1.6	27.8	10
SB R	33594876	SR 149	0.1	0.0	0.0	0.1	10
SB T	33594865	SR 149	2.7	0.7	0.9	3.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	3.2	1.1	0.8	4.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	14.0	4.6	2.4	17.3	10
NB R	33594908	SR 149	4.0	1.0	1.2	4.4	10
NB T	33594870	SR 149	5.2	1.4	1.4	6.0	10
SB LT	33594883	SR 149	6.5	1.7	1.9	7.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	8.5	2.2	2.4	9.7	10
SEB TR	33577633	SR 149	14.7	3.2	5.7	16.4	10
WB LT	33594828	RAMP I-70 WB TO SR 149	21.9	6.5	3.5	25.3	10
WB R	33594829	RAMP I-70 WB TO SR 149	4.9	1.5	0.8	5.8	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.2	0.4	0.0	1.4	10
EB TR	33594839	BOND DR	1.9	2.0	0.1	7.3	10
NWB L	33594847	SR 149	0.1	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.1	0.0	0.1	10
SEB L	33594824	SR 149	0.1	0.1	0.0	0.2	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.3	10
SEB T	33594853	SR 149	6.8	4.2	3.0	15.4	10
WB L	33594836	BOND DR	1.8	2.5	0.1	7.9	10
WB TR	33594845	BOND DR	0.5	0.7	0.1	2.2	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.3	1.5	1.9	6.6	10
NB L	33594877	SR 149	2.9	1.6	1.2	6.1	10
NB T	33594857	SR 149	9.7	6.9	0.7	24.0	10
NB T	33594858	SR 149	9.7	7.0	1.3	24.3	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594865	SR 149	1.7	0.5	0.5	2.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	2.8	1.0	0.7	4.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	11.8	4.1	1.8	15.3	10
NB R	33594908	SR 149	3.3	0.8	1.0	3.7	10
NB T	33594870	SR 149	4.4	1.1	1.2	5.0	10
SB LT	33594883	SR 149	4.4	1.1	1.5	5.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	6.9	1.8	2.0	7.9	10
SEB TR	33577633	SR 149	12.4	2.7	5.2	13.9	10
WB LT	33594828	RAMP I-70 WB TO SR 149	18.6	5.6	2.8	21.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	4.2	1.2	0.7	4.9	10

Delay by Lane - Total Num Stops

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	8.5	5.1	2.0	21.0	10
EB TR	33594839	BOND DR	35.0	24.7	9.0	85.0	10
NWB L	33594847	SR 149	17.4	6.3	2.0	25.0	10
NWB R	33594849	SR 149	1.2	1.4	0.0	5.0	10
NWB T	33594848	SR 149	21.6	7.1	6.0	32.0	10
SEB L	33594824	SR 149	6.9	4.3	1.0	13.0	10
SEB R	33594854	SR 149	5.0	3.9	1.0	12.0	10
SEB T	33594853	SR 149	423.5	209.1	60.0	787.0	10
WB L	33594836	BOND DR	21.5	19.2	9.0	75.0	10
WB TR	33594845	BOND DR	14.6	9.9	7.0	41.0	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	153.6	35.4	70.0	210.0	10
NB L	33594877	SR 149	176.5	65.9	31.0	261.0	10
NB T	33594857	SR 149	678.0	263.3	76.0	992.0	10
NB T	33594858	SR 149	688.7	271.0	81.0	1,044.0	10
SB R	33594876	SR 149	6.3	2.4	3.0	10.0	10
SB T	33594865	SR 149	213.4	52.9	73.0	258.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	166.9	58.9	21.0	229.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	1,147.8	347.4	290.0	1,479.0	10
NB R	33594908	SR 149	198.3	47.5	65.0	226.0	10
NB T	33594870	SR 149	249.5	70.0	65.0	307.0	10
SB LT	33594883	SR 149	438.9	127.1	89.0	533.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	339.7	82.9	116.0	401.0	10
SEB TR	33577633	SR 149	521.0	144.2	115.0	593.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	952.4	283.4	177.0	1,172.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	252.9	74.6	46.0	303.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	96.7	142.8	33.2	500.2	10
EB TR	33594839	BOND DR	337.2	363.3	25.9	1,222.3	10
NWB L	33594847	SR 149	25.3	6.0	15.9	33.1	10
NWB R	33594849	SR 149	6.7	0.6	6.1	8.0	10
NWB T	33594848	SR 149	4.6	0.4	4.1	5.6	10
SEB L	33594824	SR 149	41.6	30.0	13.4	96.9	10
SEB R	33594854	SR 149	72.9	89.6	13.7	301.3	10
SEB T	33594853	SR 149	98.8	49.4	49.0	192.5	10
WB L	33594836	BOND DR	326.7	346.4	62.3	1,010.7	10
WB TR	33594845	BOND DR	118.9	132.9	38.2	391.4	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	113.4	123.0	48.4	456.5	10
NB L	33594877	SR 149	259.3	131.8	115.3	511.4	10
NB T	33594857	SR 149	182.8	117.5	63.5	433.4	10
NB T	33594858	SR 149	175.6	110.9	82.6	411.5	10
SB R	33594876	SR 149	5.8	0.6	5.1	6.8	10
SB T	33594865	SR 149	17.3	2.9	13.5	23.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	311.4	136.5	222.7	681.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	285.4	110.3	72.0	495.1	10
NB R	33594908	SR 149	47.2	1.6	44.2	49.3	10
NB T	33594870	SR 149	67.6	4.8	60.3	78.1	10
SB LT	33594883	SR 149	42.6	4.4	35.7	48.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	97.0	7.0	87.2	111.6	10
SEB TR	33577633	SR 149	156.0	26.0	122.9	218.9	10
WB LT	33594828	RAMP I-70 WB TO SR 149	275.7	44.8	156.2	316.5	10
WB R	33594829	RAMP I-70 WB TO SR 149	180.6	29.0	103.1	206.5	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	91.4	141.6	24.9	491.1	10
EB TR	33594839	BOND DR	326.5	357.5	23.6	1,193.8	10
NWB L	33594847	SR 149	15.1	6.1	5.5	22.8	10
NWB R	33594849	SR 149	0.3	0.3	0.0	0.8	10
NWB T	33594848	SR 149	0.8	0.3	0.5	1.5	10
SEB L	33594824	SR 149	26.6	25.4	4.7	73.1	10
SEB R	33594854	SR 149	56.7	88.5	1.9	289.6	10
SEB T	33594853	SR 149	76.6	42.3	33.8	153.4	10
WB L	33594836	BOND DR	317.3	346.3	44.2	1,005.0	10
WB TR	33594845	BOND DR	111.1	133.4	22.7	386.9	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	102.8	122.9	41.4	447.0	10
NB L	33594877	SR 149	217.4	120.7	87.0	448.0	10
NB T	33594857	SR 149	147.4	105.5	46.9	380.5	10
NB T	33594858	SR 149	140.4	99.6	57.1	359.6	10
SB R	33594876	SR 149	0.8	0.6	0.1	1.9	10
SB T	33594865	SR 149	10.6	2.7	7.4	16.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	272.6	135.7	178.8	639.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	242.8	101.4	54.3	442.0	10
NB R	33594908	SR 149	39.1	1.4	36.6	40.9	10
NB T	33594870	SR 149	56.5	4.4	50.2	65.2	10
SB LT	33594883	SR 149	29.1	4.7	22.1	37.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	79.2	6.4	69.9	92.1	10
SEB TR	33577633	SR 149	133.4	26.6	101.8	199.1	10
WB LT	33594828	RAMP I-70 WB TO SR 149	234.2	42.1	125.1	271.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	154.5	28.1	81.4	179.8	10

Delay by Lane - Avg Num Stops

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	1.0	0.4	0.5	2.1	10
EB TR	33594839	BOND DR	1.5	0.9	0.9	3.9	10
NWB L	33594847	SR 149	0.9	0.1	0.5	1.0	10
NWB R	33594849	SR 149	0.1	0.1	0.0	0.3	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
SEB L	33594824	SR 149	0.8	0.4	0.1	1.4	10
SEB R	33594854	SR 149	0.5	0.4	0.3	1.3	10
SEB T	33594853	SR 149	1.2	0.5	0.6	2.2	10
WB L	33594836	BOND DR	1.2	0.4	0.9	2.3	10
WB TR	33594845	BOND DR	1.1	0.3	0.8	1.7	10

SR 149 & RECO DR — NODE: 104

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	1.0	0.2	0.9	1.3	10
NB L	33594877	SR 149	3.4	1.1	2.2	5.3	10
NB T	33594857	SR 149	2.8	0.9	1.4	4.4	10
NB T	33594858	SR 149	2.7	0.9	1.2	4.3	10
SB R	33594876	SR 149	0.1	0.1	0.0	0.3	10
SB T	33594865	SR 149	0.4	0.1	0.3	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	4.2	1.1	1.6	5.3	10
EB R	33594856	RAMP I-70 EB TO SR 149	6.4	1.8	2.4	8.3	10
NB R	33594908	SR 149	0.7	0.0	0.6	0.7	10
NB T	33594870	SR 149	0.9	0.1	0.8	1.0	10
SB LT	33594883	SR 149	0.8	0.1	0.6	1.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB LT	33594880	SR 149	1.1	0.2	1.0	1.5	10
SEB TR	33577633	SR 149	1.5	0.1	1.2	1.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	3.4	0.5	2.2	4.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	2.6	0.4	1.6	3.1	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	923.0	2.80	10.9	B
2	935.0	2.30	8.7	A
3	921.0	6.80	26.6	C
4	968.0	1.70	6.5	A
5	946.0	4.40	16.9	B
6	990.0	1.90	6.9	A
7	973.0	1.80	6.6	A
8	987.0	2.20	7.9	A
9	943.0	4.50	17.3	B
10	968.0	1.80	6.8	A
Average:	**955.4**	**3.02**	**11.5**	**B**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,418.0	71.80	182.2	F
2	1,503.0	59.70	143.0	F
3	1,406.0	83.70	214.3	F
4	1,564.0	35.70	82.2	F
5	1,503.0	70.10	167.9	F
6	1,606.0	30.20	67.7	E
7	1,555.0	73.50	170.2	F
8	1,597.0	37.90	85.4	F
9	1,515.0	84.50	200.8	F
10	1,568.0	58.00	133.2	F
Average:	**1,523.5**	**60.51**	**144.7**	**F**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,472.0	18.60	45.5	D
2	1,535.0	17.90	42.0	D
3	1,460.0	23.80	58.7	E
4	1,613.0	16.30	36.5	D
5	1,547.0	17.80	41.3	D
6	1,648.0	15.90	34.8	C
7	1,605.0	15.70	35.1	D
8	1,644.0	18.00	39.5	D

9	1,548.0	19.70	45.9	D
10	1,604.0	16.80	37.7	D
Average:	**1,567.6**	**18.05**	**41.7**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,107.0	39.40	128.0	F
2	1,124.0	39.40	126.0	F
3	1,078.0	46.00	153.5	F
4	1,192.0	32.50	98.3	F
5	1,126.0	39.90	127.5	F
6	1,207.0	33.30	99.3	F
7	1,201.0	31.80	95.4	F
8	1,199.0	40.30	121.1	F
9	1,120.0	45.50	146.1	F
10	1,181.0	37.30	113.8	F
Average:	**1,153.5**	**38.54**	**120.9**	**F**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	3.0	1.7	1.7	6.8	10
104	SR 149 & RECO DR	Actuated	60.5	19.9	30.2	84.5	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	18.1	2.4	15.7	23.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	38.5	5.0	31.8	46.0	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	11.5	6.7	6.5	26.6	10
104	SR 149 & RECO DR	Actuated	144.7	51.7	67.7	214.3	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	41.7	7.1	34.8	58.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	120.9	19.7	95.4	153.5	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	688.0	1.10	6.0	A
2	684.0	1.00	5.3	A
3	691.0	0.80	4.4	A
4	684.0	0.90	4.7	A
5	683.0	1.50	8.0	A
6	672.0	1.00	5.2	A
7	667.0	1.90	10.4	B
8	673.0	0.90	4.6	A
9	675.0	0.90	4.7	A
10	676.0	0.90	5.0	A
Average:	**679.3**	**1.09**	**5.8**	**A**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,425.0	8.30	20.9	C
2	1,441.0	8.20	20.5	C
3	1,440.0	7.60	19.0	B
4	1,443.0	7.50	18.7	B
5	1,438.0	11.50	28.9	C
6	1,413.0	11.90	30.3	C
7	1,414.0	10.60	27.1	C
8	1,434.0	9.30	23.4	C
9	1,425.0	9.60	24.4	C
10	1,421.0	7.80	19.8	B
Average:	**1,429.4**	**9.23**	**23.3**	**C**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,457.0	13.20	32.5	C
2	1,467.0	12.80	31.5	C
3	1,466.0	12.90	31.6	C
4	1,470.0	13.00	31.9	C
5	1,470.0	13.90	33.9	C
6	1,439.0	16.90	42.3	D
7	1,433.0	16.70	42.1	D
8	1,453.0	14.50	35.9	D

9	1,447.0	14.30	35.5	D
10	1,441.0	13.50	33.6	C
Average:	**1,454.3**	**14.17**	**35.1**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,171.0	27.30	84.1	F
2	1,182.0	25.20	76.9	E
3	1,183.0	25.30	77.1	E
4	1,187.0	21.50	65.1	E
5	1,172.0	27.00	83.0	F
6	1,154.0	28.50	89.1	F
7	1,143.0	31.70	99.9	F
8	1,163.0	23.70	73.3	E
9	1,154.0	27.60	86.1	F
10	1,148.0	28.70	90.0	F
Average:	**1,165.7**	**26.65**	**82.4**	**F**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	1.1	0.3	0.8	1.9	10
104	SR 149 & RECO DR	Actuated	9.2	1.6	7.5	11.9	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	14.2	1.5	12.8	16.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	26.7	2.9	21.5	31.7	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	5.8	1.9	4.4	10.4	10
104	SR 149 & RECO DR	Actuated	23.3	4.2	18.7	30.3	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	35.1	4.0	31.5	42.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	82.4	9.8	65.1	99.9	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	706.0	13.60	69.3	E
2	797.0	17.50	79.1	E
3	211.0	6.20	105.3	F
4	772.0	10.70	50.0	D
5	743.0	16.90	81.7	F
6	713.0	11.00	55.6	E
7	773.0	7.90	36.7	D
8	750.0	20.20	97.2	F
9	719.0	8.30	41.5	D
10	722.0	21.20	105.8	F
Average:	**690.6**	**13.35**	**72.2**	**E**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,365.0	29.10	76.8	E
2	1,443.0	31.60	78.9	E
3	432.0	11.00	91.6	F
4	1,418.0	52.30	132.8	F
5	1,466.0	20.10	49.4	D
6	1,405.0	22.20	56.8	E
7	1,449.0	19.70	48.8	D
8	1,436.0	26.20	65.8	E
9	1,332.0	42.40	114.7	F
10	1,340.0	69.10	185.6	F
Average:	**1,308.6**	**32.37**	**90.1**	**F**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,419.0	32.00	81.2	F
2	1,508.0	34.30	81.9	F
3	435.0	7.20	59.9	E
4	1,501.0	27.90	67.0	E
5	1,533.0	33.60	78.9	E
6	1,450.0	36.90	91.7	F
7	1,499.0	35.80	85.9	F
8	1,495.0	33.40	80.4	F

9	1,383.0	38.10	99.3	F
10	1,403.0	34.20	87.8	F
Average:	**1,362.6**	**31.34**	**81.4**	**F**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,086.0	52.90	175.4	F
2	1,187.0	52.10	157.9	F
3	280.0	12.10	155.0	F
4	1,169.0	51.50	158.5	F
5	1,157.0	53.70	167.0	F
6	1,085.0	52.50	174.3	F
7	1,157.0	53.00	164.8	F
8	1,129.0	54.30	173.2	F
9	1,097.0	54.60	179.3	F
10	1,081.0	51.30	171.0	F
Average:	**1,042.8**	**48.80**	**167.6**	**F**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	13.4	5.3	6.2	21.2	10
104	SR 149 & RECO DR	Actuated	32.4	17.5	11.0	69.1	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	31.3	8.9	7.2	38.1	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	48.8	12.9	12.1	54.6	10

Intersection LOS - Avg Control Delay

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	72.2	25.7	36.7	105.8	10
104	SR 149 & RECO DR	Actuated	90.1	43.3	48.8	185.6	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	81.4	11.4	59.9	99.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	167.6	8.4	155.0	179.3	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	58.0	0.40	25.4	C
2	55.0	0.40	24.5	C
3	59.0	1.30	78.0	E
4	55.0	0.30	22.5	C
5	63.0	0.60	35.5	D
6	61.0	0.40	26.5	C
7	61.0	0.40	20.7	C
8	59.0	0.30	15.7	B
9	58.0	0.50	33.8	C
10	59.0	0.40	25.7	C
Average:	**58.8**	**0.50**	**30.8**	**C**
NWB on SR 149: Superlink ID 720495892				
1	420.0	0.60	5.3	A
2	438.0	0.60	4.9	A
3	409.0	0.70	5.9	A
4	463.0	0.60	4.4	A
5	430.0	0.60	4.7	A
6	481.0	0.60	4.5	A
7	464.0	0.60	4.8	A
8	477.0	0.60	4.9	A
9	435.0	0.50	4.5	A
10	468.0	0.60	4.3	A
Average:	**448.5**	**0.60**	**4.8**	**A**
SEB on SR 149: Superlink ID 720499681				
1	408.0	1.20	10.8	B
2	402.0	0.80	7.2	A
3	411.0	3.80	33.7	C
4	409.0	0.50	4.1	A
5	407.0	2.30	20.3	C
6	408.0	0.50	4.6	A
7	414.0	0.50	4.2	A
8	412.0	0.80	7.4	A
9	411.0	2.10	18.2	B

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	403.0	0.50	4.5	A
Average:	**408.5**	**1.30**	**11.5**	**B**
WB on BOND DR: Superlink ID 720499685				
1	37.0	0.50	52.7	D
2	40.0	0.50	43.6	D
3	42.0	1.00	87.4	F
4	41.0	0.40	31.0	C
5	46.0	1.00	75.1	E
6	40.0	0.30	29.0	C
7	34.0	0.30	32.8	C
8	39.0	0.40	36.8	D
9	39.0	1.40	127.2	F
10	38.0	0.40	34.4	C
Average:	**39.6**	**0.62**	**55.0**	**D**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	273.0	4.20	54.9	D
2	271.0	3.60	47.6	D
3	274.0	4.20	54.8	D
4	275.0	2.60	33.8	C
5	277.0	3.00	38.5	D
6	273.0	2.90	38.3	D
7	271.0	3.20	42.9	D
8	275.0	4.20	55.5	E
9	275.0	3.90	50.7	D
10	272.0	3.40	44.6	D
Average:	**273.6**	**3.52**	**46.2**	**D**
NB on SR 149: Superlink ID 720499693				
1	628.0	65.90	377.6	F
2	722.0	54.30	270.5	F
3	639.0	77.20	435.1	F
4	750.0	31.20	149.9	F
5	719.0	64.70	323.9	F
6	805.0	25.40	113.6	F
7	741.0	67.90	329.9	F
8	804.0	30.90	138.6	F
9	729.0	78.20	386.0	F
10	777.0	52.10	241.2	F
Average:	**731.4**	**54.78**	**276.6**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499689				
1	517.0	1.70	12.1	B
2	510.0	1.90	13.2	B
3	493.0	2.30	16.7	B
4	539.0	1.90	12.6	B
5	507.0	2.50	17.5	B
6	528.0	1.90	12.9	B
7	543.0	2.40	15.9	B
8	518.0	2.70	18.9	B
9	511.0	2.50	17.4	B
10	519.0	2.60	18.0	B
Average:	**518.5**	**2.24**	**15.5**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	226.0	2.30	36.5	D
2	226.0	2.20	34.5	C
3	228.0	7.10	112.1	F
4	229.0	2.00	31.9	C
5	229.0	2.40	37.3	D
6	225.0	1.60	24.8	C
7	228.0	2.20	34.9	C
8	226.0	2.30	37.4	D
9	229.0	3.70	58.4	E
10	222.0	1.80	29.4	C
Average:	**226.8**	**2.76**	**43.7**	**D**
NB on SR 149: Superlink ID 720499689				
1	755.0	8.40	40.1	D
2	827.0	8.40	36.7	D
3	760.0	8.70	41.1	D
4	863.0	7.90	32.9	C
5	837.0	8.10	34.7	C
6	917.0	8.20	32.0	C
7	851.0	7.00	29.7	C
8	915.0	8.30	32.8	C
9	843.0	8.30	35.6	D
10	884.0	7.80	31.8	C
Average:	**845.2**	**8.11**	**34.7**	**C**
SB on SR 149: Superlink ID 720496045				
1	491.0	7.90	57.8	E
2	482.0	7.30	54.6	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	472.0	8.00	61.2	E
4	521.0	6.40	44.4	D
5	481.0	7.30	54.8	D
6	506.0	6.20	44.5	D
7	526.0	6.40	44.0	D
8	503.0	7.40	52.8	D
9	476.0	7.70	58.0	E
10	498.0	7.20	51.7	D
Average:	**495.6**	**7.18**	**52.4**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	424.0	6.10	51.8	D
2	463.0	6.10	47.6	D
3	436.0	7.50	61.7	E
4	479.0	5.20	39.3	D
5	466.0	6.70	51.8	D
6	503.0	5.30	38.1	D
7	470.0	4.90	37.3	D
8	501.0	5.80	41.6	D
9	475.0	6.20	46.8	D
10	492.0	5.50	40.1	D
Average:	**470.9**	**5.93**	**45.6**	**D**
SEB on SR 149: Superlink ID 720495892				
1	392.0	8.70	80.2	F
2	388.0	7.10	65.6	E
3	397.0	12.80	116.0	F
4	396.0	4.50	41.1	D
5	401.0	9.40	84.7	F
6	402.0	5.10	45.3	D
7	401.0	4.60	41.7	D
8	397.0	7.40	67.3	E
9	396.0	10.20	92.3	F
10	392.0	5.60	51.5	D
Average:	**396.2**	**7.54**	**68.6**	**E**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	291.0	24.50	303.6	F
2	273.0	26.20	344.9	F
3	245.0	25.70	377.8	F
4	317.0	22.80	258.8	F
5	259.0	23.70	329.9	F

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	302.0	22.90	273.0	F
7	330.0	22.30	243.4	F
8	301.0	27.10	324.4	F
9	249.0	29.10	421.0	F
10	297.0	26.20	317.9	F
Average:	**286.4**	**25.05**	**319.5**	**F**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	0.5	0.3	0.3	1.3	10
NWB	SR 149	720495892	0.6	0.0	0.5	0.7	10
SEB	SR 149	720499681	1.3	1.1	0.5	3.8	10
WB	BOND DR	720499685	0.6	0.4	0.3	1.4	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	3.5	0.6	2.6	4.2	10
NB	SR 149	720499693	54.8	19.6	25.4	78.2	10
SB	SR 149	720499689	2.2	0.4	1.7	2.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	2.8	1.6	1.6	7.1	10
NB	SR 149	720499689	8.1	0.5	7.0	8.7	10
SB	SR 149	720496045	7.2	0.6	6.2	8.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	5.9	0.8	4.9	7.5	10
SEB	SR 149	720495892	7.5	2.7	4.5	12.8	10
WB	RAMP I-70 WB TO SR 149	720496067	25.1	2.2	22.3	29.1	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	30.8	17.6	15.7	78.0	10
NWB	SR 149	720495892	4.8	0.5	4.3	5.9	10
SEB	SR 149	720499681	11.5	9.7	4.1	33.7	10
WB	BOND DR	720499685	55.0	32.1	29.0	127.2	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	46.2	7.8	33.8	55.5	10
NB	SR 149	720499693	276.6	113.2	113.6	435.1	10
SB	SR 149	720499689	15.5	2.5	12.1	18.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	43.7	25.6	24.8	112.1	10
NB	SR 149	720499689	34.7	3.7	29.7	41.1	10
SB	SR 149	720496045	52.4	6.2	44.0	61.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	45.6	7.8	37.3	61.7	10
SEB	SR 149	720495892	68.6	24.8	41.1	116.0	10
WB	RAMP I-70 WB TO SR 149	720496067	319.5	54.1	243.4	421.0	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	54.0	0.40	25.0	C
2	63.0	0.40	22.4	C
3	65.0	0.30	14.8	B
4	66.0	0.30	16.4	B
5	65.0	0.30	17.6	B
6	61.0	0.30	19.0	B
7	65.0	0.50	27.4	C
8	58.0	0.30	19.0	B
9	65.0	0.40	21.5	C
10	61.0	0.40	21.5	C
Average:	**62.3**	**0.36**	**20.5**	**C**
NWB on SR 149: Superlink ID 720495892				
1	345.0	0.20	1.7	A
2	332.0	0.20	1.9	A
3	333.0	0.10	1.2	A
4	333.0	0.20	1.8	A
5	324.0	0.10	1.4	A
6	320.0	0.10	1.5	A
7	314.0	0.40	4.9	A
8	323.0	0.10	1.6	A
9	322.0	0.10	1.5	A
10	322.0	0.10	1.4	A
Average:	**326.8**	**0.16**	**1.9**	**A**
SEB on SR 149: Superlink ID 720499681				
1	258.0	0.30	4.9	A
2	258.0	0.30	3.8	A
3	260.0	0.20	3.1	A
4	259.0	0.20	2.7	A
5	264.0	0.70	10.1	B
6	262.0	0.20	3.1	A
7	258.0	0.70	9.2	A
8	262.0	0.20	2.5	A
9	260.0	0.10	1.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	265.0	0.20	2.6	A
Average:	**260.6**	**0.31**	**4.4**	**A**
WB on BOND DR: Superlink ID 720499685				
1	31.0	0.30	29.7	C
2	31.0	0.20	19.2	B
3	33.0	0.20	25.5	C
4	26.0	0.20	33.5	C
5	30.0	0.30	39.8	D
6	29.0	0.30	36.0	D
7	30.0	0.30	41.9	D
8	30.0	0.20	27.1	C
9	28.0	0.20	27.7	C
10	28.0	0.30	33.7	C
Average:	**29.6**	**0.25**	**31.4**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	241.0	2.40	35.4	D
2	240.0	2.50	37.5	D
3	241.0	2.30	34.4	C
4	241.0	2.50	37.0	D
5	240.0	3.20	47.6	D
6	239.0	2.70	41.3	D
7	239.0	2.20	32.6	C
8	238.0	2.70	41.5	D
9	238.0	2.40	35.9	D
10	238.0	2.10	31.7	C
Average:	**239.5**	**2.50**	**37.5**	**D**
NB on SR 149: Superlink ID 720499693				
1	535.0	3.60	24.3	C
2	527.0	3.50	24.2	C
3	524.0	2.90	19.8	B
4	526.0	2.70	18.5	B
5	525.0	6.30	42.9	D
6	519.0	6.00	41.7	D
7	526.0	5.40	37.0	D
8	527.0	3.90	27.0	C
9	528.0	4.40	29.8	C
10	526.0	3.40	23.0	C
Average:	**526.3**	**4.21**	**28.8**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499689				
1	649.0	2.30	12.8	B
2	674.0	2.20	11.6	B
3	675.0	2.40	12.8	B
4	676.0	2.30	12.4	B
5	673.0	2.10	11.3	B
6	655.0	3.10	17.2	B
7	649.0	3.10	17.0	B
8	669.0	2.60	14.2	B
9	659.0	2.90	15.8	B
10	657.0	2.40	13.0	B
Average:	**663.6**	**2.54**	**13.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	212.0	2.00	34.1	C
2	212.0	2.60	43.6	D
3	215.0	2.70	44.4	D
4	207.0	2.10	37.3	D
5	211.0	2.10	36.0	D
6	203.0	3.40	61.0	E
7	204.0	3.70	65.1	E
8	212.0	3.60	62.0	E
9	212.0	2.90	48.5	D
10	206.0	2.20	39.0	D
Average:	**209.4**	**2.73**	**47.1**	**D**
NB on SR 149: Superlink ID 720499689				
1	661.0	7.10	38.9	D
2	643.0	6.70	37.4	D
3	644.0	7.00	39.4	D
4	646.0	7.20	40.2	D
5	646.0	7.50	41.8	D
6	638.0	7.90	44.6	D
7	642.0	7.60	42.5	D
8	642.0	6.80	38.2	D
9	644.0	7.50	42.0	D
10	644.0	6.90	38.5	D
Average:	**645.0**	**7.22**	**40.3**	**D**
SB on SR 149: Superlink ID 720496045				
1	584.0	4.00	24.8	C
2	612.0	3.60	21.2	C

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	607.0	3.20	18.8	B
4	617.0	3.70	21.5	C
5	613.0	4.20	24.9	C
6	598.0	5.60	33.6	C
7	587.0	5.50	33.6	C
8	599.0	4.00	24.2	C
9	591.0	3.90	23.7	C
10	591.0	4.40	26.5	C
Average:	**599.9**	**4.21**	**25.3**	**C**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	371.0	2.30	22.5	C
2	357.0	2.00	19.8	B
3	355.0	2.20	22.6	C
4	355.0	1.80	18.2	B
5	352.0	2.10	21.9	C
6	344.0	1.90	19.9	B
7	344.0	2.20	23.2	C
8	348.0	1.90	20.2	C
9	358.0	2.60	25.8	C
10	351.0	2.40	24.4	C
Average:	**353.5**	**2.14**	**21.8**	**C**
SEB on SR 149: Superlink ID 720495892				
1	272.0	4.20	55.1	E
2	289.0	3.80	47.3	D
3	296.0	2.50	30.7	C
4	290.0	3.80	46.6	D
5	296.0	3.90	48.0	D
6	290.0	5.30	65.6	E
7	293.0	9.20	112.7	F
8	286.0	2.70	33.4	C
9	295.0	5.50	67.4	E
10	293.0	4.50	55.6	E
Average:	**290.0**	**4.54**	**56.2**	**E**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	528.0	20.90	142.3	F
2	536.0	19.50	130.9	F
3	532.0	20.60	139.3	F
4	542.0	15.90	105.7	F
5	524.0	20.90	143.7	F

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	520.0	21.40	147.9	F
7	506.0	20.30	144.6	F
8	529.0	19.10	129.8	F
9	501.0	19.50	140.1	F
10	504.0	21.80	155.6	F
Average:	**522.2**	**19.99**	**138.0**	**F**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	0.4	0.1	0.3	0.5	10
NWB	SR 149	720495892	0.2	0.1	0.1	0.4	10
SEB	SR 149	720499681	0.3	0.2	0.1	0.7	10
WB	BOND DR	720499685	0.3	0.1	0.2	0.3	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	2.5	0.3	2.1	3.2	10
NB	SR 149	720499693	4.2	1.3	2.7	6.3	10
SB	SR 149	720499689	2.5	0.4	2.1	3.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	2.7	0.6	2.0	3.7	10
NB	SR 149	720499689	7.2	0.4	6.7	7.9	10
SB	SR 149	720496045	4.2	0.8	3.2	5.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	2.1	0.3	1.8	2.6	10
SEB	SR 149	720495892	4.5	1.9	2.5	9.2	10
WB	RAMP I-70 WB TO SR 149	720496067	20.0	1.7	15.9	21.8	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	20.5	3.9	14.8	27.4	10
NWB	SR 149	720495892	1.9	1.1	1.2	4.9	10
SEB	SR 149	720499681	4.4	2.9	1.8	10.1	10
WB	BOND DR	720499685	31.4	6.9	19.2	41.9	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	37.5	4.8	31.7	47.6	10
NB	SR 149	720499693	28.8	8.8	18.5	42.9	10
SB	SR 149	720499689	13.8	2.2	11.3	17.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	47.1	11.6	34.1	65.1	10
NB	SR 149	720499689	40.3	2.3	37.4	44.6	10
SB	SR 149	720496045	25.3	4.9	18.8	33.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	21.8	2.3	18.2	25.8	10
SEB	SR 149	720495892	56.2	23.1	30.7	112.7	10
WB	RAMP I-70 WB TO SR 149	720496067	138.0	13.6	105.7	155.6	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	29.0	0.80	98.0	F
2	40.0	1.40	128.5	F
3	14.0	2.00	508.1	F
4	42.0	3.20	278.6	F
5	32.0	1.10	125.2	F
6	16.0	0.10	25.6	C
7	34.0	1.50	153.7	F
8	32.0	8.80	989.7	F
9	24.0	1.40	217.2	F
10	41.0	1.30	115.4	F
Average:	**30.4**	**2.16**	**264.0**	**F**
NWB on SR 149: Superlink ID 720495892				
1	295.0	0.20	2.7	A
2	319.0	0.30	3.9	A
3	72.0	0.00	2.4	A
4	310.0	0.20	2.3	A
5	311.0	0.30	3.1	A
6	308.0	0.20	2.1	A
7	320.0	0.20	2.5	A
8	305.0	0.20	2.8	A
9	286.0	0.10	1.6	A
10	283.0	0.20	2.7	A
Average:	**280.9**	**0.19**	**2.6**	**A**
SEB on SR 149: Superlink ID 720499681				
1	354.0	12.10	123.3	F
2	381.0	5.50	52.2	D
3	106.0	3.80	127.5	F
4	386.0	5.40	50.1	D
5	380.0	15.10	143.4	F
6	357.0	8.40	84.5	F
7	385.0	4.60	42.8	D
8	386.0	5.70	53.2	D
9	380.0	6.30	59.3	E

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	380.0	19.50	184.4	F
Average:	**349.5**	**8.64**	**92.1**	**F**
WB on BOND DR: Superlink ID 720499685				
1	28.0	0.50	59.2	E
2	57.0	10.20	644.9	F
3	19.0	0.40	74.8	E
4	34.0	1.90	199.9	F
5	20.0	0.40	63.3	E
6	32.0	2.30	262.1	F
7	34.0	1.60	173.0	F
8	27.0	5.50	733.8	F
9	29.0	0.50	56.2	E
10	18.0	0.20	43.5	D
Average:	**29.8**	**2.35**	**231.1**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	162.0	3.50	77.8	E
2	165.0	2.50	55.6	E
3	53.0	6.60	451.1	F
4	165.0	2.30	49.6	D
5	163.0	2.20	49.3	D
6	159.0	3.60	80.4	F
7	162.0	3.10	68.3	E
8	165.0	2.00	44.4	D
9	162.0	3.20	71.3	E
10	161.0	5.60	125.7	F
Average:	**151.7**	**3.46**	**107.3**	**F**
NB on SR 149: Superlink ID 720499693				
1	556.0	23.00	149.1	F
2	578.0	26.60	165.5	F
3	138.0	3.60	94.3	F
4	540.0	48.00	319.9	F
5	597.0	15.50	93.2	F
6	609.0	15.70	92.9	F
7	619.0	13.60	79.2	E
8	588.0	21.90	134.2	F
9	560.0	36.00	231.2	F
10	519.0	61.00	422.9	F
Average:	**530.4**	**26.49**	**178.2**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499689				
1	647.0	2.60	14.4	B
2	700.0	2.50	13.0	B
3	241.0	0.70	10.9	B
4	713.0	2.00	10.3	B
5	706.0	2.40	12.4	B
6	637.0	2.90	16.4	B
7	668.0	3.00	16.0	B
8	683.0	2.30	12.1	B
9	610.0	3.20	19.2	B
10	660.0	2.50	13.5	B
Average:	**626.5**	**2.41**	**13.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	230.0	16.00	250.0	F
2	230.0	19.00	297.7	F
3	134.0	3.00	80.6	F
4	240.0	13.40	200.9	F
5	252.0	17.60	251.3	F
6	225.0	20.80	333.5	F
7	213.0	20.40	345.5	F
8	245.0	17.80	261.9	F
9	151.0	21.90	522.2	F
10	232.0	18.60	288.3	F
Average:	**215.2**	**16.85**	**283.2**	**F**
NB on SR 149: Superlink ID 720499689				
1	611.0	9.10	53.7	D
2	641.0	9.70	54.5	D
3	158.0	2.50	57.1	E
4	614.0	9.00	52.8	D
5	657.0	9.70	53.2	D
6	666.0	9.80	52.8	D
7	675.0	9.30	49.6	D
8	650.0	9.20	50.9	D
9	624.0	9.60	55.5	E
10	582.0	8.90	55.3	E
Average:	**587.8**	**8.68**	**53.5**	**D**
SB on SR 149: Superlink ID 720496045				
1	578.0	6.90	43.0	D
2	637.0	5.60	31.5	C

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	143.0	1.70	43.6	D
4	647.0	5.50	30.9	C
5	624.0	6.30	36.4	D
6	559.0	6.30	40.7	D
7	611.0	6.00	35.5	D
8	600.0	6.40	38.2	D
9	608.0	6.60	39.1	D
10	589.0	6.70	41.0	D
Average:	**559.6**	**5.80**	**38.0**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	340.0	8.60	91.1	F
2	354.0	9.00	92.0	F
3	77.0	2.30	107.0	F
4	339.0	8.40	89.6	F
5	359.0	8.90	88.9	F
6	357.0	8.20	82.6	F
7	368.0	8.90	86.9	F
8	361.0	9.20	91.9	F
9	321.0	9.00	100.9	F
10	314.0	8.10	92.3	F
Average:	**319.0**	**8.06**	**92.3**	**F**
SEB on SR 149: Superlink ID 720495892				
1	355.0	15.70	159.5	F
2	402.0	14.80	132.8	F
3	94.0	5.60	214.7	F
4	403.0	13.30	119.2	F
5	378.0	15.60	149.0	F
6	342.0	16.00	168.5	F
7	389.0	15.20	140.3	F
8	389.0	16.00	147.8	F
9	387.0	15.00	139.1	F
10	377.0	16.00	153.2	F
Average:	**351.6**	**14.32**	**152.4**	**F**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	391.0	28.60	263.2	F
2	431.0	28.20	235.6	F
3	109.0	4.20	137.4	F
4	427.0	29.70	250.3	F
5	420.0	29.20	250.0	F

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	386.0	28.30	264.3	F
7	400.0	28.90	260.3	F
8	379.0	29.10	276.8	F
9	389.0	30.70	284.0	F
10	390.0	27.30	251.6	F
Average:	**372.2**	**26.42**	**247.3**	**F**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	2.2	2.5	0.1	8.8	10
NWB	SR 149	720495892	0.2	0.1	0.0	0.3	10
SEB	SR 149	720499681	8.6	5.2	3.8	19.5	10
WB	BOND DR	720499685	2.4	3.2	0.2	10.2	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	3.5	1.5	2.0	6.6	10
NB	SR 149	720499693	26.5	17.3	3.6	61.0	10
SB	SR 149	720499689	2.4	0.7	0.7	3.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	16.9	5.4	3.0	21.9	10
NB	SR 149	720499689	8.7	2.2	2.5	9.8	10
SB	SR 149	720496045	5.8	1.5	1.7	6.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	8.1	2.1	2.3	9.2	10
SEB	SR 149	720495892	14.3	3.2	5.6	16.0	10
WB	RAMP I-70 WB TO SR 149	720496067	26.4	7.9	4.2	30.7	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	264.0	287.7	25.6	989.7	10
NWB	SR 149	720495892	2.6	0.6	1.6	3.9	10
SEB	SR 149	720499681	92.1	49.2	42.8	184.4	10
WB	BOND DR	720499685	231.1	253.2	43.5	733.8	10

SR 149 & RECO DR — NODE: 104

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	107.3	123.1	44.4	451.1	10
NB	SR 149	720499693	178.2	114.0	79.2	422.9	10
SB	SR 149	720499689	13.8	2.7	10.3	19.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	283.2	112.6	80.6	522.2	10
NB	SR 149	720499689	53.5	2.2	49.6	57.1	10
SB	SR 149	720496045	38.0	4.4	30.9	43.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	92.3	6.9	82.6	107.0	10
SEB	SR 149	720495892	152.4	25.9	119.2	214.7	10
WB	RAMP I-70 WB TO SR 149	720496067	247.3	41.1	137.4	284.0	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	11.0	0.10	37.0	D
2	8.0	0.10	38.6	D
3	9.0	0.20	61.3	E
4	9.0	0.10	44.8	D
5	9.0	0.10	32.5	C
6	10.0	0.10	51.9	D
7	11.0	0.10	43.5	D
8	9.0	0.00	19.4	B
9	11.0	0.10	42.8	D
10	9.0	0.10	51.2	D
Average:	**9.6**	**0.10**	**42.3**	**D**
EB TR on BOND DR: Superlink ID 720499684				
1	47.0	0.30	22.7	C
2	47.0	0.30	22.1	C
3	50.0	1.10	81.1	F
4	46.0	0.20	18.2	B
5	54.0	0.50	36.0	D
6	51.0	0.30	21.5	C
7	50.0	0.20	15.7	B
8	50.0	0.20	15.1	B
9	47.0	0.40	31.7	C
10	50.0	0.30	21.1	C
Average:	**49.2**	**0.38**	**28.5**	**C**
NWB L on SR 149: Superlink ID 720495892				
1	5.0	0.00	16.3	B
2	7.0	0.00	14.9	B
3	7.0	0.00	12.6	B
4	7.0	0.00	24.7	C
5	8.0	0.10	22.8	C
6	8.0	0.00	9.7	A
7	8.0	0.00	8.8	A
8	8.0	0.00	13.3	B
9	12.0	0.00	9.6	A
10	8.0	0.00	16.6	B

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**7.8**	**0.01**	**14.9**	**B**
NWB R on SR 149: Superlink ID 720495892				
1	126.0	0.10	3.2	A
2	134.0	0.10	2.9	A
3	128.0	0.10	3.1	A
4	145.0	0.10	2.5	A
5	134.0	0.10	2.6	A
6	150.0	0.10	2.4	A
7	144.0	0.10	2.3	A
8	146.0	0.10	2.9	A
9	134.0	0.10	2.4	A
10	143.0	0.10	2.5	A
Average:	**138.4**	**0.10**	**2.7**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	289.0	0.50	6.1	A
2	297.0	0.50	5.6	A
3	274.0	0.50	7.0	A
4	311.0	0.40	4.9	A
5	288.0	0.40	5.2	A
6	323.0	0.50	5.4	A
7	312.0	0.50	5.9	A
8	323.0	0.50	5.6	A
9	289.0	0.40	5.3	A
10	317.0	0.40	4.7	A
Average:	**302.3**	**0.46**	**5.6**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	59.0	0.20	9.3	A
2	61.0	0.20	10.1	B
3	60.0	0.20	13.1	B
4	60.0	0.20	10.8	B
5	60.0	0.20	12.7	B
6	60.0	0.20	10.8	B
7	60.0	0.20	13.1	B
8	60.0	0.20	11.0	B
9	61.0	0.20	12.9	B
10	60.0	0.20	11.4	B
Average:	**60.1**	**0.20**	**11.5**	**B**
SEB R on SR 149: Superlink ID 720499681				
1	10.0	0.00	2.1	A
2	10.0	0.00	0.2	A
3	9.0	0.00	11.9	B

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	0.5	A
5	12.0	0.00	4.6	A
6	9.0	0.00	0.2	A
7	9.0	0.00	1.1	A
8	10.0	0.00	1.2	A
9	10.0	0.00	14.8	B
10	11.0	0.00	2.0	A
Average:	**9.9**	**0.00**	**3.8**	**A**
SEB T on SR 149: Superlink ID 720499681				
1	339.0	1.10	11.4	B
2	331.0	0.60	6.9	A
3	342.0	3.60	37.9	D
4	340.0	0.30	3.1	A
5	335.0	2.10	22.2	C
6	339.0	0.30	3.6	A
7	345.0	0.30	2.8	A
8	342.0	0.70	7.0	A
9	340.0	1.80	19.2	B
10	332.0	0.30	3.3	A
Average:	**338.5**	**1.11**	**11.7**	**B**
WB L on BOND DR: Superlink ID 720499685				
1	19.0	0.50	85.4	F
2	21.0	0.30	59.9	E
3	20.0	0.90	154.4	F
4	19.0	0.20	41.1	D
5	24.0	0.80	122.2	F
6	22.0	0.20	36.9	D
7	16.0	0.20	45.8	D
8	17.0	0.30	55.2	E
9	20.0	1.30	227.0	F
10	20.0	0.20	41.9	D
Average:	**19.8**	**0.49**	**87.0**	**F**
WB TR on BOND DR: Superlink ID 720499685				
1	18.0	0.10	18.2	B
2	19.0	0.10	25.6	C
3	22.0	0.20	26.6	C
4	22.0	0.10	22.2	C
5	22.0	0.10	23.6	C
6	18.0	0.10	19.4	B
7	18.0	0.10	21.3	C
8	22.0	0.10	22.5	C
9	19.0	0.10	22.1	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	18.0	0.10	26.1	C
Average:	**19.8**	**0.11**	**22.8**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Superlink ID 720499683				
1	273.0	4.20	54.9	D
2	271.0	3.60	47.6	D
3	274.0	4.20	54.8	D
4	275.0	2.60	33.8	C
5	277.0	3.00	38.5	D
6	273.0	2.90	38.3	D
7	271.0	3.20	42.9	D
8	275.0	4.20	55.5	E
9	275.0	3.90	50.7	D
10	272.0	3.40	44.6	D
Average:	**273.6**	**3.52**	**46.2**	**D**
NB L on SR 149: Superlink ID 720499693				
1	37.0	4.20	410.1	F
2	46.0	3.90	304.6	F
3	39.0	5.30	493.6	F
4	47.0	2.30	173.5	F
5	46.0	4.70	365.0	F
6	52.0	1.80	124.3	F
7	47.0	4.70	362.2	F
8	52.0	2.40	162.8	F
9	44.0	5.10	414.3	F
10	49.0	3.70	275.3	F
Average:	**45.9**	**3.81**	**308.6**	**F**
NB T on SR 149: Superlink ID 720499693				
1	591.0	61.70	375.6	F
2	676.0	50.40	268.2	F
3	600.0	71.90	431.3	F
4	703.0	29.00	148.3	F
5	673.0	60.00	321.1	F
6	753.0	23.60	112.9	F
7	694.0	63.20	327.7	F
8	752.0	28.60	136.9	F
9	685.0	73.10	384.2	F
10	728.0	48.30	239.0	F
Average:	**685.5**	**50.98**	**274.5**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on SR 149: Superlink ID 720499689				
1	196.0	0.00	0.8	A
2	187.0	0.10	1.0	A
3	181.0	0.10	1.4	A
4	202.0	0.10	1.1	A
5	186.0	0.10	1.4	A
6	197.0	0.00	0.7	A
7	200.0	0.10	0.9	A
8	192.0	0.20	3.8	A
9	189.0	0.00	0.7	A
10	194.0	0.10	1.4	A
Average:	**192.4**	**0.08**	**1.3**	**A**
SB T on SR 149: Superlink ID 720499689				
1	321.0	1.70	19.0	B
2	323.0	1.80	20.3	C
3	312.0	2.20	25.6	C
4	337.0	1.80	19.4	B
5	321.0	2.40	26.8	C
6	331.0	1.90	20.2	C
7	343.0	2.30	24.7	C
8	326.0	2.50	27.7	C
9	322.0	2.40	27.2	C
10	325.0	2.50	27.8	C
Average:	**326.1**	**2.15**	**23.9**	**C**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	56.0	1.50	95.2	F
2	59.0	1.40	87.3	F
3	62.0	5.80	335.9	F
4	59.0	1.00	60.6	E
5	60.0	1.30	78.2	E
6	59.0	0.60	36.3	D
7	57.0	0.70	44.4	D
8	62.0	1.10	63.3	E
9	60.0	1.40	86.1	F
10	59.0	1.00	58.5	E
Average:	**59.3**	**1.58**	**94.6**	**F**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	170.0	0.80	17.1	B
2	167.0	0.70	15.8	B

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	166.0	1.30	28.5	C
4	170.0	1.00	22.0	C
5	169.0	1.10	22.8	C
6	166.0	1.00	20.8	C
7	171.0	1.50	31.7	C
8	164.0	1.30	27.5	C
9	169.0	2.30	48.6	D
10	163.0	0.90	18.9	B
Average:	**167.5**	**1.19**	**25.4**	**C**
NB R on SR 149: Superlink ID 720499689				
1	388.0	3.30	30.9	C
2	421.0	3.50	29.9	C
3	390.0	3.30	30.6	C
4	443.0	3.80	30.6	C
5	431.0	3.60	30.3	C
6	475.0	3.90	29.7	C
7	440.0	3.50	28.4	C
8	476.0	4.00	30.2	C
9	428.0	3.50	29.6	C
10	455.0	3.70	29.2	C
Average:	**434.7**	**3.61**	**29.9**	**C**
NB T on SR 149: Superlink ID 720499689				
1	367.0	5.10	49.9	D
2	406.0	4.90	43.8	D
3	370.0	5.40	52.3	D
4	420.0	4.10	35.3	D
5	406.0	4.40	39.4	D
6	442.0	4.20	34.5	C
7	411.0	3.50	31.1	C
8	439.0	4.30	35.6	D
9	415.0	4.80	41.7	D
10	429.0	4.10	34.5	C
Average:	**410.5**	**4.48**	**39.8**	**D**
SB LT on SR 149: Superlink ID 720496045				
1	491.0	7.90	57.8	E
2	482.0	7.30	54.6	D
3	472.0	8.00	61.2	E
4	521.0	6.40	44.4	D
5	481.0	7.30	54.8	D
6	506.0	6.20	44.5	D
7	526.0	6.40	44.0	D
8	503.0	7.40	52.8	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	476.0	7.70	58.0	E
10	498.0	7.20	51.7	D
Average:	**495.6**	**7.18**	**52.4**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Superlink ID 720496045				
1	424.0	6.10	51.8	D
2	463.0	6.10	47.6	D
3	436.0	7.50	61.7	E
4	479.0	5.20	39.3	D
5	466.0	6.70	51.8	D
6	503.0	5.30	38.1	D
7	470.0	4.90	37.3	D
8	501.0	5.80	41.6	D
9	475.0	6.20	46.8	D
10	492.0	5.50	40.1	D
Average:	**470.9**	**5.93**	**45.6**	**D**
SEB TR on SR 149: Superlink ID 720495892				
1	392.0	8.70	80.2	F
2	388.0	7.10	65.6	E
3	397.0	12.80	116.0	F
4	396.0	4.50	41.1	D
5	401.0	9.40	84.7	F
6	402.0	5.10	45.3	D
7	401.0	4.60	41.7	D
8	397.0	7.40	67.3	E
9	396.0	10.20	92.3	F
10	392.0	5.60	51.5	D
Average:	**396.2**	**7.54**	**68.6**	**E**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	172.0	17.80	372.4	F
2	163.0	19.00	418.7	F
3	141.0	18.40	468.7	F
4	188.0	16.30	312.0	F
5	154.0	17.30	405.4	F
6	182.0	16.70	329.4	F
7	201.0	16.70	299.0	F
8	180.0	19.60	392.4	F
9	150.0	21.30	510.4	F
10	176.0	18.60	380.3	F
Average:	**170.7**	**18.17**	**388.9**	**F**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	119.0	6.70	204.1	F
2	110.0	7.20	235.6	F
3	104.0	7.40	254.5	F
4	129.0	6.50	181.3	F
5	105.0	6.40	219.2	F
6	120.0	6.20	187.4	F
7	129.0	5.60	156.8	F
8	121.0	7.50	223.2	F
9	99.0	7.90	285.6	F
10	121.0	7.60	227.1	F
Average:	**115.7**	**6.90**	**217.5**	**F**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.1	0.0	0.0	0.2	10
EB TR	BOND DR	720499684	0.4	0.3	0.2	1.1	10
NWB L	SR 149	720495892	0.0	0.0	0.0	0.1	10
NWB R	SR 149	720495892	0.1	0.0	0.1	0.1	10
NWB T	SR 149	720495892	0.5	0.1	0.4	0.5	10
SEB L	SR 149	720499681	0.2	0.0	0.2	0.2	10
SEB R	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB T	SR 149	720499681	1.1	1.1	0.3	3.6	10
WB L	BOND DR	720499685	0.5	0.4	0.2	1.3	10
WB TR	BOND DR	720499685	0.1	0.0	0.1	0.2	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	3.5	0.6	2.6	4.2	10
NB L	SR 149	720499693	3.8	1.2	1.8	5.3	10
NB T	SR 149	720499693	51.0	18.3	23.6	73.1	10
SB R	SR 149	720499689	0.1	0.1	0.0	0.2	10
SB T	SR 149	720499689	2.2	0.3	1.7	2.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	1.6	1.5	0.6	5.8	10
EB R	RAMP I-70 EB TO SR 149	720496046	1.2	0.5	0.7	2.3	10
NB R	SR 149	720499689	3.6	0.2	3.3	4.0	10
NB T	SR 149	720499689	4.5	0.6	3.5	5.4	10
SB LT	SR 149	720496045	7.2	0.6	6.2	8.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	5.9	0.8	4.9	7.5	10
SEB TR	SR 149	720495892	7.5	2.7	4.5	12.8	10
WB LT	RAMP I-70 WB TO SR 149	720496067	18.2	1.5	16.3	21.3	10
WB R	RAMP I-70 WB TO SR 149	720496067	6.9	0.7	5.6	7.9	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	42.3	11.6	19.4	61.3	10
EB TR	BOND DR	720499684	28.5	19.6	15.1	81.1	10
NWB L	SR 149	720495892	14.9	5.4	8.8	24.7	10
NWB R	SR 149	720495892	2.7	0.3	2.3	3.2	10
NWB T	SR 149	720495892	5.6	0.7	4.7	7.0	10
SEB L	SR 149	720499681	11.5	1.4	9.3	13.1	10
SEB R	SR 149	720499681	3.8	5.2	0.2	14.8	10
SEB T	SR 149	720499681	11.7	11.5	2.8	37.9	10
WB L	BOND DR	720499685	87.0	62.8	36.9	227.0	10
WB TR	BOND DR	720499685	22.8	2.8	18.2	26.6	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	46.2	7.8	33.8	55.5	10
NB L	SR 149	720499693	308.6	123.1	124.3	493.6	10
NB T	SR 149	720499693	274.5	112.6	112.9	431.3	10
SB R	SR 149	720499689	1.3	0.9	0.7	3.8	10
SB T	SR 149	720499689	23.9	3.7	19.0	27.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	94.6	86.9	36.3	335.9	10
EB R	RAMP I-70 EB TO SR 149	720496046	25.4	9.6	15.8	48.6	10
NB R	SR 149	720499689	29.9	0.8	28.4	30.9	10
NB T	SR 149	720499689	39.8	7.0	31.1	52.3	10
SB LT	SR 149	720496045	52.4	6.2	44.0	61.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	45.6	7.8	37.3	61.7	10
SEB TR	SR 149	720495892	68.6	24.8	41.1	116.0	10
WB LT	RAMP I-70 WB TO SR 149	720496067	388.9	66.8	299.0	510.4	10
WB R	RAMP I-70 WB TO SR 149	720496067	217.5	37.3	156.8	285.6	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	8.0	0.10	57.9	E
2	10.0	0.10	48.0	D
3	10.0	0.10	30.3	C
4	10.0	0.10	47.6	D
5	10.0	0.10	36.9	D
6	9.0	0.10	45.0	D
7	9.0	0.10	52.2	D
8	10.0	0.10	40.4	D
9	9.0	0.10	48.3	D
10	9.0	0.10	42.3	D
Average:	**9.4**	**0.10**	**44.9**	**D**
EB TR on BOND DR: Superlink ID 720499684				
1	46.0	0.20	19.3	B
2	53.0	0.30	17.6	B
3	55.0	0.20	12.0	B
4	56.0	0.20	10.8	B
5	55.0	0.20	14.0	B
6	52.0	0.20	14.5	B
7	56.0	0.40	23.4	C
8	48.0	0.20	14.5	B
9	56.0	0.30	17.2	B
10	52.0	0.30	17.9	B
Average:	**52.9**	**0.25**	**16.1**	**B**
NWB L on SR 149: Superlink ID 720495892				
1	25.0	0.00	4.1	A
2	18.0	0.00	4.2	A
3	17.0	0.00	4.2	A
4	22.0	0.00	6.7	A
5	15.0	0.00	4.1	A
6	17.0	0.00	5.3	A
7	16.0	0.00	7.8	A
8	19.0	0.00	4.6	A
9	13.0	0.00	6.6	A
10	20.0	0.00	3.7	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**18.2**	**0.00**	**5.1**	**A**
NWB R on SR 149: Superlink ID 720495892				
1	22.0	0.00	0.7	A
2	19.0	0.00	1.9	A
3	24.0	0.00	0.9	A
4	18.0	0.00	0.8	A
5	20.0	0.00	1.4	A
6	20.0	0.00	1.0	A
7	16.0	0.00	1.5	A
8	18.0	0.00	0.5	A
9	19.0	0.00	0.4	A
10	18.0	0.00	0.6	A
Average:	**19.4**	**0.00**	**1.0**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	298.0	0.10	1.6	A
2	295.0	0.10	1.8	A
3	292.0	0.10	1.1	A
4	293.0	0.10	1.4	A
5	289.0	0.10	1.3	A
6	283.0	0.10	1.3	A
7	282.0	0.40	4.9	A
8	286.0	0.10	1.5	A
9	290.0	0.10	1.4	A
10	284.0	0.10	1.3	A
Average:	**289.2**	**0.13**	**1.7**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	12.0	0.00	7.5	A
2	10.0	0.00	8.6	A
3	11.0	0.00	10.6	B
4	11.0	0.00	4.9	A
5	10.0	0.00	7.0	A
6	12.0	0.00	8.9	A
7	11.0	0.00	9.3	A
8	9.0	0.00	9.8	A
9	10.0	0.00	4.2	A
10	11.0	0.00	3.6	A
Average:	**10.7**	**0.00**	**7.4**	**A**
SEB R on SR 149: Superlink ID 720499681				
1	9.0	0.00	1.2	A
2	9.0	0.00	0.0	A
3	8.0	0.00	1.8	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	0.3	A
5	10.0	0.00	0.5	A
6	9.0	0.00	0.5	A
7	9.0	0.00	1.0	A
8	10.0	0.00	0.6	A
9	9.0	0.00	0.9	A
10	11.0	0.00	1.4	A
Average:	**9.3**	**0.00**	**0.8**	**A**
SEB T on SR 149: Superlink ID 720499681				
1	237.0	0.30	4.9	A
2	239.0	0.20	3.7	A
3	241.0	0.20	2.8	A
4	239.0	0.20	2.7	A
5	244.0	0.70	10.6	B
6	241.0	0.20	2.9	A
7	238.0	0.60	9.5	A
8	243.0	0.20	2.3	A
9	241.0	0.10	1.8	A
10	243.0	0.20	2.6	A
Average:	**240.6**	**0.29**	**4.4**	**A**
WB L on BOND DR: Superlink ID 720499685				
1	11.0	0.10	43.3	D
2	9.0	0.10	43.2	D
3	11.0	0.10	32.8	C
4	8.0	0.10	44.9	D
5	10.0	0.10	30.4	C
6	11.0	0.10	47.1	D
7	10.0	0.20	62.9	E
8	11.0	0.10	26.3	C
9	8.0	0.10	35.4	D
10	8.0	0.10	46.4	D
Average:	**9.7**	**0.11**	**41.3**	**D**
WB TR on BOND DR: Superlink ID 720499685				
1	20.0	0.10	22.2	C
2	22.0	0.10	9.3	A
3	22.0	0.10	21.8	C
4	18.0	0.10	28.5	C
5	20.0	0.20	44.6	D
6	18.0	0.10	29.2	C
7	20.0	0.20	31.4	C
8	19.0	0.10	27.5	C
9	20.0	0.10	24.6	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	20.0	0.20	28.6	C
Average:	**19.9**	**0.13**	**26.8**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Superlink ID 720499683				
1	241.0	2.40	35.4	D
2	240.0	2.50	37.5	D
3	241.0	2.30	34.4	C
4	241.0	2.50	37.0	D
5	240.0	3.20	47.6	D
6	239.0	2.70	41.3	D
7	239.0	2.20	32.6	C
8	238.0	2.70	41.5	D
9	238.0	2.40	35.9	D
10	238.0	2.10	31.7	C
Average:	**239.5**	**2.50**	**37.5**	**D**
NB L on SR 149: Superlink ID 720499693				
1	58.0	0.80	49.4	D
2	62.0	0.80	44.7	D
3	62.0	0.90	53.7	D
4	60.0	0.80	47.9	D
5	60.0	1.30	78.7	E
6	58.0	1.20	72.4	E
7	58.0	1.00	64.8	E
8	61.0	1.00	61.1	E
9	60.0	1.00	57.8	E
10	59.0	0.90	52.5	D
Average:	**59.8**	**0.97**	**58.3**	**E**
NB T on SR 149: Superlink ID 720499693				
1	477.0	2.80	21.2	C
2	465.0	2.80	21.5	C
3	462.0	2.00	15.2	B
4	466.0	1.90	14.7	B
5	465.0	4.90	38.3	D
6	461.0	4.80	37.9	D
7	468.0	4.40	33.6	C
8	466.0	2.90	22.5	C
9	468.0	3.40	26.3	C
10	467.0	2.50	19.3	B
Average:	**466.5**	**3.24**	**25.0**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on SR 149: Superlink ID 720499689				
1	160.0	0.00	0.8	A
2	166.0	0.00	1.1	A
3	166.0	0.00	1.0	A
4	164.0	0.00	1.1	A
5	165.0	0.00	0.7	A
6	162.0	0.00	1.1	A
7	157.0	0.00	1.1	A
8	161.0	0.00	0.8	A
9	161.0	0.10	1.2	A
10	163.0	0.10	1.2	A
Average:	**162.5**	**0.02**	**1.0**	**A**
SB T on SR 149: Superlink ID 720499689				
1	489.0	2.30	16.7	B
2	508.0	2.10	15.0	B
3	509.0	2.40	16.7	B
4	512.0	2.30	16.0	B
5	508.0	2.10	14.7	B
6	493.0	3.10	22.6	C
7	492.0	3.00	22.1	C
8	508.0	2.60	18.4	B
9	498.0	2.80	20.5	C
10	494.0	2.30	16.9	B
Average:	**501.1**	**2.50**	**17.9**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	46.0	0.50	41.4	D
2	41.0	0.40	35.3	D
3	44.0	0.50	41.8	D
4	41.0	0.40	34.8	C
5	41.0	0.40	32.6	C
6	38.0	0.40	35.7	D
7	38.0	0.40	40.0	D
8	39.0	0.40	37.6	D
9	44.0	0.50	40.4	D
10	38.0	0.40	34.4	C
Average:	**41.0**	**0.43**	**37.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	166.0	1.50	32.0	C
2	171.0	2.20	45.6	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	171.0	2.10	45.1	D
4	166.0	1.70	37.9	D
5	170.0	1.70	36.9	D
6	165.0	3.10	66.9	E
7	166.0	3.30	70.8	E
8	173.0	3.20	67.4	E
9	168.0	2.40	50.7	D
10	168.0	1.90	40.0	D
Average:	**168.4**	**2.31**	**49.3**	**D**
NB R on SR 149: Superlink ID 720499689				
1	332.0	3.60	38.7	D
2	326.0	3.40	37.3	D
3	327.0	3.50	38.6	D
4	326.0	3.70	41.2	D
5	330.0	3.80	40.9	D
6	326.0	4.00	44.0	D
7	327.0	3.70	40.7	D
8	327.0	3.30	36.6	D
9	328.0	3.70	40.3	D
10	332.0	3.40	37.1	D
Average:	**328.1**	**3.61**	**39.5**	**D**
NB T on SR 149: Superlink ID 720499689				
1	329.0	3.60	39.0	D
2	317.0	3.30	37.5	D
3	317.0	3.50	40.2	D
4	320.0	3.50	39.2	D
5	316.0	3.80	42.8	D
6	312.0	3.90	45.2	D
7	315.0	3.90	44.3	D
8	315.0	3.50	39.9	D
9	316.0	3.80	43.8	D
10	312.0	3.50	39.9	D
Average:	**316.9**	**3.63**	**41.2**	**D**
SB LT on SR 149: Superlink ID 720496045				
1	584.0	4.00	24.8	C
2	612.0	3.60	21.2	C
3	607.0	3.20	18.8	B
4	617.0	3.70	21.5	C
5	613.0	4.20	24.9	C
6	598.0	5.60	33.6	C
7	587.0	5.50	33.6	C
8	599.0	4.00	24.2	C

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	591.0	3.90	23.7	C
10	591.0	4.40	26.5	C
Average:	**599.9**	**4.21**	**25.3**	**C**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Superlink ID 720496045				
1	371.0	2.30	22.5	C
2	357.0	2.00	19.8	B
3	355.0	2.20	22.6	C
4	355.0	1.80	18.2	B
5	352.0	2.10	21.9	C
6	344.0	1.90	19.9	B
7	344.0	2.20	23.2	C
8	348.0	1.90	20.2	C
9	358.0	2.60	25.8	C
10	351.0	2.40	24.4	C
Average:	**353.5**	**2.14**	**21.8**	**C**
SEB TR on SR 149: Superlink ID 720495892				
1	272.0	4.20	55.1	E
2	289.0	3.80	47.3	D
3	296.0	2.50	30.7	C
4	290.0	3.80	46.6	D
5	296.0	3.90	48.0	D
6	290.0	5.30	65.6	E
7	293.0	9.20	112.7	F
8	286.0	2.70	33.4	C
9	295.0	5.50	67.4	E
10	293.0	4.50	55.6	E
Average:	**290.0**	**4.54**	**56.2**	**E**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	374.0	16.80	162.0	F
2	383.0	15.90	149.3	F
3	378.0	16.60	158.5	F
4	387.0	13.20	122.7	F
5	376.0	16.90	161.9	F
6	368.0	17.30	168.9	F
7	360.0	16.60	166.0	F
8	376.0	15.40	147.5	F
9	358.0	16.00	160.8	F
10	359.0	17.40	174.5	F
Average:	**371.9**	**16.21**	**157.2**	**F**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	154.0	4.00	94.4	F
2	153.0	3.60	84.7	F
3	154.0	3.90	92.2	F
4	155.0	2.70	63.0	E
5	148.0	4.00	97.4	F
6	152.0	4.10	97.1	F
7	146.0	3.70	91.6	F
8	153.0	3.70	86.5	F
9	143.0	3.50	88.4	F
10	145.0	4.40	108.9	F
Average:	**150.3**	**3.76**	**90.4**	**F**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.1	0.0	0.1	0.1	10
EB TR	BOND DR	720499684	0.3	0.1	0.2	0.4	10
NWB L	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB R	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB T	SR 149	720495892	0.1	0.1	0.1	0.4	10
SEB L	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB R	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB T	SR 149	720499681	0.3	0.2	0.1	0.7	10
WB L	BOND DR	720499685	0.1	0.0	0.1	0.2	10
WB TR	BOND DR	720499685	0.1	0.0	0.1	0.2	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	2.5	0.3	2.1	3.2	10
NB L	SR 149	720499693	1.0	0.2	0.8	1.3	10
NB T	SR 149	720499693	3.2	1.1	1.9	4.9	10
SB R	SR 149	720499689	0.0	0.0	0.0	0.1	10
SB T	SR 149	720499689	2.5	0.4	2.1	3.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	0.4	0.0	0.4	0.5	10
EB R	RAMP I-70 EB TO SR 149	720496046	2.3	0.7	1.5	3.3	10
NB R	SR 149	720499689	3.6	0.2	3.3	4.0	10
NB T	SR 149	720499689	3.6	0.2	3.3	3.9	10
SB LT	SR 149	720496045	4.2	0.8	3.2	5.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	2.1	0.3	1.8	2.6	10
SEB TR	SR 149	720495892	4.5	1.9	2.5	9.2	10
WB LT	RAMP I-70 WB TO SR 149	720496067	16.2	1.2	13.2	17.4	10
WB R	RAMP I-70 WB TO SR 149	720496067	3.8	0.5	2.7	4.4	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	44.9	7.9	30.3	57.9	10
EB TR	BOND DR	720499684	16.1	3.7	10.8	23.4	10
NWB L	SR 149	720495892	5.1	1.4	3.7	7.8	10
NWB R	SR 149	720495892	1.0	0.5	0.4	1.9	10
NWB T	SR 149	720495892	1.7	1.1	1.1	4.9	10
SEB L	SR 149	720499681	7.4	2.5	3.6	10.6	10
SEB R	SR 149	720499681	0.8	0.5	0.0	1.8	10
SEB T	SR 149	720499681	4.4	3.1	1.8	10.6	10
WB L	BOND DR	720499685	41.3	10.5	26.3	62.9	10
WB TR	BOND DR	720499685	26.8	8.9	9.3	44.6	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	37.5	4.8	31.7	47.6	10
NB L	SR 149	720499693	58.3	11.0	44.7	78.7	10
NB T	SR 149	720499693	25.0	8.7	14.7	38.3	10
SB R	SR 149	720499689	1.0	0.2	0.7	1.2	10
SB T	SR 149	720499689	17.9	2.8	14.7	22.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	37.4	3.3	32.6	41.8	10
EB R	RAMP I-70 EB TO SR 149	720496046	49.3	14.2	32.0	70.8	10
NB R	SR 149	720499689	39.5	2.3	36.6	44.0	10
NB T	SR 149	720499689	41.2	2.6	37.5	45.2	10
SB LT	SR 149	720496045	25.3	4.9	18.8	33.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	21.8	2.3	18.2	25.8	10
SEB TR	SR 149	720495892	56.2	23.1	30.7	112.7	10
WB LT	RAMP I-70 WB TO SR 149	720496067	157.2	14.6	122.7	174.5	10
WB R	RAMP I-70 WB TO SR 149	720496067	90.4	11.8	63.0	108.9	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	8.0	0.10	51.5	D
2	8.0	0.10	57.3	E
3	4.0	0.00	24.5	C
4	9.0	0.20	83.6	F
5	10.0	0.10	47.5	D
6	5.0	0.00	27.7	C
7	11.0	0.20	64.9	E
8	10.0	1.40	496.9	F
9	7.0	0.10	31.4	C
10	10.0	0.10	35.1	D
Average:	**8.2**	**0.23**	**92.0**	**F**
EB TR on BOND DR: Superlink ID 720499684				
1	21.0	0.70	115.7	F
2	32.0	1.30	146.2	F
3	10.0	1.90	701.5	F
4	33.0	3.00	331.7	F
5	22.0	1.00	160.5	F
6	11.0	0.10	24.7	C
7	23.0	1.30	196.2	F
8	22.0	7.40	1,213.7	F
9	17.0	1.40	293.8	F
10	31.0	1.20	141.3	F
Average:	**22.2**	**1.93**	**332.5**	**F**
NWB L on SR 149: Superlink ID 720495892				
1	20.0	0.10	25.0	C
2	26.0	0.20	22.6	C
3	4.0	0.00	16.5	B
4	24.0	0.10	14.1	B
5	24.0	0.20	25.0	C
6	19.0	0.10	15.8	B
7	24.0	0.10	12.4	B
8	20.0	0.20	27.1	C
9	18.0	0.00	10.0	A
10	17.0	0.10	25.1	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**19.6**	**0.11**	**19.3**	**B**
NWB R on SR 149: Superlink ID 720495892				
1	13.0	0.00	0.2	A
2	16.0	0.00	2.1	A
3	6.0	0.00	1.9	A
4	17.0	0.00	1.4	A
5	16.0	0.00	0.4	A
6	13.0	0.00	0.5	A
7	15.0	0.00	0.8	A
8	17.0	0.00	0.5	A
9	17.0	0.00	0.5	A
10	12.0	0.00	0.4	A
Average:	**14.2**	**0.00**	**0.9**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	262.0	0.10	1.1	A
2	277.0	0.20	2.3	A
3	62.0	0.00	1.6	A
4	269.0	0.10	1.3	A
5	271.0	0.10	1.3	A
6	276.0	0.10	1.2	A
7	281.0	0.10	1.8	A
8	268.0	0.10	1.1	A
9	251.0	0.10	1.1	A
10	254.0	0.10	1.3	A
Average:	**247.1**	**0.10**	**1.4**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	9.0	0.20	71.4	E
2	9.0	0.10	27.6	C
3	3.0	0.00	13.7	B
4	11.0	0.10	20.0	B
5	11.0	0.20	71.8	E
6	9.0	0.00	16.5	B
7	9.0	0.00	17.6	B
8	9.0	0.00	9.1	A
9	9.0	0.10	21.3	C
10	9.0	0.20	93.7	F
Average:	**8.8**	**0.09**	**36.3**	**D**
SEB R on SR 149: Superlink ID 720499681				
1	8.0	0.20	79.5	E
2	12.0	0.00	6.2	A
3	4.0	0.30	295.5	F

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	10.0	0.00	3.3	A
5	11.0	0.20	67.3	E
6	11.0	0.10	36.1	D
7	8.0	0.00	16.0	B
8	9.0	0.00	10.1	B
9	10.0	0.00	15.3	B
10	9.0	0.30	127.5	F
Average:	**9.2**	**0.11**	**65.7**	**E**
SEB T on SR 149: Superlink ID 720499681				
1	337.0	11.80	125.8	F
2	360.0	5.40	54.3	D
3	99.0	3.40	124.2	F
4	365.0	5.30	52.3	D
5	358.0	14.70	147.9	F
6	337.0	8.20	87.9	F
7	368.0	4.50	44.0	D
8	368.0	5.70	55.4	E
9	361.0	6.20	61.4	E
10	362.0	18.90	188.1	F
Average:	**331.5**	**8.41**	**94.1**	**F**
WB L on BOND DR: Superlink ID 720499685				
1	15.0	0.30	75.1	E
2	33.0	8.00	867.5	F
3	10.0	0.30	112.2	F
4	19.0	1.50	285.4	F
5	11.0	0.20	80.1	F
6	18.0	2.10	423.2	F
7	19.0	1.30	245.6	F
8	15.0	4.20	1,009.7	F
9	18.0	0.40	72.4	E
10	10.0	0.20	60.6	E
Average:	**16.8**	**1.85**	**323.2**	**F**
WB TR on BOND DR: Superlink ID 720499685				
1	13.0	0.10	40.7	D
2	24.0	2.30	338.7	F
3	9.0	0.10	33.3	C
4	15.0	0.40	91.5	F
5	9.0	0.10	42.7	D
6	14.0	0.20	55.0	E
7	15.0	0.30	80.9	F
8	12.0	1.30	389.0	F
9	11.0	0.10	29.6	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	8.0	0.00	22.1	C
Average:	**13.0**	**0.49**	**112.3**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Superlink ID 720499683				
1	162.0	3.50	77.8	E
2	165.0	2.50	55.6	E
3	53.0	6.60	451.1	F
4	165.0	2.30	49.6	D
5	163.0	2.20	49.3	D
6	159.0	3.60	80.4	F
7	162.0	3.10	68.3	E
8	165.0	2.00	44.4	D
9	162.0	3.20	71.3	E
10	161.0	5.60	125.7	F
Average:	**151.7**	**3.46**	**107.3**	**F**
NB L on SR 149: Superlink ID 720499693				
1	55.0	2.90	190.0	F
2	56.0	3.30	214.6	F
3	14.0	1.30	330.6	F
4	51.0	5.80	408.5	F
5	58.0	2.00	126.3	F
6	58.0	2.00	126.6	F
7	59.0	1.70	103.7	F
8	57.0	2.90	181.8	F
9	54.0	4.30	288.4	F
10	49.0	6.80	500.0	F
Average:	**51.1**	**3.30**	**247.0**	**F**
NB T on SR 149: Superlink ID 720499693				
1	501.0	20.10	144.6	F
2	522.0	23.20	160.2	F
3	124.0	2.30	67.6	E
4	489.0	42.20	310.7	F
5	539.0	13.40	89.7	F
6	551.0	13.70	89.4	F
7	560.0	11.90	76.6	E
8	531.0	19.00	129.1	F
9	506.0	31.60	225.2	F
10	470.0	54.20	414.9	F
Average:	**479.3**	**23.16**	**170.8**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB R on SR 149: Superlink ID 720499689				
1	63.0	0.00	0.3	A
2	71.0	0.00	0.3	A
3	20.0	0.00	0.9	A
4	71.0	0.00	0.3	A
5	70.0	0.00	0.4	A
6	63.0	0.00	1.2	A
7	68.0	0.00	1.6	A
8	70.0	0.00	0.9	A
9	64.0	0.00	0.6	A
10	67.0	0.00	0.1	A
Average:	**62.7**	**0.00**	**0.7**	**A**
SB T on SR 149: Superlink ID 720499689				
1	584.0	2.60	15.9	B
2	629.0	2.50	14.4	B
3	221.0	0.70	11.9	B
4	642.0	2.00	11.4	B
5	636.0	2.40	13.7	B
6	574.0	2.90	18.1	B
7	600.0	2.90	17.6	B
8	613.0	2.30	13.3	B
9	546.0	3.20	21.3	C
10	593.0	2.50	15.0	B
Average:	**563.8**	**2.40**	**15.3**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	45.0	2.70	219.9	F
2	43.0	3.50	293.5	F
3	13.0	0.80	219.2	F
4	45.0	3.70	295.6	F
5	50.0	3.00	216.8	F
6	42.0	3.70	319.3	F
7	38.0	3.40	325.4	F
8	44.0	3.10	257.6	F
9	26.0	4.90	676.7	F
10	42.0	2.70	234.9	F
Average:	**38.8**	**3.15**	**305.9**	**F**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	185.0	13.20	257.4	F
2	187.0	15.50	298.7	F

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	121.0	2.20	65.7	E
4	195.0	9.70	179.0	F
5	202.0	14.60	259.8	F
6	183.0	17.10	336.8	F
7	175.0	17.00	349.8	F
8	201.0	14.70	262.8	F
9	125.0	17.00	490.1	F
10	190.0	15.80	300.1	F
Average:	**176.4**	**13.68**	**280.0**	**F**
NB R on SR 149: Superlink ID 720499689				
1	315.0	4.00	45.3	D
2	325.0	4.20	46.4	D
3	92.0	1.10	44.8	D
4	314.0	4.00	45.9	D
5	338.0	4.20	44.3	D
6	345.0	4.20	43.6	D
7	346.0	4.10	43.2	D
8	332.0	3.80	41.5	D
9	328.0	4.10	44.9	D
10	304.0	3.90	46.6	D
Average:	**303.9**	**3.76**	**44.6**	**D**
NB T on SR 149: Superlink ID 720499689				
1	296.0	5.20	62.7	E
2	316.0	5.50	62.9	E
3	66.0	1.40	74.3	E
4	300.0	5.00	60.0	E
5	319.0	5.50	62.6	E
6	321.0	5.60	62.6	E
7	329.0	5.20	56.4	E
8	318.0	5.40	60.7	E
9	296.0	5.50	67.2	E
10	278.0	5.00	64.8	E
Average:	**283.9**	**4.93**	**63.4**	**E**
SB LT on SR 149: Superlink ID 720496045				
1	578.0	6.90	43.0	D
2	637.0	5.60	31.5	C
3	143.0	1.70	43.6	D
4	647.0	5.50	30.9	C
5	624.0	6.30	36.4	D
6	559.0	6.30	40.7	D
7	611.0	6.00	35.5	D
8	600.0	6.40	38.2	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	608.0	6.60	39.1	D
10	589.0	6.70	41.0	D
Average:	**559.6**	**5.80**	**38.0**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Superlink ID 720496045				
1	340.0	8.60	91.1	F
2	354.0	9.00	92.0	F
3	77.0	2.30	107.0	F
4	339.0	8.40	89.6	F
5	359.0	8.90	88.9	F
6	357.0	8.20	82.6	F
7	368.0	8.90	86.9	F
8	361.0	9.20	91.9	F
9	321.0	9.00	100.9	F
10	314.0	8.10	92.3	F
Average:	**319.0**	**8.06**	**92.3**	**F**
SEB TR on SR 149: Superlink ID 720495892				
1	355.0	15.70	159.5	F
2	402.0	14.80	132.8	F
3	94.0	5.60	214.7	F
4	403.0	13.30	119.2	F
5	378.0	15.60	149.0	F
6	342.0	16.00	168.5	F
7	389.0	15.20	140.3	F
8	389.0	16.00	147.8	F
9	387.0	15.00	139.1	F
10	377.0	16.00	153.2	F
Average:	**351.6**	**14.32**	**152.4**	**F**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	291.0	23.40	289.9	F
2	321.0	22.90	256.4	F
3	80.0	3.40	151.1	F
4	317.0	24.20	275.2	F
5	317.0	23.90	271.2	F
6	286.0	23.10	290.2	F
7	297.0	23.60	286.5	F
8	286.0	24.00	301.7	F
9	288.0	25.00	312.3	F
10	290.0	22.40	278.7	F
Average:	**277.3**	**21.59**	**271.3**	**F**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	100.0	5.10	185.4	F
2	110.0	5.30	174.9	F
3	29.0	0.80	99.7	F
4	110.0	5.50	178.5	F
5	103.0	5.30	184.4	F
6	100.0	5.30	190.0	F
7	103.0	5.30	184.5	F
8	93.0	5.20	200.2	F
9	101.0	5.70	203.3	F
10	100.0	4.80	173.1	F
Average:	**94.9**	**4.83**	**177.4**	**F**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.2	0.4	0.0	1.4	10
EB TR	BOND DR	720499684	1.9	2.1	0.1	7.4	10
NWB L	SR 149	720495892	0.1	0.1	0.0	0.2	10
NWB R	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB T	SR 149	720495892	0.1	0.0	0.0	0.2	10
SEB L	SR 149	720499681	0.1	0.1	0.0	0.2	10
SEB R	SR 149	720499681	0.1	0.1	0.0	0.3	10
SEB T	SR 149	720499681	8.4	5.1	3.4	18.9	10
WB L	BOND DR	720499685	1.9	2.5	0.2	8.0	10
WB TR	BOND DR	720499685	0.5	0.7	0.0	2.3	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	3.5	1.5	2.0	6.6	10
NB L	SR 149	720499693	3.3	1.8	1.3	6.8	10
NB T	SR 149	720499693	23.2	15.5	2.3	54.2	10
SB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
SB T	SR 149	720499689	2.4	0.7	0.7	3.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	3.2	1.0	0.8	4.9	10
EB R	RAMP I-70 EB TO SR 149	720496046	13.7	4.6	2.2	17.1	10
NB R	SR 149	720499689	3.8	0.9	1.1	4.2	10
NB T	SR 149	720499689	4.9	1.3	1.4	5.6	10
SB LT	SR 149	720496045	5.8	1.5	1.7	6.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	8.1	2.1	2.3	9.2	10
SEB TR	SR 149	720495892	14.3	3.2	5.6	16.0	10
WB LT	RAMP I-70 WB TO SR 149	720496067	21.6	6.4	3.4	25.0	10
WB R	RAMP I-70 WB TO SR 149	720496067	4.8	1.4	0.8	5.7	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	92.0	143.4	24.5	496.9	10
EB TR	BOND DR	720499684	332.5	361.4	24.7	1,213.7	10
NWB L	SR 149	720495892	19.3	6.3	10.0	27.1	10
NWB R	SR 149	720495892	0.9	0.7	0.2	2.1	10
NWB T	SR 149	720495892	1.4	0.4	1.1	2.3	10
SEB L	SR 149	720499681	36.3	30.4	9.1	93.7	10
SEB R	SR 149	720499681	65.7	90.2	3.3	295.5	10
SEB T	SR 149	720499681	94.1	49.5	44.0	188.1	10
WB L	BOND DR	720499685	323.2	346.7	60.6	1,009.7	10
WB TR	BOND DR	720499685	112.3	134.9	22.1	389.0	10

SR 149 & RECO DR — NODE: 104

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	RECO DR	720499683	107.3	123.1	44.4	451.1	10
NB L	SR 149	720499693	247.0	132.0	103.7	500.0	10
NB T	SR 149	720499693	170.8	114.2	67.6	414.9	10
SB R	SR 149	720499689	0.7	0.5	0.1	1.6	10
SB T	SR 149	720499689	15.3	3.1	11.4	21.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	305.9	136.8	216.8	676.7	10
EB R	RAMP I-70 EB TO SR 149	720496046	280.0	110.7	65.7	490.1	10
NB R	SR 149	720499689	44.6	1.6	41.5	46.6	10
NB T	SR 149	720499689	63.4	4.8	56.4	74.3	10
SB LT	SR 149	720496045	38.0	4.4	30.9	43.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB LT	SR 149	720496045	92.3	6.9	82.6	107.0	10
SEB TR	SR 149	720495892	152.4	25.9	119.2	214.7	10
WB LT	RAMP I-70 WB TO SR 149	720496067	271.3	45.1	151.1	312.3	10
WB R	RAMP I-70 WB TO SR 149	720496067	177.4	29.0	99.7	203.3	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	11.0	0.10	37.0	D
2	8.0	0.10	38.6	D
3	9.0	0.20	61.3	E
4	9.0	0.10	44.8	D
5	9.0	0.10	32.5	C
6	10.0	0.10	51.9	D
7	11.0	0.10	43.5	D
8	9.0	0.00	19.4	B
9	11.0	0.10	42.8	D
10	9.0	0.10	51.2	D
Average:	**9.0**	**0.10**	**42.3**	**D**
EB TR on BOND DR: Lane ID 33594839				
1	47.0	0.30	22.7	C
2	47.0	0.30	22.1	C
3	50.0	1.10	81.1	F
4	46.0	0.20	18.2	B
5	54.0	0.50	36.0	D
6	51.0	0.30	21.5	C
7	50.0	0.20	15.7	B
8	50.0	0.20	15.1	B
9	47.0	0.40	31.7	C
10	50.0	0.30	21.1	C
Average:	**49.0**	**0.38**	**28.5**	**C**
NWB L on SR 149: Lane ID 33594847				
1	5.0	0.00	16.3	B
2	7.0	0.00	14.9	B
3	7.0	0.00	12.6	B
4	7.0	0.00	24.7	C
5	8.0	0.10	22.8	C
6	8.0	0.00	9.7	A
7	8.0	0.00	8.8	A
8	8.0	0.00	13.3	B
9	12.0	0.00	9.6	A
10	8.0	0.00	16.6	B

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**7.0**	**0.01**	**14.9**	**B**
NWB R on SR 149: Lane ID 33594849				
1	126.0	0.10	3.2	A
2	134.0	0.10	2.9	A
3	128.0	0.10	3.1	A
4	145.0	0.10	2.5	A
5	134.0	0.10	2.6	A
6	150.0	0.10	2.4	A
7	144.0	0.10	2.3	A
8	146.0	0.10	2.9	A
9	134.0	0.10	2.4	A
10	143.0	0.10	2.5	A
Average:	**138.0**	**0.10**	**2.7**	**A**
NWB T on SR 149: Lane ID 33594848				
1	289.0	0.50	6.1	A
2	297.0	0.50	5.6	A
3	274.0	0.50	7.0	A
4	311.0	0.40	4.9	A
5	288.0	0.40	5.2	A
6	323.0	0.50	5.4	A
7	312.0	0.50	5.9	A
8	323.0	0.50	5.6	A
9	289.0	0.40	5.3	A
10	317.0	0.40	4.7	A
Average:	**302.0**	**0.46**	**5.6**	**A**
SEB L on SR 149: Lane ID 33594824				
1	59.0	0.20	9.3	A
2	61.0	0.20	10.1	B
3	60.0	0.20	13.1	B
4	60.0	0.20	10.8	B
5	60.0	0.20	12.7	B
6	60.0	0.20	10.8	B
7	60.0	0.20	13.1	B
8	60.0	0.20	11.0	B
9	61.0	0.20	12.9	B
10	60.0	0.20	11.4	B
Average:	**60.0**	**0.20**	**11.5**	**B**
SEB R on SR 149: Lane ID 33594854				
1	10.0	0.00	2.1	A
2	10.0	0.00	0.2	A
3	9.0	0.00	11.9	B

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	0.5	A
5	12.0	0.00	4.6	A
6	9.0	0.00	0.2	A
7	9.0	0.00	1.1	A
8	10.0	0.00	1.2	A
9	10.0	0.00	14.8	B
10	11.0	0.00	2.0	A
Average:	**9.0**	**0.00**	**3.8**	**A**
SEB T on SR 149: Lane ID 33594853				
1	339.0	1.10	11.4	B
2	331.0	0.60	6.9	A
3	342.0	3.60	37.9	D
4	340.0	0.30	3.1	A
5	335.0	2.10	22.2	C
6	339.0	0.30	3.6	A
7	345.0	0.30	2.8	A
8	342.0	0.70	7.0	A
9	340.0	1.80	19.2	B
10	332.0	0.30	3.3	A
Average:	**338.0**	**1.11**	**11.7**	**B**
WB L on BOND DR: Lane ID 33594836				
1	19.0	0.50	85.4	F
2	21.0	0.30	59.9	E
3	20.0	0.90	154.4	F
4	19.0	0.20	41.1	D
5	24.0	0.80	122.2	F
6	22.0	0.20	36.9	D
7	16.0	0.20	45.8	D
8	17.0	0.30	55.2	E
9	20.0	1.30	227.0	F
10	20.0	0.20	41.9	D
Average:	**19.0**	**0.49**	**87.0**	**F**
WB TR on BOND DR: Lane ID 33594845				
1	18.0	0.10	18.2	B
2	19.0	0.10	25.6	C
3	22.0	0.20	26.6	C
4	22.0	0.10	22.2	C
5	22.0	0.10	23.6	C
6	18.0	0.10	19.4	B
7	18.0	0.10	21.3	C
8	22.0	0.10	22.5	C
9	19.0	0.10	22.1	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	18.0	0.10	26.1	C
Average:	**19.0**	**0.11**	**22.8**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Lane ID 33594831				
1	273.0	4.20	54.9	D
2	271.0	3.60	47.6	D
3	274.0	4.20	54.8	D
4	275.0	2.60	33.8	C
5	277.0	3.00	38.5	D
6	273.0	2.90	38.3	D
7	271.0	3.20	42.9	D
8	275.0	4.20	55.5	E
9	275.0	3.90	50.7	D
10	272.0	3.40	44.6	D
Average:	**273.0**	**3.52**	**46.2**	**D**
NB L on SR 149: Lane ID 33594877				
1	37.0	4.20	410.1	F
2	46.0	3.90	304.6	F
3	39.0	5.30	493.6	F
4	47.0	2.30	173.5	F
5	46.0	4.70	365.0	F
6	52.0	1.80	124.3	F
7	47.0	4.70	362.2	F
8	52.0	2.40	162.8	F
9	44.0	5.10	414.3	F
10	49.0	3.70	275.3	F
Average:	**45.0**	**3.81**	**308.6**	**F**
NB T on SR 149: Lane ID 33594857				
1	290.0	29.90	371.2	F
2	334.0	24.70	265.7	F
3	295.0	35.00	426.8	F
4	347.0	14.10	146.7	F
5	328.0	29.10	319.8	F
6	365.0	11.50	113.0	F
7	337.0	30.10	321.9	F
8	368.0	14.00	136.9	F
9	338.0	35.40	377.4	F
10	357.0	23.30	235.4	F
Average:	**335.0**	**24.71**	**271.5**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on SR 149: Lane ID 33594858				
1	301.0	31.80	379.8	F
2	342.0	25.70	270.6	F
3	305.0	36.90	435.7	F
4	356.0	14.80	149.9	F
5	345.0	30.90	322.4	F
6	388.0	12.20	112.7	F
7	357.0	33.00	333.2	F
8	384.0	14.60	136.9	F
9	347.0	37.70	390.8	F
10	371.0	25.00	242.4	F
Average:	**349.0**	**26.26**	**277.4**	**F**
SB R on SR 149: Lane ID 33594876				
1	196.0	0.00	0.8	A
2	187.0	0.10	1.0	A
3	181.0	0.10	1.4	A
4	202.0	0.10	1.1	A
5	186.0	0.10	1.4	A
6	197.0	0.00	0.7	A
7	200.0	0.10	0.9	A
8	192.0	0.20	3.8	A
9	189.0	0.00	0.7	A
10	194.0	0.10	1.4	A
Average:	**192.0**	**0.08**	**1.3**	**A**
SB T on SR 149: Lane ID 33594865				
1	321.0	1.70	19.0	B
2	323.0	1.80	20.3	C
3	312.0	2.20	25.6	C
4	337.0	1.80	19.4	B
5	321.0	2.40	26.8	C
6	331.0	1.90	20.2	C
7	343.0	2.30	24.7	C
8	326.0	2.50	27.7	C
9	322.0	2.40	27.2	C
10	325.0	2.50	27.8	C
Average:	**326.0**	**2.15**	**23.9**	**C**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	56.0	1.50	95.2	F
2	59.0	1.40	87.3	F

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	62.0	5.80	335.9	F
4	59.0	1.00	60.6	E
5	60.0	1.30	78.2	E
6	59.0	0.60	36.3	D
7	57.0	0.70	44.4	D
8	62.0	1.10	63.3	E
9	60.0	1.40	86.1	F
10	59.0	1.00	58.5	E
Average:	**59.0**	**1.58**	**94.6**	**F**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	170.0	0.80	17.1	B
2	167.0	0.70	15.8	B
3	166.0	1.30	28.5	C
4	170.0	1.00	22.0	C
5	169.0	1.10	22.8	C
6	166.0	1.00	20.8	C
7	171.0	1.50	31.7	C
8	164.0	1.30	27.5	C
9	169.0	2.30	48.6	D
10	163.0	0.90	18.9	B
Average:	**167.0**	**1.19**	**25.4**	**C**
NB R on SR 149: Lane ID 33594908				
1	388.0	3.30	30.9	C
2	421.0	3.50	29.9	C
3	390.0	3.30	30.6	C
4	443.0	3.80	30.6	C
5	431.0	3.60	30.3	C
6	475.0	3.90	29.7	C
7	440.0	3.50	28.4	C
8	476.0	4.00	30.2	C
9	428.0	3.50	29.6	C
10	455.0	3.70	29.2	C
Average:	**434.0**	**3.61**	**29.9**	**C**
NB T on SR 149: Lane ID 33594870				
1	367.0	5.10	49.9	D
2	406.0	4.90	43.8	D
3	370.0	5.40	52.3	D
4	420.0	4.10	35.3	D
5	406.0	4.40	39.4	D
6	442.0	4.20	34.5	C
7	411.0	3.50	31.1	C
8	439.0	4.30	35.6	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	415.0	4.80	41.7	D
10	429.0	4.10	34.5	C
Average:	**410.0**	**4.48**	**39.8**	**D**
SB LT on SR 149: Lane ID 33594883				
1	491.0	7.90	57.8	E
2	482.0	7.30	54.6	D
3	472.0	8.00	61.2	E
4	521.0	6.40	44.4	D
5	481.0	7.30	54.8	D
6	506.0	6.20	44.5	D
7	526.0	6.40	44.0	D
8	503.0	7.40	52.8	D
9	476.0	7.70	58.0	E
10	498.0	7.20	51.7	D
Average:	**495.0**	**7.18**	**52.4**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Lane ID 33594880				
1	424.0	6.10	51.8	D
2	463.0	6.10	47.6	D
3	436.0	7.50	61.7	E
4	479.0	5.20	39.3	D
5	466.0	6.70	51.8	D
6	503.0	5.30	38.1	D
7	470.0	4.90	37.3	D
8	501.0	5.80	41.6	D
9	475.0	6.20	46.8	D
10	492.0	5.50	40.1	D
Average:	**470.0**	**5.93**	**45.6**	**D**
SEB TR on SR 149: Lane ID 33577633				
1	392.0	8.70	80.2	F
2	388.0	7.10	65.6	E
3	397.0	12.80	116.0	F
4	396.0	4.50	41.1	D
5	401.0	9.40	84.7	F
6	402.0	5.10	45.3	D
7	401.0	4.60	41.7	D
8	397.0	7.40	67.3	E
9	396.0	10.20	92.3	F
10	392.0	5.60	51.5	D
Average:	**396.0**	**7.54**	**68.6**	**E**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	172.0	17.80	372.4	F
2	163.0	19.00	418.7	F
3	141.0	18.40	468.7	F
4	188.0	16.30	312.0	F
5	154.0	17.30	405.4	F
6	182.0	16.70	329.4	F
7	201.0	16.70	299.0	F
8	180.0	19.60	392.4	F
9	150.0	21.30	510.4	F
10	176.0	18.60	380.3	F
Average:	**170.0**	**18.17**	**388.9**	**F**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	119.0	6.70	204.1	F
2	110.0	7.20	235.6	F
3	104.0	7.40	254.5	F
4	129.0	6.50	181.3	F
5	105.0	6.40	219.2	F
6	120.0	6.20	187.4	F
7	129.0	5.60	156.8	F
8	121.0	7.50	223.2	F
9	99.0	7.90	285.6	F
10	121.0	7.60	227.1	F
Average:	**115.0**	**6.90**	**217.5**	**F**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.2	0.0	0.2	0.2	10
WB L	33594836	BOND DR	0.5	0.4	0.2	1.3	10
EB L	33594838	BOND DR	0.1	0.0	0.0	0.2	10
EB TR	33594839	BOND DR	0.4	0.3	0.2	1.1	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.1	10
NWB T	33594848	SR 149	0.5	0.1	0.4	0.5	10
NWB R	33594849	SR 149	0.1	0.0	0.1	0.1	10
SEB T	33594853	SR 149	1.1	1.1	0.3	3.6	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.5	0.6	2.6	4.2	10
NB T	33594857	SR 149	24.7	8.8	11.5	35.4	10
NB T	33594858	SR 149	26.3	9.5	12.2	37.7	10
SB T	33594865	SR 149	2.2	0.3	1.7	2.5	10
SB R	33594876	SR 149	0.1	0.1	0.0	0.2	10
NB L	33594877	SR 149	3.8	1.2	1.8	5.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.6	1.5	0.6	5.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.2	0.5	0.7	2.3	10
NB T	33594870	SR 149	4.5	0.6	3.5	5.4	10
SB LT	33594883	SR 149	7.2	0.6	6.2	8.0	10
NB R	33594908	SR 149	3.6	0.2	3.3	4.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	7.5	2.7	4.5	12.8	10
WB LT	33594828	RAMP I-70 WB TO SR 149	18.2	1.5	16.3	21.3	10
WB R	33594829	RAMP I-70 WB TO SR 149	6.9	0.7	5.6	7.9	10
NWB LT	33594880	SR 149	5.9	0.8	4.9	7.5	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	11.5	1.4	9.3	13.1	10
WB L	33594836	BOND DR	87.0	62.8	36.9	227.0	10
EB L	33594838	BOND DR	42.3	11.6	19.4	61.3	10
EB TR	33594839	BOND DR	28.5	19.6	15.1	81.1	10
WB TR	33594845	BOND DR	22.8	2.8	18.2	26.6	10
NWB L	33594847	SR 149	14.9	5.4	8.8	24.7	10
NWB T	33594848	SR 149	5.6	0.7	4.7	7.0	10
NWB R	33594849	SR 149	2.7	0.3	2.3	3.2	10
SEB T	33594853	SR 149	11.7	11.5	2.8	37.9	10
SEB R	33594854	SR 149	3.8	5.2	0.2	14.8	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	46.2	7.8	33.8	55.5	10
NB T	33594857	SR 149	271.5	110.7	113.0	426.8	10
NB T	33594858	SR 149	277.4	114.5	112.7	435.7	10
SB T	33594865	SR 149	23.9	3.7	19.0	27.8	10
SB R	33594876	SR 149	1.3	0.9	0.7	3.8	10
NB L	33594877	SR 149	308.6	123.1	124.3	493.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	94.6	86.9	36.3	335.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	25.4	9.6	15.8	48.6	10
NB T	33594870	SR 149	39.8	7.0	31.1	52.3	10
SB LT	33594883	SR 149	52.4	6.2	44.0	61.2	10
NB R	33594908	SR 149	29.9	0.8	28.4	30.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	68.6	24.8	41.1	116.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	388.9	66.8	299.0	510.4	10
WB R	33594829	RAMP I-70 WB TO SR 149	217.5	37.3	156.8	285.6	10
NWB LT	33594880	SR 149	45.6	7.8	37.3	61.7	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	8.0	0.10	57.9	E
2	10.0	0.10	48.0	D
3	10.0	0.10	30.3	C
4	10.0	0.10	47.6	D
5	10.0	0.10	36.9	D
6	9.0	0.10	45.0	D
7	9.0	0.10	52.2	D
8	10.0	0.10	40.4	D
9	9.0	0.10	48.3	D
10	9.0	0.10	42.3	D
Average:	**9.0**	**0.10**	**44.9**	**D**
EB TR on BOND DR: Lane ID 33594839				
1	46.0	0.20	19.3	B
2	53.0	0.30	17.6	B
3	55.0	0.20	12.0	B
4	56.0	0.20	10.8	B
5	55.0	0.20	14.0	B
6	52.0	0.20	14.5	B
7	56.0	0.40	23.4	C
8	48.0	0.20	14.5	B
9	56.0	0.30	17.2	B
10	52.0	0.30	17.9	B
Average:	**52.0**	**0.25**	**16.1**	**B**
NWB L on SR 149: Lane ID 33594847				
1	25.0	0.00	4.1	A
2	18.0	0.00	4.2	A
3	17.0	0.00	4.2	A
4	22.0	0.00	6.7	A
5	15.0	0.00	4.1	A
6	17.0	0.00	5.3	A
7	16.0	0.00	7.8	A
8	19.0	0.00	4.6	A
9	13.0	0.00	6.6	A
10	20.0	0.00	3.7	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**18.0**	**0.00**	**5.1**	**A**
NWB R on SR 149: Lane ID 33594849				
1	22.0	0.00	0.7	A
2	19.0	0.00	1.9	A
3	24.0	0.00	0.9	A
4	18.0	0.00	0.8	A
5	20.0	0.00	1.4	A
6	20.0	0.00	1.0	A
7	16.0	0.00	1.5	A
8	18.0	0.00	0.5	A
9	19.0	0.00	0.4	A
10	18.0	0.00	0.6	A
Average:	**19.0**	**0.00**	**1.0**	**A**
NWB T on SR 149: Lane ID 33594848				
1	298.0	0.10	1.6	A
2	295.0	0.10	1.8	A
3	292.0	0.10	1.1	A
4	293.0	0.10	1.4	A
5	289.0	0.10	1.3	A
6	283.0	0.10	1.3	A
7	282.0	0.40	4.9	A
8	286.0	0.10	1.5	A
9	290.0	0.10	1.4	A
10	284.0	0.10	1.3	A
Average:	**289.0**	**0.13**	**1.7**	**A**
SEB L on SR 149: Lane ID 33594824				
1	12.0	0.00	7.5	A
2	10.0	0.00	8.6	A
3	11.0	0.00	10.6	B
4	11.0	0.00	4.9	A
5	10.0	0.00	7.0	A
6	12.0	0.00	8.9	A
7	11.0	0.00	9.3	A
8	9.0	0.00	9.8	A
9	10.0	0.00	4.2	A
10	11.0	0.00	3.6	A
Average:	**10.0**	**0.00**	**7.4**	**A**
SEB R on SR 149: Lane ID 33594854				
1	9.0	0.00	1.2	A
2	9.0	0.00	0.0	A
3	8.0	0.00	1.8	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	0.3	A
5	10.0	0.00	0.5	A
6	9.0	0.00	0.5	A
7	9.0	0.00	1.0	A
8	10.0	0.00	0.6	A
9	9.0	0.00	0.9	A
10	11.0	0.00	1.4	A
Average:	**9.0**	**0.00**	**0.8**	**A**
SEB T on SR 149: Lane ID 33594853				
1	237.0	0.30	4.9	A
2	239.0	0.20	3.7	A
3	241.0	0.20	2.8	A
4	239.0	0.20	2.7	A
5	244.0	0.70	10.6	B
6	241.0	0.20	2.9	A
7	238.0	0.60	9.5	A
8	243.0	0.20	2.3	A
9	241.0	0.10	1.8	A
10	243.0	0.20	2.6	A
Average:	**240.0**	**0.29**	**4.4**	**A**
WB L on BOND DR: Lane ID 33594836				
1	11.0	0.10	43.3	D
2	9.0	0.10	43.2	D
3	11.0	0.10	32.8	C
4	8.0	0.10	44.9	D
5	10.0	0.10	30.4	C
6	11.0	0.10	47.1	D
7	10.0	0.20	62.9	E
8	11.0	0.10	26.3	C
9	8.0	0.10	35.4	D
10	8.0	0.10	46.4	D
Average:	**9.0**	**0.11**	**41.3**	**D**
WB TR on BOND DR: Lane ID 33594845				
1	20.0	0.10	22.2	C
2	22.0	0.10	9.3	A
3	22.0	0.10	21.8	C
4	18.0	0.10	28.5	C
5	20.0	0.20	44.6	D
6	18.0	0.10	29.2	C
7	20.0	0.20	31.4	C
8	19.0	0.10	27.5	C
9	20.0	0.10	24.6	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	20.0	0.20	28.6	C
Average:	**19.0**	**0.13**	**26.8**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Lane ID 33594831				
1	241.0	2.40	35.4	D
2	240.0	2.50	37.5	D
3	241.0	2.30	34.4	C
4	241.0	2.50	37.0	D
5	240.0	3.20	47.6	D
6	239.0	2.70	41.3	D
7	239.0	2.20	32.6	C
8	238.0	2.70	41.5	D
9	238.0	2.40	35.9	D
10	238.0	2.10	31.7	C
Average:	**239.0**	**2.50**	**37.5**	**D**
NB L on SR 149: Lane ID 33594877				
1	58.0	0.80	49.4	D
2	62.0	0.80	44.7	D
3	62.0	0.90	53.7	D
4	60.0	0.80	47.9	D
5	60.0	1.30	78.7	E
6	58.0	1.20	72.4	E
7	58.0	1.00	64.8	E
8	61.0	1.00	61.1	E
9	60.0	1.00	57.8	E
10	59.0	0.90	52.5	D
Average:	**59.0**	**0.97**	**58.3**	**E**
NB T on SR 149: Lane ID 33594857				
1	242.0	1.40	21.4	C
2	230.0	2.10	33.6	C
3	229.0	1.00	16.5	B
4	230.0	0.90	14.6	B
5	229.0	2.50	39.3	D
6	228.0	2.50	39.3	D
7	233.0	2.60	39.8	D
8	231.0	1.70	25.9	C
9	232.0	1.80	27.6	C
10	226.0	1.10	18.1	B
Average:	**231.0**	**1.76**	**27.6**	**C**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on SR 149: Lane ID 33594858				
1	235.0	1.40	21.1	C
2	235.0	0.60	9.6	A
3	233.0	0.90	14.0	B
4	236.0	1.00	14.8	B
5	236.0	2.40	37.3	D
6	233.0	2.40	36.4	D
7	235.0	1.80	27.5	C
8	235.0	1.30	19.2	B
9	236.0	1.60	24.9	C
10	241.0	1.40	20.5	C
Average:	**235.0**	**1.48**	**22.5**	**C**
SB R on SR 149: Lane ID 33594876				
1	160.0	0.00	0.8	A
2	166.0	0.00	1.1	A
3	166.0	0.00	1.0	A
4	164.0	0.00	1.1	A
5	165.0	0.00	0.7	A
6	162.0	0.00	1.1	A
7	157.0	0.00	1.1	A
8	161.0	0.00	0.8	A
9	161.0	0.10	1.2	A
10	163.0	0.10	1.2	A
Average:	**162.0**	**0.02**	**1.0**	**A**
SB T on SR 149: Lane ID 33594865				
1	489.0	2.30	16.7	B
2	508.0	2.10	15.0	B
3	509.0	2.40	16.7	B
4	512.0	2.30	16.0	B
5	508.0	2.10	14.7	B
6	493.0	3.10	22.6	C
7	492.0	3.00	22.1	C
8	508.0	2.60	18.4	B
9	498.0	2.80	20.5	C
10	494.0	2.30	16.9	B
Average:	**501.0**	**2.50**	**17.9**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	46.0	0.50	41.4	D
2	41.0	0.40	35.3	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	44.0	0.50	41.8	D
4	41.0	0.40	34.8	C
5	41.0	0.40	32.6	C
6	38.0	0.40	35.7	D
7	38.0	0.40	40.0	D
8	39.0	0.40	37.6	D
9	44.0	0.50	40.4	D
10	38.0	0.40	34.4	C
Average:	**41.0**	**0.43**	**37.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	166.0	1.50	32.0	C
2	171.0	2.20	45.6	D
3	171.0	2.10	45.1	D
4	166.0	1.70	37.9	D
5	170.0	1.70	36.9	D
6	165.0	3.10	66.9	E
7	166.0	3.30	70.8	E
8	173.0	3.20	67.4	E
9	168.0	2.40	50.7	D
10	168.0	1.90	40.0	D
Average:	**168.0**	**2.31**	**49.3**	**D**
NB R on SR 149: Lane ID 33594908				
1	332.0	3.60	38.7	D
2	326.0	3.40	37.3	D
3	327.0	3.50	38.6	D
4	326.0	3.70	41.2	D
5	330.0	3.80	40.9	D
6	326.0	4.00	44.0	D
7	327.0	3.70	40.7	D
8	327.0	3.30	36.6	D
9	328.0	3.70	40.3	D
10	332.0	3.40	37.1	D
Average:	**328.0**	**3.61**	**39.5**	**D**
NB T on SR 149: Lane ID 33594870				
1	329.0	3.60	39.0	D
2	317.0	3.30	37.5	D
3	317.0	3.50	40.2	D
4	320.0	3.50	39.2	D
5	316.0	3.80	42.8	D
6	312.0	3.90	45.2	D
7	315.0	3.90	44.3	D
8	315.0	3.50	39.9	D

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	316.0	3.80	43.8	D
10	312.0	3.50	39.9	D
Average:	**316.0**	**3.63**	**41.2**	**D**
SB LT on SR 149: Lane ID 33594883				
1	584.0	4.00	24.8	C
2	612.0	3.60	21.2	C
3	607.0	3.20	18.8	B
4	617.0	3.70	21.5	C
5	613.0	4.20	24.9	C
6	598.0	5.60	33.6	C
7	587.0	5.50	33.6	C
8	599.0	4.00	24.2	C
9	591.0	3.90	23.7	C
10	591.0	4.40	26.5	C
Average:	**599.0**	**4.21**	**25.3**	**C**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Lane ID 33594880				
1	371.0	2.30	22.5	C
2	357.0	2.00	19.8	B
3	355.0	2.20	22.6	C
4	355.0	1.80	18.2	B
5	352.0	2.10	21.9	C
6	344.0	1.90	19.9	B
7	344.0	2.20	23.2	C
8	348.0	1.90	20.2	C
9	358.0	2.60	25.8	C
10	351.0	2.40	24.4	C
Average:	**353.0**	**2.14**	**21.8**	**C**
SEB TR on SR 149: Lane ID 33577633				
1	272.0	4.20	55.1	E
2	289.0	3.80	47.3	D
3	296.0	2.50	30.7	C
4	290.0	3.80	46.6	D
5	296.0	3.90	48.0	D
6	290.0	5.30	65.6	E
7	293.0	9.20	112.7	F
8	286.0	2.70	33.4	C
9	295.0	5.50	67.4	E
10	293.0	4.50	55.6	E
Average:	**290.0**	**4.54**	**56.2**	**E**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	374.0	16.80	162.0	F
2	383.0	15.90	149.3	F
3	378.0	16.60	158.5	F
4	387.0	13.20	122.7	F
5	376.0	16.90	161.9	F
6	368.0	17.30	168.9	F
7	360.0	16.60	166.0	F
8	376.0	15.40	147.5	F
9	358.0	16.00	160.8	F
10	359.0	17.40	174.5	F
Average:	**371.0**	**16.21**	**157.2**	**F**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	154.0	4.00	94.4	F
2	153.0	3.60	84.7	F
3	154.0	3.90	92.2	F
4	155.0	2.70	63.0	E
5	148.0	4.00	97.4	F
6	152.0	4.10	97.1	F
7	146.0	3.70	91.6	F
8	153.0	3.70	86.5	F
9	143.0	3.50	88.4	F
10	145.0	4.40	108.9	F
Average:	**150.0**	**3.76**	**90.4**	**F**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.1	10
EB TR	33594839	BOND DR	0.3	0.1	0.2	0.4	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.1	0.1	0.4	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.3	0.2	0.1	0.7	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	2.5	0.3	2.1	3.2	10
NB T	33594857	SR 149	1.8	0.7	0.9	2.6	10
NB T	33594858	SR 149	1.5	0.6	0.6	2.4	10
SB T	33594865	SR 149	2.5	0.4	2.1	3.1	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.1	10
NB L	33594877	SR 149	1.0	0.2	0.8	1.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.0	0.4	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	2.3	0.7	1.5	3.3	10
NB T	33594870	SR 149	3.6	0.2	3.3	3.9	10
SB LT	33594883	SR 149	4.2	0.8	3.2	5.6	10
NB R	33594908	SR 149	3.6	0.2	3.3	4.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	4.5	1.9	2.5	9.2	10
WB LT	33594828	RAMP I-70 WB TO SR 149	16.2	1.2	13.2	17.4	10
WB R	33594829	RAMP I-70 WB TO SR 149	3.8	0.5	2.7	4.4	10
NWB LT	33594880	SR 149	2.1	0.3	1.8	2.6	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	7.4	2.5	3.6	10.6	10
WB L	33594836	BOND DR	41.3	10.5	26.3	62.9	10
EB L	33594838	BOND DR	44.9	7.9	30.3	57.9	10
EB TR	33594839	BOND DR	16.1	3.7	10.8	23.4	10
WB TR	33594845	BOND DR	26.8	8.9	9.3	44.6	10
NWB L	33594847	SR 149	5.1	1.4	3.7	7.8	10
NWB T	33594848	SR 149	1.7	1.1	1.1	4.9	10
NWB R	33594849	SR 149	1.0	0.5	0.4	1.9	10
SEB T	33594853	SR 149	4.4	3.1	1.8	10.6	10
SEB R	33594854	SR 149	0.8	0.5	0.0	1.8	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	37.5	4.8	31.7	47.6	10
NB T	33594857	SR 149	27.6	9.9	14.6	39.8	10
NB T	33594858	SR 149	22.5	9.2	9.6	37.3	10
SB T	33594865	SR 149	17.9	2.8	14.7	22.6	10
SB R	33594876	SR 149	1.0	0.2	0.7	1.2	10
NB L	33594877	SR 149	58.3	11.0	44.7	78.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	37.4	3.3	32.6	41.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	49.3	14.2	32.0	70.8	10
NB T	33594870	SR 149	41.2	2.6	37.5	45.2	10
SB LT	33594883	SR 149	25.3	4.9	18.8	33.6	10
NB R	33594908	SR 149	39.5	2.3	36.6	44.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	56.2	23.1	30.7	112.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	157.2	14.6	122.7	174.5	10
WB R	33594829	RAMP I-70 WB TO SR 149	90.4	11.8	63.0	108.9	10
NWB LT	33594880	SR 149	21.8	2.3	18.2	25.8	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	8.0	0.10	51.5	D
2	8.0	0.10	57.3	E
3	4.0	0.00	24.5	C
4	9.0	0.20	83.6	F
5	10.0	0.10	47.5	D
6	5.0	0.00	27.7	C
7	11.0	0.20	64.9	E
8	10.0	1.40	496.9	F
9	7.0	0.10	31.4	C
10	10.0	0.10	35.1	D
Average:	**8.0**	**0.23**	**92.0**	**F**
EB TR on BOND DR: Lane ID 33594839				
1	21.0	0.70	115.7	F
2	32.0	1.30	146.2	F
3	10.0	1.90	701.5	F
4	33.0	3.00	331.7	F
5	22.0	1.00	160.5	F
6	11.0	0.10	24.7	C
7	23.0	1.30	196.2	F
8	22.0	7.40	1,213.7	F
9	17.0	1.40	293.8	F
10	31.0	1.20	141.3	F
Average:	**22.0**	**1.93**	**332.5**	**F**
NWB L on SR 149: Lane ID 33594847				
1	20.0	0.10	25.0	C
2	26.0	0.20	22.6	C
3	4.0	0.00	16.5	B
4	24.0	0.10	14.1	B
5	24.0	0.20	25.0	C
6	19.0	0.10	15.8	B
7	24.0	0.10	12.4	B
8	20.0	0.20	27.1	C
9	18.0	0.00	10.0	A
10	17.0	0.10	25.1	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**19.0**	**0.11**	**19.3**	**B**
NWB R on SR 149: Lane ID 33594849				
1	13.0	0.00	0.2	A
2	16.0	0.00	2.1	A
3	6.0	0.00	1.9	A
4	17.0	0.00	1.4	A
5	16.0	0.00	0.4	A
6	13.0	0.00	0.5	A
7	15.0	0.00	0.8	A
8	17.0	0.00	0.5	A
9	17.0	0.00	0.5	A
10	12.0	0.00	0.4	A
Average:	**14.0**	**0.00**	**0.9**	**A**
NWB T on SR 149: Lane ID 33594848				
1	262.0	0.10	1.1	A
2	277.0	0.20	2.3	A
3	62.0	0.00	1.6	A
4	269.0	0.10	1.3	A
5	271.0	0.10	1.3	A
6	276.0	0.10	1.2	A
7	281.0	0.10	1.8	A
8	268.0	0.10	1.1	A
9	251.0	0.10	1.1	A
10	254.0	0.10	1.3	A
Average:	**247.0**	**0.10**	**1.4**	**A**
SEB L on SR 149: Lane ID 33594824				
1	9.0	0.20	71.4	E
2	9.0	0.10	27.6	C
3	3.0	0.00	13.7	B
4	11.0	0.10	20.0	B
5	11.0	0.20	71.8	E
6	9.0	0.00	16.5	B
7	9.0	0.00	17.6	B
8	9.0	0.00	9.1	A
9	9.0	0.10	21.3	C
10	9.0	0.20	93.7	F
Average:	**8.0**	**0.09**	**36.3**	**D**
SEB R on SR 149: Lane ID 33594854				
1	8.0	0.20	79.5	E
2	12.0	0.00	6.2	A
3	4.0	0.30	295.5	F

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	10.0	0.00	3.3	A
5	11.0	0.20	67.3	E
6	11.0	0.10	36.1	D
7	8.0	0.00	16.0	B
8	9.0	0.00	10.1	B
9	10.0	0.00	15.3	B
10	9.0	0.30	127.5	F
Average:	**9.0**	**0.11**	**65.7**	**E**
SEB T on SR 149: Lane ID 33594853				
1	337.0	11.80	125.8	F
2	360.0	5.40	54.3	D
3	99.0	3.40	124.2	F
4	365.0	5.30	52.3	D
5	358.0	14.70	147.9	F
6	337.0	8.20	87.9	F
7	368.0	4.50	44.0	D
8	368.0	5.70	55.4	E
9	361.0	6.20	61.4	E
10	362.0	18.90	188.1	F
Average:	**331.0**	**8.41**	**94.1**	**F**
WB L on BOND DR: Lane ID 33594836				
1	15.0	0.30	75.1	E
2	33.0	8.00	867.5	F
3	10.0	0.30	112.2	F
4	19.0	1.50	285.4	F
5	11.0	0.20	80.1	F
6	18.0	2.10	423.2	F
7	19.0	1.30	245.6	F
8	15.0	4.20	1,009.7	F
9	18.0	0.40	72.4	E
10	10.0	0.20	60.6	E
Average:	**16.0**	**1.85**	**323.2**	**F**
WB TR on BOND DR: Lane ID 33594845				
1	13.0	0.10	40.7	D
2	24.0	2.30	338.7	F
3	9.0	0.10	33.3	C
4	15.0	0.40	91.5	F
5	9.0	0.10	42.7	D
6	14.0	0.20	55.0	E
7	15.0	0.30	80.9	F
8	12.0	1.30	389.0	F
9	11.0	0.10	29.6	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	8.0	0.00	22.1	C
Average:	**13.0**	**0.49**	**112.3**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LR on RECO DR: Lane ID 33594831				
1	162.0	3.50	77.8	E
2	165.0	2.50	55.6	E
3	53.0	6.60	451.1	F
4	165.0	2.30	49.6	D
5	163.0	2.20	49.3	D
6	159.0	3.60	80.4	F
7	162.0	3.10	68.3	E
8	165.0	2.00	44.4	D
9	162.0	3.20	71.3	E
10	161.0	5.60	125.7	F
Average:	**151.0**	**3.46**	**107.3**	**F**
NB L on SR 149: Lane ID 33594877				
1	55.0	2.90	190.0	F
2	56.0	3.30	214.6	F
3	14.0	1.30	330.6	F
4	51.0	5.80	408.5	F
5	58.0	2.00	126.3	F
6	58.0	2.00	126.6	F
7	59.0	1.70	103.7	F
8	57.0	2.90	181.8	F
9	54.0	4.30	288.4	F
10	49.0	6.80	500.0	F
Average:	**51.0**	**3.30**	**247.0**	**F**
NB T on SR 149: Lane ID 33594857				
1	244.0	10.00	147.2	F
2	259.0	11.80	164.0	F
3	56.0	0.90	55.7	E
4	240.0	21.10	316.5	F
5	262.0	7.20	98.3	F
6	266.0	6.90	94.0	F
7	275.0	6.00	79.0	E
8	259.0	9.60	133.9	F
9	240.0	15.30	230.0	F
10	227.0	26.90	426.8	F
Average:	**232.0**	**11.57**	**174.5**	**F**

SR 149 & RECO DR -- SIGNALIZED — NODE: 104

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on SR 149: Lane ID 33594858				
1	257.0	10.10	142.1	F
2	263.0	11.40	156.5	F
3	68.0	1.50	77.4	E
4	249.0	21.10	305.0	F
5	277.0	6.30	81.5	F
6	285.0	6.70	85.0	F
7	285.0	5.90	74.4	E
8	272.0	9.40	124.6	F
9	266.0	16.30	220.8	F
10	243.0	27.30	403.7	F
Average:	**246.0**	**11.60**	**167.1**	**F**
SB R on SR 149: Lane ID 33594876				
1	63.0	0.00	0.3	A
2	71.0	0.00	0.3	A
3	20.0	0.00	0.9	A
4	71.0	0.00	0.3	A
5	70.0	0.00	0.4	A
6	63.0	0.00	1.2	A
7	68.0	0.00	1.6	A
8	70.0	0.00	0.9	A
9	64.0	0.00	0.6	A
10	67.0	0.00	0.1	A
Average:	**62.0**	**0.00**	**0.7**	**A**
SB T on SR 149: Lane ID 33594865				
1	584.0	2.60	15.9	B
2	629.0	2.50	14.4	B
3	221.0	0.70	11.9	B
4	642.0	2.00	11.4	B
5	636.0	2.40	13.7	B
6	574.0	2.90	18.1	B
7	600.0	2.90	17.6	B
8	613.0	2.30	13.3	B
9	546.0	3.20	21.3	C
10	593.0	2.50	15.0	B
Average:	**563.0**	**2.40**	**15.3**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	45.0	2.70	219.9	F
2	43.0	3.50	293.5	F

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	13.0	0.80	219.2	F
4	45.0	3.70	295.6	F
5	50.0	3.00	216.8	F
6	42.0	3.70	319.3	F
7	38.0	3.40	325.4	F
8	44.0	3.10	257.6	F
9	26.0	4.90	676.7	F
10	42.0	2.70	234.9	F
Average:	**38.0**	**3.15**	**305.9**	**F**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	185.0	13.20	257.4	F
2	187.0	15.50	298.7	F
3	121.0	2.20	65.7	E
4	195.0	9.70	179.0	F
5	202.0	14.60	259.8	F
6	183.0	17.10	336.8	F
7	175.0	17.00	349.8	F
8	201.0	14.70	262.8	F
9	125.0	17.00	490.1	F
10	190.0	15.80	300.1	F
Average:	**176.0**	**13.68**	**280.0**	**F**
NB R on SR 149: Lane ID 33594908				
1	315.0	4.00	45.3	D
2	325.0	4.20	46.4	D
3	92.0	1.10	44.8	D
4	314.0	4.00	45.9	D
5	338.0	4.20	44.3	D
6	345.0	4.20	43.6	D
7	346.0	4.10	43.2	D
8	332.0	3.80	41.5	D
9	328.0	4.10	44.9	D
10	304.0	3.90	46.6	D
Average:	**303.0**	**3.76**	**44.6**	**D**
NB T on SR 149: Lane ID 33594870				
1	296.0	5.20	62.7	E
2	316.0	5.50	62.9	E
3	66.0	1.40	74.3	E
4	300.0	5.00	60.0	E
5	319.0	5.50	62.6	E
6	321.0	5.60	62.6	E
7	329.0	5.20	56.4	E
8	318.0	5.40	60.7	E

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	296.0	5.50	67.2	E
10	278.0	5.00	64.8	E
Average:	**283.0**	**4.93**	**63.4**	**E**
SB LT on SR 149: Lane ID 33594883				
1	578.0	6.90	43.0	D
2	637.0	5.60	31.5	C
3	143.0	1.70	43.6	D
4	647.0	5.50	30.9	C
5	624.0	6.30	36.4	D
6	559.0	6.30	40.7	D
7	611.0	6.00	35.5	D
8	600.0	6.40	38.2	D
9	608.0	6.60	39.1	D
10	589.0	6.70	41.0	D
Average:	**559.0**	**5.80**	**38.0**	**D**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB LT on SR 149: Lane ID 33594880				
1	340.0	8.60	91.1	F
2	354.0	9.00	92.0	F
3	77.0	2.30	107.0	F
4	339.0	8.40	89.6	F
5	359.0	8.90	88.9	F
6	357.0	8.20	82.6	F
7	368.0	8.90	86.9	F
8	361.0	9.20	91.9	F
9	321.0	9.00	100.9	F
10	314.0	8.10	92.3	F
Average:	**319.0**	**8.06**	**92.3**	**F**
SEB TR on SR 149: Lane ID 33577633				
1	355.0	15.70	159.5	F
2	402.0	14.80	132.8	F
3	94.0	5.60	214.7	F
4	403.0	13.30	119.2	F
5	378.0	15.60	149.0	F
6	342.0	16.00	168.5	F
7	389.0	15.20	140.3	F
8	389.0	16.00	147.8	F
9	387.0	15.00	139.1	F
10	377.0	16.00	153.2	F
Average:	**351.0**	**14.32**	**152.4**	**F**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	291.0	23.40	289.9	F
2	321.0	22.90	256.4	F
3	80.0	3.40	151.1	F
4	317.0	24.20	275.2	F
5	317.0	23.90	271.2	F
6	286.0	23.10	290.2	F
7	297.0	23.60	286.5	F
8	286.0	24.00	301.7	F
9	288.0	25.00	312.3	F
10	290.0	22.40	278.7	F
Average:	**277.0**	**21.59**	**271.3**	**F**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	100.0	5.10	185.4	F
2	110.0	5.30	174.9	F
3	29.0	0.80	99.7	F
4	110.0	5.50	178.5	F
5	103.0	5.30	184.4	F
6	100.0	5.30	190.0	F
7	103.0	5.30	184.5	F
8	93.0	5.20	200.2	F
9	101.0	5.70	203.3	F
10	100.0	4.80	173.1	F
Average:	**94.0**	**4.83**	**177.4**	**F**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.1	0.1	0.0	0.2	10
WB L	33594836	BOND DR	1.9	2.5	0.2	8.0	10
EB L	33594838	BOND DR	0.2	0.4	0.0	1.4	10
EB TR	33594839	BOND DR	1.9	2.1	0.1	7.4	10
WB TR	33594845	BOND DR	0.5	0.7	0.0	2.3	10
NWB L	33594847	SR 149	0.1	0.1	0.0	0.2	10
NWB T	33594848	SR 149	0.1	0.0	0.0	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	8.4	5.1	3.4	18.9	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.3	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.5	1.5	2.0	6.6	10
NB T	33594857	SR 149	11.6	7.7	0.9	26.9	10
NB T	33594858	SR 149	11.6	7.8	1.5	27.3	10
SB T	33594865	SR 149	2.4	0.7	0.7	3.2	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	3.3	1.8	1.3	6.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	3.2	1.0	0.8	4.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	13.7	4.6	2.2	17.1	10
NB T	33594870	SR 149	4.9	1.3	1.4	5.6	10
SB LT	33594883	SR 149	5.8	1.5	1.7	6.9	10
NB R	33594908	SR 149	3.8	0.9	1.1	4.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	14.3	3.2	5.6	16.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	21.6	6.4	3.4	25.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	4.8	1.4	0.8	5.7	10
NWB LT	33594880	SR 149	8.1	2.1	2.3	9.2	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	36.3	30.4	9.1	93.7	10
WB L	33594836	BOND DR	323.2	346.7	60.6	1,009.7	10
EB L	33594838	BOND DR	92.0	143.4	24.5	496.9	10
EB TR	33594839	BOND DR	332.5	361.4	24.7	1,213.7	10
WB TR	33594845	BOND DR	112.3	134.9	22.1	389.0	10
NWB L	33594847	SR 149	19.3	6.3	10.0	27.1	10
NWB T	33594848	SR 149	1.4	0.4	1.1	2.3	10
NWB R	33594849	SR 149	0.9	0.7	0.2	2.1	10
SEB T	33594853	SR 149	94.1	49.5	44.0	188.1	10
SEB R	33594854	SR 149	65.7	90.2	3.3	295.5	10

SR 149 & RECO DR — NODE: 104

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	107.3	123.1	44.4	451.1	10
NB T	33594857	SR 149	174.5	117.8	55.7	426.8	10
NB T	33594858	SR 149	167.1	111.1	74.4	403.7	10
SB T	33594865	SR 149	15.3	3.1	11.4	21.3	10
SB R	33594876	SR 149	0.7	0.5	0.1	1.6	10
NB L	33594877	SR 149	247.0	132.0	103.7	500.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	305.9	136.8	216.8	676.7	10
EB R	33594856	RAMP I-70 EB TO SR 149	280.0	110.7	65.7	490.1	10
NB T	33594870	SR 149	63.4	4.8	56.4	74.3	10
SB LT	33594883	SR 149	38.0	4.4	30.9	43.6	10
NB R	33594908	SR 149	44.6	1.6	41.5	46.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	152.4	25.9	119.2	214.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	271.3	45.1	151.1	312.3	10
WB R	33594829	RAMP I-70 WB TO SR 149	177.4	29.0	99.7	203.3	10
NWB LT	33594880	SR 149	92.3	6.9	82.6	107.0	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	4.7	0.1	51.2	1.0	0.0%
2	119.0	4.0	0.1	22.4	1.0	0.0%
3	119.0	5.3	0.1	56.9	1.0	0.0%
4	119.0	4.6	0.1	61.1	1.0	0.0%
5	119.0	2.8	0.1	16.5	1.0	0.0%
6	119.0	6.8	0.1	63.9	1.0	0.0%
7	119.0	7.1	0.1	66.4	1.0	0.0%
8	119.0	3.0	0.1	17.6	1.0	0.0%
9	119.0	4.0	0.1	17.2	1.0	0.0%
10	119.0	5.9	0.1	64.6	1.0	0.0%
Average:	**119.0**	**4.8**	**0.1**	**43.8**	**1.0**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	4.8	0.3	35.6	2.0	0.0%
2	119.0	3.4	0.3	16.2	1.1	0.0%
3	119.0	28.9	1.0	173.8	5.0	0.0%
4	119.0	4.8	0.2	38.4	2.0	0.0%
5	119.0	9.9	0.5	59.1	2.0	0.0%
6	119.0	5.1	0.2	31.4	2.0	0.0%
7	119.0	3.4	0.2	13.1	1.0	0.0%
8	119.0	2.9	0.2	12.9	1.0	0.0%
9	119.0	7.8	0.4	51.4	2.0	0.0%
10	119.0	5.5	0.3	40.8	1.1	0.0%
Average:	**119.0**	**7.7**	**0.4**	**47.3**	**1.9**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	0.2	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	0.0	0.0	0.0%
4	119.0	0.5	0.0	0.0	0.0	0.0%
5	119.0	0.3	0.0	0.0	0.0	0.0%
6	119.0	0.5	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	0.0	0.0	0.0%
9	119.0	0.6	0.1	0.4	0.1	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	0.3	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.3	0.0	0.0	0.0	0.0%
2	119.0	0.6	0.1	0.0	0.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	0.5	0.0	0.0	0.0	0.0%
5	119.0	0.7	0.1	0.6	0.1	0.0%
6	119.0	0.2	0.0	0.0	0.0	0.0%
7	119.0	1.3	0.1	11.5	1.0	0.0%
8	119.0	0.8	0.1	2.7	1.0	0.0%
9	119.0	0.2	0.0	0.0	0.0	0.0%
10	119.0	0.7	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.6**	**0.0**	**1.5**	**0.2**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	5.7	0.3	54.5	2.1	0.0%
2	119.0	9.3	0.3	57.6	3.0	0.0%
3	119.0	10.7	0.4	92.7	3.0	0.0%
4	119.0	7.2	0.3	59.2	2.1	0.0%
5	119.0	6.5	0.3	47.0	2.0	0.0%
6	119.0	9.1	0.4	61.2	3.0	0.0%
7	119.0	5.5	0.3	27.6	2.0	0.0%
8	119.0	8.6	0.4	63.7	3.0	0.0%
9	119.0	6.0	0.3	57.0	3.0	0.0%
10	119.0	8.2	0.3	65.1	3.0	0.0%
Average:	**119.0**	**7.7**	**0.3**	**58.6**	**2.6**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	0.7	0.1	6.9	1.0	0.0%
2	119.0	1.1	0.1	6.9	1.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	1.5	0.1	14.5	1.0	0.0%
5	119.0	0.7	0.1	4.9	1.0	0.0%
6	119.0	1.3	0.1	8.9	1.0	0.0%
7	119.0	1.9	0.2	15.7	1.0	0.0%
8	119.0	1.2	0.1	8.5	1.0	0.0%
9	119.0	1.7	0.1	15.4	1.0	0.0%
10	119.0	1.5	0.1	12.0	1.0	0.0%
Average:	**119.0**	**1.2**	**0.1**	**9.4**	**0.9**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	13.9	0.6	113.9	4.2	0.0%
2	119.0	4.9	0.3	25.1	2.0	0.0%
3	119.0	47.3	2.1	315.2	12.1	0.0%
4	119.0	2.8	0.2	5.0	1.0	0.0%
5	119.0	25.3	1.1	147.5	7.1	0.0%
6	119.0	2.0	0.2	3.2	2.0	0.0%
7	119.0	3.2	0.2	9.5	1.1	0.0%
8	119.0	8.9	0.4	94.6	4.0	0.0%
9	119.0	23.6	1.1	162.4	7.0	0.0%
10	119.0	1.9	0.2	4.7	1.0	0.0%
Average:	**119.0**	**13.4**	**0.6**	**88.1**	**4.2**	**0.0%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	9.7	0.5	65.2	3.1	0.0%
2	119.0	12.5	0.4	56.5	2.0	0.0%
3	119.0	19.4	0.9	87.8	4.0	0.0%
4	119.0	6.9	0.3	53.0	1.0	0.0%
5	119.0	20.7	0.8	75.5	3.0	0.0%
6	119.0	8.3	0.3	53.4	1.0	0.0%
7	119.0	4.3	0.2	17.2	1.0	0.0%
8	119.0	7.3	0.3	51.5	1.1	0.0%
9	119.0	30.4	1.2	110.2	4.0	0.0%
10	119.0	5.7	0.2	32.0	1.0	0.0%
Average:	**119.0**	**12.5**	**0.5**	**60.2**	**2.1**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	1.9	0.1	10.2	1.0	0.0%
2	119.0	3.1	0.2	19.5	1.0	0.0%
3	119.0	2.7	0.1	9.7	1.0	0.0%
4	119.0	3.2	0.1	9.8	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	2.1	0.1	10.4	1.0	0.0%
6	119.0	1.1	0.1	8.6	1.0	0.0%
7	119.0	1.5	0.1	9.9	1.0	0.0%
8	119.0	2.3	0.1	11.5	1.0	0.0%
9	119.0	1.1	0.1	9.8	1.0	0.0%
10	119.0	2.4	0.1	10.9	1.0	0.0%
Average:	**119.0**	**2.1**	**0.1**	**11.0**	**1.0**	**0.0%**

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LR on RECO DR - Lane ID 33594831						
1	119.0	88.3	3.6	291.4	11.0	0.0%
2	119.0	79.9	3.1	379.3	14.0	0.0%
3	119.0	76.0	3.1	282.4	10.3	0.0%
4	119.0	53.3	2.3	162.4	7.0	0.0%
5	119.0	64.9	2.7	222.7	9.0	0.0%
6	119.0	58.3	2.4	192.0	8.1	0.0%
7	119.0	67.3	2.7	209.7	8.0	0.0%
8	119.0	82.5	3.3	359.1	13.1	0.0%
9	119.0	86.6	3.5	275.1	10.1	0.0%
10	119.0	77.4	3.2	283.2	11.1	0.0%
Average:	**119.0**	**73.5**	**3.0**	**265.7**	**10.2**	**0.0%**
NB L on SR 149 - Lane ID 33594877						
1	119.0	3.1	0.2	19.4	1.0	0.0%
2	119.0	2.5	0.2	15.4	1.0	0.0%
3	119.0	2.7	0.2	16.8	1.0	0.0%
4	119.0	2.7	0.2	16.5	1.0	0.0%
5	119.0	2.5	0.2	16.4	1.0	0.0%
6	119.0	2.6	0.3	15.0	1.0	0.0%
7	119.0	3.8	0.3	18.2	1.0	0.0%
8	119.0	4.2	0.4	17.2	1.0	0.0%
9	119.0	2.5	0.2	16.4	1.0	0.0%
10	119.0	2.4	0.2	15.5	1.0	0.0%
Average:	**119.0**	**2.9**	**0.2**	**16.7**	**1.0**	**0.0%**
NB T on SR 149 - Lane ID 33594857						
1	119.0	341.6	9.9	2,080.2	58.0	0.8%
2	119.0	202.6	5.8	915.0	23.4	0.0%
3	119.0	357.5	10.3	2,486.9	77.1	0.8%
4	119.0	156.5	4.4	631.9	16.6	0.0%
5	119.0	192.0	5.6	948.3	30.4	0.0%

SR 149 & RECO DR

NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594857						
6	119.0	92.3	2.7	500.2	14.1	0.0%
7	119.0	141.3	4.1	540.0	16.6	0.0%
8	119.0	110.8	3.1	489.3	13.1	0.0%
9	119.0	217.2	6.4	1,577.7	47.4	0.0%
10	119.0	83.2	2.3	483.5	13.1	0.0%
Average:	**119.0**	**189.5**	**5.5**	**1,065.3**	**31.0**	**0.2%**
NB T on SR 149 - Lane ID 33594858						
1	119.0	35.3	1.1	224.3	5.0	0.0%
2	119.0	40.8	1.3	179.2	4.1	0.0%
3	119.0	43.5	1.3	234.7	5.0	0.0%
4	119.0	73.7	2.2	427.4	11.1	0.0%
5	119.0	45.8	1.5	203.7	5.1	0.0%
6	119.0	50.3	1.6	228.8	6.0	0.0%
7	119.0	93.9	2.8	485.8	13.2	0.0%
8	119.0	51.1	1.6	352.2	9.1	0.0%
9	119.0	65.1	1.9	262.4	5.2	0.0%
10	119.0	46.8	1.5	105.0	3.1	0.0%
Average:	**119.0**	**54.6**	**1.7**	**270.4**	**6.7**	**0.0%**
SB R on SR 149 - Lane ID 33594876						
1	119.0	0.7	0.0	0.0	0.0	0.0%
2	119.0	0.6	0.0	0.0	0.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	1.0	0.1	13.5	1.0	0.0%
5	119.0	0.8	0.0	0.0	0.0	0.0%
6	119.0	0.4	0.0	0.0	0.0	0.0%
7	119.0	1.3	0.1	16.3	1.0	0.0%
8	119.0	4.1	0.2	18.0	1.0	0.0%
9	119.0	0.7	0.1	0.7	0.1	0.0%
10	119.0	0.9	0.1	0.0	0.0	0.0%
Average:	**119.0**	**1.1**	**0.1**	**4.9**	**0.3**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	42.5	1.1	231.4	5.1	4.2%
2	119.0	59.7	1.5	266.5	6.0	3.4%
3	119.0	71.7	1.9	271.2	8.0	11.8%
4	119.0	53.5	1.4	245.3	6.0	3.4%
5	119.0	74.6	1.9	260.5	7.0	7.6%
6	119.0	56.3	1.5	243.9	5.0	5.9%
7	119.0	64.8	1.8	246.5	8.0	9.2%
8	119.0	62.4	1.8	260.2	6.1	7.6%
9	119.0	68.8	1.7	269.8	6.0	5.9%

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
10	119.0	72.1	2.0	261.1	7.0	6.7%
Average:	**119.0**	**62.6**	**1.7**	**255.6**	**6.4**	**6.6%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	29.3	1.5	143.7	6.0	0.0%
2	119.0	30.5	1.3	134.1	5.1	0.0%
3	119.0	140.3	5.5	292.7	11.0	0.0%
4	119.0	17.9	0.9	75.1	3.0	0.0%
5	119.0	24.8	1.3	96.4	4.0	0.0%
6	119.0	9.5	0.5	44.4	2.0	0.0%
7	119.0	11.8	0.6	47.9	2.0	0.0%
8	119.0	21.2	1.0	84.4	3.1	0.0%
9	119.0	30.4	1.3	108.6	4.1	0.0%
10	119.0	18.3	0.9	70.3	3.0	0.0%
Average:	**119.0**	**33.4**	**1.5**	**109.8**	**4.3**	**0.0%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	22.3	0.5	169.0	3.0	0.0%
2	119.0	17.2	0.5	96.1	2.0	0.0%
3	119.0	34.9	1.0	136.6	3.0	0.0%
4	119.0	26.5	0.8	120.0	4.0	0.0%
5	119.0	26.8	0.8	125.8	3.0	0.0%
6	119.0	26.5	0.7	129.2	3.0	0.0%
7	119.0	51.3	1.3	202.6	5.0	0.0%
8	119.0	38.9	1.0	187.3	4.1	0.0%
9	119.0	72.8	1.9	493.8	11.0	0.0%
10	119.0	27.3	0.7	136.1	3.0	0.0%
Average:	**119.0**	**34.5**	**0.9**	**179.7**	**4.1**	**0.0%**
NB R on SR 149 - Lane ID 33594908						
1	119.0	58.0	2.1	248.0	8.0	8.4%
2	119.0	71.6	2.5	256.3	8.1	15.1%
3	119.0	73.0	2.7	249.7	9.0	12.6%
4	119.0	70.8	2.6	256.2	9.1	12.6%
5	119.0	64.7	2.4	247.4	9.0	11.8%
6	119.0	83.1	3.0	256.0	9.0	17.6%
7	119.0	71.3	2.7	254.8	9.0	14.3%
8	119.0	71.6	2.6	248.8	9.0	12.6%
9	119.0	70.8	2.5	249.4	9.0	16.8%
10	119.0	73.5	2.7	254.6	9.0	11.8%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on SR 149 - Lane ID 33594908						
Average:	**119.0**	**70.8**	**2.6**	**252.1**	**8.8**	**13.4%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	102.0	3.8	260.3	11.0	28.6%
2	119.0	112.6	3.7	256.9	9.0	29.4%
3	119.0	96.8	3.5	256.9	10.0	26.1%
4	119.0	90.9	3.1	256.9	8.1	21.0%
5	119.0	92.6	3.2	254.1	10.0	23.5%
6	119.0	101.4	3.4	257.6	9.0	26.9%
7	119.0	85.7	2.8	257.3	9.0	17.6%
8	119.0	94.5	3.2	257.3	9.0	21.0%
9	119.0	101.4	3.4	256.8	10.0	26.9%
10	119.0	94.5	3.1	257.4	9.0	19.3%
Average:	**119.0**	**97.2**	**3.3**	**257.2**	**9.4**	**24.0%**
SB LT on SR 149 - Lane ID 33594883						
1	119.0	163.0	5.8	416.7	15.1	26.1%
2	119.0	128.6	4.5	409.9	14.0	9.2%
3	119.0	172.0	5.7	416.8	14.0	26.1%
4	119.0	127.8	4.3	398.3	13.0	10.9%
5	119.0	135.4	4.6	412.2	14.0	16.8%
6	119.0	101.2	3.5	388.7	12.1	8.4%
7	119.0	126.0	4.6	415.4	14.1	10.1%
8	119.0	155.9	5.4	416.1	14.0	21.0%
9	119.0	157.0	5.3	416.5	14.0	16.8%
10	119.0	125.3	4.5	409.5	14.1	13.4%
Average:	**119.0**	**139.2**	**4.8**	**410.0**	**13.8**	**15.9%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
1	119.0	166.7	4.8	429.3	13.0	22.7%
2	119.0	142.4	4.6	422.0	14.0	10.9%
3	119.0	195.5	5.8	417.1	14.0	32.8%
4	119.0	132.7	4.1	395.4	13.0	8.4%
5	119.0	158.5	5.0	416.6	13.0	21.8%
6	119.0	83.4	2.7	359.9	12.0	4.2%
7	119.0	119.5	3.9	414.2	13.0	12.6%
8	119.0	142.9	4.6	409.7	14.0	12.6%
9	119.0	141.4	4.3	418.7	13.0	12.6%
10	119.0	115.9	3.7	407.5	13.0	12.6%
Average:	**119.0**	**139.9**	**4.4**	**409.0**	**13.2**	**15.1%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	140.8	5.3	595.5	20.0	7.6%
2	119.0	125.4	4.7	580.4	20.1	5.9%
3	119.0	278.6	9.8	613.5	23.0	25.2%
4	119.0	101.1	3.4	330.2	10.0	0.0%
5	119.0	211.5	7.0	608.9	21.0	13.4%
6	119.0	111.7	3.8	411.2	13.0	1.7%
7	119.0	104.0	3.5	338.8	10.1	0.0%
8	119.0	166.6	5.8	571.8	18.1	3.4%
9	119.0	226.1	7.5	613.4	21.0	17.6%
10	119.0	110.3	4.1	341.7	11.1	0.0%
Average:	**119.0**	**157.6**	**5.5**	**500.5**	**16.7**	**7.5%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	615.3	19.4	1,124.5	38.0	41.2%
2	119.0	721.0	21.1	1,128.0	35.0	51.3%
3	119.0	670.5	20.6	1,125.3	37.0	48.7%
4	119.0	555.0	16.9	1,124.2	36.0	35.3%
5	119.0	572.3	17.2	1,121.6	35.0	39.5%
6	119.0	671.3	20.0	1,136.3	36.0	44.5%
7	119.0	557.3	16.9	1,125.3	36.0	37.8%
8	119.0	625.6	19.3	1,133.3	37.0	40.3%
9	119.0	787.7	24.7	1,143.5	38.0	58.8%
10	119.0	737.6	21.8	1,126.2	35.1	52.1%
Average:	**119.0**	**651.4**	**19.8**	**1,128.8**	**36.3**	**45.0%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	12.3	0.5	72.8	3.0	0.0%
2	119.0	16.2	0.6	95.7	3.0	0.0%
3	119.0	12.8	0.5	95.6	3.1	0.0%
4	119.0	14.3	0.6	76.2	3.0	0.0%
5	119.0	8.3	0.3	48.2	2.0	0.0%
6	119.0	16.9	0.7	87.5	3.1	0.0%
7	119.0	13.4	0.6	64.6	2.1	0.0%
8	119.0	14.8	0.6	94.7	4.0	0.0%
9	119.0	12.5	0.5	73.4	3.0	0.0%
10	119.0	19.4	0.7	124.4	4.1	0.0%
Average:	**119.0**	**14.1**	**0.6**	**83.3**	**3.0**	**0.0%**

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	12.5	8.4	4.3	30.4	10
EB L	33594838	BOND DR	4.8	1.5	2.8	7.1	10
EB TR	33594839	BOND DR	7.7	7.8	2.9	28.9	10
WB TR	33594845	BOND DR	2.1	0.8	1.1	3.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	1.2	0.5	0.4	1.9	10
NWB L	33594847	SR 149	0.3	0.2	0.0	0.6	10
NWB T	33594848	SR 149	7.7	1.8	5.5	10.7	10
NWB R	33594849	SR 149	0.6	0.3	0.2	1.3	10
SEB T	33594853	SR 149	13.4	14.8	1.9	47.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	73.5	12.0	53.3	88.3	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	189.5	95.8	83.2	357.5	10
NB T	33594858	SR 149	54.6	17.9	35.3	93.9	10
SB T	33594865	SR 149	62.6	10.0	42.5	74.6	10
SB R	33594876	SR 149	1.1	1.1	0.4	4.1	10
NB L	33594877	SR 149	2.9	0.6	2.4	4.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	33.4	38.3	9.5	140.3	10
EB R	33594856	RAMP I-70 EB TO SR 149	34.5	16.5	17.2	72.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	97.2	7.5	85.7	112.6	10
SB LT	33594883	SR 149	139.2	21.9	101.2	172.0	10
NB R	33594908	SR 149	70.8	6.4	58.0	83.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	651.4	80.3	555.0	787.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	14.1	3.0	8.3	19.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	157.6	61.5	101.1	278.6	10
NWB LT	33594880	SR 149	139.9	30.6	83.4	195.5	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.5	0.3	0.2	1.2	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.1	10
EB TR	33594839	BOND DR	0.4	0.2	0.2	1.0	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.1	0.0	0.0	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.1	10
NWB T	33594848	SR 149	0.3	0.0	0.3	0.4	10
NWB R	33594849	SR 149	0.0	0.1	0.0	0.1	10
SEB T	33594853	SR 149	0.6	0.6	0.2	2.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	3.0	0.4	2.3	3.6	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	5.5	2.8	2.3	10.3	10
NB T	33594858	SR 149	1.7	0.5	1.1	2.8	10
SB T	33594865	SR 149	1.7	0.3	1.1	2.0	10
SB R	33594876	SR 149	0.1	0.1	0.0	0.2	10
NB L	33594877	SR 149	0.2	0.1	0.2	0.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.5	1.4	0.5	5.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.9	0.4	0.5	1.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	3.3	0.3	2.8	3.8	10
SB LT	33594883	SR 149	4.8	0.7	3.5	5.8	10
NB R	33594908	SR 149	2.6	0.2	2.1	3.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	19.8	2.5	16.9	24.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.6	0.1	0.3	0.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	5.5	2.1	3.4	9.8	10
NWB LT	33594880	SR 149	4.4	0.8	2.7	5.8	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	60.2	26.6	17.2	110.2	10
EB L	33594838	BOND DR	43.8	22.3	16.5	66.4	10
EB TR	33594839	BOND DR	47.3	47.1	12.9	173.8	10
WB TR	33594845	BOND DR	11.0	3.1	8.6	19.5	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	9.4	5.1	0.0	15.7	10
NWB L	33594847	SR 149	0.0	0.1	0.0	0.4	10
NWB T	33594848	SR 149	58.6	16.2	27.6	92.7	10
NWB R	33594849	SR 149	1.5	3.6	0.0	11.5	10
SEB T	33594853	SR 149	88.1	101.4	3.2	315.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	265.7	70.0	162.4	379.3	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	1,065.3	730.5	483.5	2,486.9	10
NB T	33594858	SR 149	270.4	116.9	105.0	485.8	10
SB T	33594865	SR 149	255.6	13.1	231.4	271.2	10
SB R	33594876	SR 149	4.9	7.7	0.0	18.0	10
NB L	33594877	SR 149	16.7	1.3	15.0	19.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	109.8	72.2	44.4	292.7	10
EB R	33594856	RAMP I-70 EB TO SR 149	179.7	115.0	96.1	493.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	257.2	1.5	254.1	260.3	10
SB LT	33594883	SR 149	410.0	9.4	388.7	416.8	10
NB R	33594908	SR 149	252.1	3.7	247.4	256.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	1,128.8	6.8	1,121.6	1,143.5	10
WB R	33594829	RAMP I-70 WB TO SR 149	83.3	21.0	48.2	124.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	500.5	127.4	330.2	613.5	10
NWB LT	33594880	SR 149	409.0	19.5	359.9	429.3	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	2.1	1.3	1.0	4.0	10
EB L	33594838	BOND DR	1.0	0.0	1.0	1.0	10
EB TR	33594839	BOND DR	1.9	1.2	1.0	5.0	10
WB TR	33594845	BOND DR	1.0	0.0	1.0	1.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.9	0.3	0.0	1.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.1	10
NWB T	33594848	SR 149	2.6	0.5	2.0	3.0	10
NWB R	33594849	SR 149	0.2	0.4	0.0	1.0	10
SEB T	33594853	SR 149	4.2	3.6	1.0	12.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	10.2	2.2	7.0	14.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	31.0	22.4	13.1	77.1	10
NB T	33594858	SR 149	6.7	3.3	3.1	13.2	10
SB T	33594865	SR 149	6.4	1.1	5.0	8.0	10
SB R	33594876	SR 149	0.3	0.5	0.0	1.0	10
NB L	33594877	SR 149	1.0	0.0	1.0	1.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	4.3	2.7	2.0	11.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	4.1	2.6	2.0	11.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	9.4	0.8	8.1	11.0	10
SB LT	33594883	SR 149	13.8	0.8	12.1	15.1	10
NB R	33594908	SR 149	8.8	0.4	8.0	9.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	36.3	1.1	35.0	38.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	3.0	0.7	2.0	4.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	16.7	5.1	10.0	23.0	10
NWB LT	33594880	SR 149	13.2	0.6	12.0	14.0	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594858	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594865	SR 149	0.1	0.0	0.0	0.1	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.2	0.0	0.2	0.3	10
SB LT	33594883	SR 149	0.2	0.1	0.1	0.3	10
NB R	33594908	SR 149	0.1	0.0	0.1	0.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.4	0.1	0.4	0.6	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.1	0.1	0.0	0.3	10
NWB LT	33594880	SR 149	0.2	0.1	0.0	0.3	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	6.7	0.1	72.5	1.0	0.0%
2	119.0	4.5	0.1	22.5	1.0	0.0%
3	119.0	3.1	0.1	16.2	1.0	0.0%
4	119.0	6.3	0.1	65.9	1.0	0.0%
5	119.0	4.3	0.1	26.7	1.0	0.0%
6	119.0	3.3	0.1	16.0	1.0	0.0%
7	119.0	4.3	0.1	22.2	1.0	0.0%
8	119.0	5.1	0.1	58.5	1.0	0.0%
9	119.0	4.7	0.1	53.5	1.0	0.0%
10	119.0	4.1	0.1	17.5	1.0	0.0%
Average:	**119.0**	**4.6**	**0.1**	**37.2**	**1.0**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	6.1	0.2	43.9	1.1	0.0%
2	119.0	6.1	0.3	40.8	2.0	0.0%
3	119.0	2.7	0.2	11.7	1.0	0.0%
4	119.0	2.3	0.2	11.9	1.0	0.0%
5	119.0	4.9	0.2	36.1	2.0	0.0%
6	119.0	4.3	0.2	16.1	1.0	0.0%
7	119.0	7.4	0.3	40.0	2.0	0.0%
8	119.0	3.7	0.2	12.1	1.0	0.0%
9	119.0	7.3	0.2	63.8	2.0	0.0%
10	119.0	5.4	0.2	19.8	1.0	0.0%
Average:	**119.0**	**5.0**	**0.2**	**29.6**	**1.4**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	0.6	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	1.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.4	0.0	0.0	0.0	0.0%
7	119.0	0.6	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.1	0.0	0.0	0.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	0.0	0.0	0.0%
7	119.0	0.1	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	2.8	0.1	10.7	1.0	0.0%
2	119.0	0.8	0.1	0.0	0.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	0.4	0.0	0.0	0.0	0.0%
5	119.0	0.9	0.1	0.0	0.0	0.0%
6	119.0	1.0	0.1	0.7	0.1	0.0%
7	119.0	1.2	0.1	8.3	1.0	0.0%
8	119.0	2.3	0.1	0.0	0.0	0.0%
9	119.0	0.5	0.0	0.0	0.0	0.0%
10	119.0	0.8	0.1	8.1	1.0	0.0%
Average:	**119.0**	**1.1**	**0.1**	**2.8**	**0.3**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	0.3	0.0	0.0	0.0	0.0%
2	119.0	0.3	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.5	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	1.4	0.2	6.4	1.1	0.0%
2	119.0	2.1	0.1	0.4	1.0	0.0%
3	119.0	1.6	0.1	0.0	1.0	0.0%
4	119.0	0.9	0.1	0.0	1.0	0.0%
5	119.0	2.0	0.1	4.5	1.0	0.0%
6	119.0	1.9	0.1	1.9	1.0	0.0%
7	119.0	4.3	0.3	24.9	2.0	0.0%
8	119.0	0.9	0.1	0.0	1.0	0.0%
9	119.0	0.6	0.1	0.0	1.0	0.0%
10	119.0	1.5	0.1	0.1	1.0	0.0%
Average:	**119.0**	**1.7**	**0.1**	**3.8**	**1.1**	**0.0%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	2.0	0.1	17.4	1.0	0.0%
2	119.0	2.0	0.1	16.3	1.0	0.0%
3	119.0	1.8	0.1	15.7	1.0	0.0%
4	119.0	2.0	0.1	17.4	1.0	0.0%
5	119.0	1.4	0.1	16.2	1.0	0.0%
6	119.0	2.0	0.1	16.8	1.0	0.0%
7	119.0	2.6	0.2	16.8	1.0	0.0%
8	119.0	1.7	0.1	17.3	1.0	0.0%
9	119.0	1.4	0.1	15.2	1.0	0.0%
10	119.0	2.0	0.1	16.1	1.0	0.0%
Average:	**119.0**	**1.9**	**0.1**	**16.5**	**1.0**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	2.2	0.1	12.1	1.0	0.0%
2	119.0	1.2	0.1	0.9	0.1	0.0%
3	119.0	1.2	0.1	8.3	1.0	0.0%
4	119.0	1.8	0.1	12.8	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	4.5	0.3	17.2	1.0	0.0%
6	119.0	2.0	0.1	10.5	1.0	0.0%
7	119.0	3.8	0.2	21.0	1.0	0.0%
8	119.0	3.6	0.2	11.2	1.0	0.0%
9	119.0	3.5	0.2	11.3	1.0	0.0%
10	119.0	3.2	0.2	12.2	1.0	0.0%
Average:	**119.0**	**2.7**	**0.2**	**11.8**	**0.9**	**0.0%**

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LR on RECO DR - Lane ID 33594831						
1	119.0	48.7	2.0	153.0	6.0	0.0%
2	119.0	54.8	2.3	162.1	6.0	0.0%
3	119.0	51.2	2.2	144.5	6.0	0.0%
4	119.0	53.4	2.3	146.5	6.0	0.0%
5	119.0	70.8	2.9	267.5	10.4	0.0%
6	119.0	56.2	2.3	161.6	6.1	0.0%
7	119.0	47.4	2.0	152.4	6.0	0.0%
8	119.0	55.4	2.3	139.8	6.0	0.0%
9	119.0	49.8	2.1	153.1	6.0	0.0%
10	119.0	40.7	1.7	130.0	5.0	0.0%
Average:	**119.0**	**52.8**	**2.2**	**161.1**	**6.4**	**0.0%**
NB L on SR 149 - Lane ID 33594877						
1	119.0	12.1	0.7	43.4	2.0	0.0%
2	119.0	14.9	0.7	51.9	2.1	0.0%
3	119.0	15.7	0.8	47.6	2.0	0.0%
4	119.0	14.1	0.7	48.9	2.0	0.0%
5	119.0	16.5	0.8	48.4	2.1	0.0%
6	119.0	17.7	0.9	54.6	2.1	0.0%
7	119.0	15.3	0.8	47.4	2.1	0.0%
8	119.0	13.7	0.7	48.0	2.0	0.0%
9	119.0	15.9	0.8	48.6	2.0	0.0%
10	119.0	14.4	0.7	45.8	2.0	0.0%
Average:	**119.0**	**15.0**	**0.8**	**48.5**	**2.0**	**0.0%**
NB T on SR 149 - Lane ID 33594857						
1	119.0	32.1	0.8	252.8	4.1	0.0%
2	119.0	26.6	0.7	178.7	4.0	0.0%
3	119.0	15.4	0.6	89.9	2.0	0.0%
4	119.0	19.8	0.6	109.2	3.0	0.0%
5	119.0	66.8	1.6	383.3	9.0	0.0%

SR 149 & RECO DR

NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594857						
6	119.0	58.5	1.6	336.2	5.1	0.0%
7	119.0	57.7	1.5	265.9	7.0	0.0%
8	119.0	49.1	1.3	391.5	8.2	0.0%
9	119.0	53.0	1.4	353.1	7.0	0.0%
10	119.0	25.3	0.7	178.7	3.0	0.0%
Average:	**119.0**	**40.4**	**1.1**	**253.9**	**5.2**	**0.0%**
NB T on SR 149 - Lane ID 33594858						
1	119.0	26.3	0.6	179.2	3.1	0.0%
2	119.0	11.4	0.4	50.5	2.0	0.0%
3	119.0	24.7	0.7	95.8	3.0	0.0%
4	119.0	23.4	0.8	120.7	4.0	0.0%
5	119.0	35.6	0.9	187.5	4.1	0.0%
6	119.0	51.3	1.4	251.1	6.1	0.0%
7	119.0	20.2	0.5	100.4	3.0	0.0%
8	119.0	12.4	0.4	72.8	2.0	0.0%
9	119.0	27.9	0.8	179.2	3.1	0.0%
10	119.0	22.8	0.6	91.7	2.1	0.0%
Average:	**119.0**	**25.6**	**0.7**	**132.9**	**3.3**	**0.0%**
SB R on SR 149 - Lane ID 33594876						
1	119.0	0.1	0.0	0.0	0.0	0.0%
2	119.0	0.3	0.0	0.0	0.0	0.0%
3	119.0	0.7	0.0	0.0	0.0	0.0%
4	119.0	0.7	0.1	0.4	0.1	0.0%
5	119.0	0.3	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	0.0	0.0	0.0%
8	119.0	0.3	0.0	0.0	0.0	0.0%
9	119.0	0.5	0.0	0.0	0.0	0.0%
10	119.0	0.7	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	63.6	1.7	258.6	6.1	6.7%
2	119.0	45.2	1.3	240.4	5.0	4.2%
3	119.0	55.9	1.6	254.1	7.0	8.4%
4	119.0	56.0	1.5	248.5	7.0	2.5%
5	119.0	44.7	1.2	244.8	5.1	5.9%
6	119.0	82.2	2.3	264.3	8.0	17.6%
7	119.0	65.2	1.8	260.9	7.0	11.8%
8	119.0	70.8	1.9	259.1	6.0	6.7%
9	119.0	77.2	2.0	261.0	7.1	11.8%

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
10	119.0	56.7	1.5	256.0	6.0	3.4%
Average:	**119.0**	**61.8**	**1.7**	**254.8**	**6.4**	**7.9%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	16.0	0.5	88.2	2.0	0.0%
2	119.0	15.2	0.4	78.8	2.0	0.0%
3	119.0	17.4	0.5	75.1	2.0	0.0%
4	119.0	14.2	0.4	92.3	2.0	0.0%
5	119.0	10.6	0.3	71.7	1.1	0.0%
6	119.0	11.9	0.4	88.7	2.0	0.0%
7	119.0	8.6	0.3	72.0	1.0	0.0%
8	119.0	10.8	0.3	64.2	2.0	0.0%
9	119.0	14.2	0.4	83.8	2.0	0.0%
10	119.0	11.4	0.4	75.2	2.0	0.0%
Average:	**119.0**	**13.0**	**0.4**	**79.0**	**1.8**	**0.0%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	45.3	1.2	179.2	4.0	0.0%
2	119.0	64.1	1.7	290.7	6.1	0.0%
3	119.0	63.3	1.7	289.4	7.0	0.0%
4	119.0	53.7	1.4	199.0	5.0	0.0%
5	119.0	58.2	1.5	218.1	5.0	0.0%
6	119.0	78.8	2.3	284.0	8.0	0.0%
7	119.0	101.7	2.5	501.7	11.0	0.0%
8	119.0	103.8	2.6	350.8	8.0	0.0%
9	119.0	65.1	1.7	252.2	6.0	0.0%
10	119.0	50.6	1.4	187.9	5.0	0.0%
Average:	**119.0**	**68.5**	**1.8**	**275.3**	**6.5**	**0.0%**
NB R on SR 149 - Lane ID 33594908						
1	119.0	76.4	2.7	256.9	8.0	9.2%
2	119.0	80.0	2.7	256.4	8.0	14.3%
3	119.0	79.7	2.8	244.4	8.0	11.8%
4	119.0	91.5	3.1	257.2	8.0	21.8%
5	119.0	98.3	3.3	256.4	8.0	19.3%
6	119.0	102.3	3.4	257.6	8.1	23.5%
7	119.0	82.5	2.8	256.4	8.0	14.3%
8	119.0	87.7	3.0	244.5	8.0	15.1%
9	119.0	90.3	3.1	252.8	8.0	16.0%
10	119.0	77.8	2.6	252.9	8.0	18.5%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on SR 149 - Lane ID 33594908						
Average:	**119.0**	**86.7**	**3.0**	**253.6**	**8.0**	**16.4%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	89.4	2.8	257.7	8.0	16.8%
2	119.0	84.4	2.7	274.4	8.0	16.0%
3	119.0	84.8	2.7	255.0	8.0	16.8%
4	119.0	95.3	3.1	264.8	8.0	17.6%
5	119.0	104.8	3.2	252.4	8.0	21.0%
6	119.0	110.4	3.4	258.8	8.0	26.9%
7	119.0	100.3	3.1	256.9	8.0	21.8%
8	119.0	103.0	3.2	257.6	8.0	20.2%
9	119.0	99.1	3.0	256.7	7.0	21.0%
10	119.0	81.4	2.7	250.1	8.0	16.8%
Average:	**119.0**	**95.3**	**3.0**	**258.4**	**7.9**	**19.5%**
SB LT on SR 149 - Lane ID 33594883						
1	119.0	71.7	2.4	289.6	9.0	1.7%
2	119.0	51.4	1.6	267.2	9.0	0.0%
3	119.0	56.5	1.8	277.4	8.0	0.0%
4	119.0	61.4	2.1	291.9	9.0	0.0%
5	119.0	79.8	2.5	315.1	8.1	0.0%
6	119.0	98.7	3.2	379.9	12.0	5.9%
7	119.0	92.5	3.1	372.8	11.1	5.0%
8	119.0	61.0	1.9	264.1	8.0	0.8%
9	119.0	66.6	2.1	306.7	9.0	2.5%
10	119.0	67.2	2.2	299.7	9.0	0.8%
Average:	**119.0**	**70.7**	**2.3**	**306.4**	**9.2**	**1.7%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
1	119.0	38.4	1.3	175.9	5.0	0.8%
2	119.0	37.5	1.1	184.7	5.1	0.0%
3	119.0	41.5	1.4	188.4	5.1	0.0%
4	119.0	32.9	1.0	144.9	4.0	0.0%
5	119.0	48.2	1.3	194.6	5.0	0.8%
6	119.0	42.6	1.3	181.4	5.1	0.0%
7	119.0	55.7	1.6	240.2	7.1	0.0%
8	119.0	39.4	1.3	171.3	6.0	0.0%
9	119.0	65.5	1.8	256.4	7.0	2.5%
10	119.0	44.3	1.3	193.8	5.0	0.8%
Average:	**119.0**	**44.6**	**1.3**	**193.2**	**5.4**	**0.5%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	121.8	3.6	566.3	17.0	5.0%
2	119.0	92.8	3.0	293.1	9.0	0.0%
3	119.0	55.9	1.9	198.1	6.0	0.0%
4	119.0	91.7	2.9	339.1	9.1	0.0%
5	119.0	93.4	3.2	270.1	8.0	0.0%
6	119.0	136.2	4.6	404.5	12.1	0.0%
7	119.0	216.7	7.1	612.2	19.0	10.1%
8	119.0	53.5	1.8	222.7	7.0	0.0%
9	119.0	133.8	4.2	441.6	13.0	1.7%
10	119.0	113.0	3.7	397.0	12.0	0.0%
Average:	**119.0**	**110.9**	**3.6**	**374.5**	**11.2**	**1.7%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	475.3	14.6	1,118.3	35.0	21.8%
2	119.0	373.8	11.4	1,105.9	33.1	10.1%
3	119.0	400.9	12.1	1,119.0	35.0	16.0%
4	119.0	318.0	9.8	904.3	28.0	0.8%
5	119.0	451.3	13.9	1,121.2	35.1	22.7%
6	119.0	418.9	12.9	1,124.9	36.0	17.6%
7	119.0	457.3	14.1	1,122.1	35.0	21.0%
8	119.0	422.9	12.7	1,113.7	34.0	20.2%
9	119.0	412.8	12.5	1,124.4	34.0	21.0%
10	119.0	434.7	13.4	1,119.4	35.1	19.3%
Average:	**119.0**	**416.6**	**12.7**	**1,097.3**	**34.0**	**17.1%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	18.0	0.7	104.3	3.0	0.0%
2	119.0	11.4	0.4	91.8	2.0	0.0%
3	119.0	15.9	0.5	99.5	3.0	0.0%
4	119.0	12.6	0.4	90.3	2.0	0.0%
5	119.0	12.2	0.5	71.2	3.0	0.0%
6	119.0	10.7	0.4	73.7	2.1	0.0%
7	119.0	8.8	0.4	47.6	2.0	0.0%
8	119.0	9.6	0.4	70.3	2.1	0.0%
9	119.0	7.9	0.3	48.6	2.0	0.0%
10	119.0	11.3	0.5	66.8	3.0	0.0%
Average:	**119.0**	**11.8**	**0.5**	**76.4**	**2.4**	**0.0%**

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	1.9	0.3	1.4	2.6	10
EB L	33594838	BOND DR	4.6	1.2	3.1	6.7	10
EB TR	33594839	BOND DR	5.0	1.8	2.3	7.4	10
WB TR	33594845	BOND DR	2.7	1.2	1.2	4.5	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.2	0.2	0.0	0.5	10
NWB L	33594847	SR 149	0.3	0.4	0.0	1.0	10
NWB T	33594848	SR 149	1.1	0.8	0.4	2.8	10
NWB R	33594849	SR 149	0.0	0.1	0.0	0.2	10
SEB T	33594853	SR 149	1.7	1.0	0.6	4.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	52.8	7.8	40.7	70.8	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	40.4	18.5	15.4	66.8	10
NB T	33594858	SR 149	25.6	11.5	11.4	51.3	10
SB T	33594865	SR 149	61.8	12.5	44.7	82.2	10
SB R	33594876	SR 149	0.4	0.2	0.1	0.7	10
NB L	33594877	SR 149	15.0	1.6	12.1	17.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	13.0	2.8	8.6	17.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	68.5	20.3	45.3	103.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	95.3	9.9	81.4	110.4	10
SB LT	33594883	SR 149	70.7	15.4	51.4	98.7	10
NB R	33594908	SR 149	86.7	8.9	76.4	102.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	416.6	45.3	318.0	475.3	10
WB R	33594829	RAMP I-70 WB TO SR 149	11.8	3.1	7.9	18.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	110.9	46.9	53.5	216.7	10
NWB LT	33594880	SR 149	44.6	9.7	32.9	65.5	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.1	10
EB TR	33594839	BOND DR	0.2	0.0	0.2	0.3	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.3	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.1	0.1	0.1	0.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	2.2	0.3	1.7	2.9	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	1.1	0.4	0.6	1.6	10
NB T	33594858	SR 149	0.7	0.3	0.4	1.4	10
SB T	33594865	SR 149	1.7	0.3	1.2	2.3	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.1	10
NB L	33594877	SR 149	0.8	0.1	0.7	0.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.8	0.5	1.2	2.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	3.0	0.3	2.7	3.4	10
SB LT	33594883	SR 149	2.3	0.5	1.6	3.2	10
NB R	33594908	SR 149	3.0	0.3	2.6	3.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	12.7	1.4	9.8	14.6	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.5	0.1	0.3	0.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	3.6	1.5	1.8	7.1	10
NWB LT	33594880	SR 149	1.3	0.2	1.0	1.8	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	16.5	0.7	15.2	17.4	10
EB L	33594838	BOND DR	37.2	22.7	16.0	72.5	10
EB TR	33594839	BOND DR	29.6	17.9	11.7	63.8	10
WB TR	33594845	BOND DR	11.8	5.3	0.9	21.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	2.8	4.4	0.0	10.7	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	3.8	7.7	0.0	24.9	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	161.1	38.6	130.0	267.5	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	253.9	111.3	89.9	391.5	10
NB T	33594858	SR 149	132.9	63.2	50.5	251.1	10
SB T	33594865	SR 149	254.8	7.8	240.4	264.3	10
SB R	33594876	SR 149	0.0	0.1	0.0	0.4	10
NB L	33594877	SR 149	48.5	3.1	43.4	54.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	79.0	9.0	64.2	92.3	10
EB R	33594856	RAMP I-70 EB TO SR 149	275.3	96.6	179.2	501.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	258.4	6.8	250.1	274.4	10
SB LT	33594883	SR 149	306.4	40.3	264.1	379.9	10
NB R	33594908	SR 149	253.6	5.1	244.4	257.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	1,097.3	68.0	904.3	1,124.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	76.4	19.7	47.6	104.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	374.5	138.3	198.1	612.2	10
NWB LT	33594880	SR 149	193.2	32.6	144.9	256.4	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	1.0	0.0	1.0	1.0	10
EB L	33594838	BOND DR	1.0	0.0	1.0	1.0	10
EB TR	33594839	BOND DR	1.4	0.5	1.0	2.0	10
WB TR	33594845	BOND DR	0.9	0.3	0.1	1.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.3	0.5	0.0	1.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	1.1	0.3	1.0	2.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	6.4	1.5	5.0	10.4	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	5.2	2.4	2.0	9.0	10
NB T	33594858	SR 149	3.3	1.2	2.0	6.1	10
SB T	33594865	SR 149	6.4	1.0	5.0	8.0	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.1	10
NB L	33594877	SR 149	2.0	0.1	2.0	2.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.8	0.4	1.0	2.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	6.5	2.1	4.0	11.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	7.9	0.3	7.0	8.0	10
SB LT	33594883	SR 149	9.2	1.3	8.0	12.0	10
NB R	33594908	SR 149	8.0	0.0	8.0	8.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	34.0	2.3	28.0	36.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	2.4	0.5	2.0	3.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	11.2	4.3	6.0	19.0	10
NWB LT	33594880	SR 149	5.4	1.0	4.0	7.1	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594858	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594865	SR 149	0.1	0.0	0.0	0.2	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.2	0.0	0.2	0.3	10
SB LT	33594883	SR 149	0.0	0.0	0.0	0.1	10
NB R	33594908	SR 149	0.2	0.0	0.1	0.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.2	0.1	0.0	0.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.0	0.0	0.0	0.1	10
NWB LT	33594880	SR 149	0.0	0.0	0.0	0.0	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	1.9	0.1	16.6	1.0	0.0%
2	119.0	2.2	0.1	16.1	1.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	2.6	0.2	16.5	1.0	0.0%
5	119.0	2.2	0.1	16.0	1.0	0.0%
6	119.0	0.8	0.1	1.4	0.1	0.0%
7	119.0	3.1	0.2	16.9	1.0	0.0%
8	119.0	2.5	0.1	16.0	1.0	0.0%
9	119.0	1.3	0.1	15.9	1.0	0.0%
10	119.0	1.6	0.1	17.6	1.0	0.0%
Average:	**119.0**	**1.9**	**0.1**	**13.3**	**0.8**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	101.1	2.3	424.5	9.0	0.0%
2	119.0	51.0	1.3	264.6	6.0	0.0%
3	119.0	545.6	12.3	1,237.8	27.1	0.0%
4	119.0	141.8	2.9	389.1	6.1	0.0%
5	119.0	73.8	2.1	269.2	6.1	0.0%
6	119.0	367.8	8.1	1,047.3	24.0	0.0%
7	119.0	64.0	1.5	249.7	6.0	0.0%
8	119.0	372.2	8.3	764.1	17.0	0.0%
9	119.0	306.3	6.6	852.2	18.1	0.0%
10	119.0	51.7	1.4	228.1	5.0	0.0%
Average:	**119.0**	**207.5**	**4.7**	**572.7**	**12.4**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	0.6	0.1	5.1	1.0	0.0%
2	119.0	1.1	0.1	5.7	1.0	0.0%
3	119.0	0.1	0.0	0.0	0.0	0.0%
4	119.0	0.8	0.1	5.3	1.0	0.0%
5	119.0	2.0	0.2	6.8	1.0	0.0%
6	119.0	1.3	0.1	6.6	1.0	0.0%
7	119.0	0.3	0.0	0.0	0.0	0.0%
8	119.0	2.1	0.1	10.5	1.0	0.0%
9	119.0	0.4	0.0	0.0	0.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	1.4	0.1	7.3	1.0	0.0%
Average:	**119.0**	**1.0**	**0.1**	**4.7**	**0.7**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	0.6	0.1	0.0	0.0	0.0%
2	119.0	4.2	0.2	34.9	2.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.4	0.1	0.6	0.1	0.0%
5	119.0	0.3	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	0.0	0.0	0.0%
7	119.0	2.2	0.1	0.7	0.1	0.0%
8	119.0	0.6	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	0.0	0.0	0.0%
10	119.0	0.5	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.9**	**0.1**	**3.6**	**0.2**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.3	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.4	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	142.1	5.6	742.5	33.2	0.0%
2	119.0	64.2	2.7	444.1	15.0	0.0%
3	119.0	1,148.5	39.1	2,261.3	77.0	47.1%
4	119.0	60.1	2.5	424.1	13.2	0.0%
5	119.0	136.4	5.4	938.6	33.1	0.0%
6	119.0	109.1	4.3	532.7	19.2	0.0%
7	119.0	57.3	2.6	323.1	12.0	0.0%
8	119.0	40.5	2.4	248.2	10.0	0.0%
9	119.0	78.5	3.5	464.8	16.2	0.0%
10	119.0	294.1	10.5	1,204.7	42.0	0.0%
Average:	**119.0**	**213.1**	**7.9**	**758.4**	**27.1**	**4.7%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	226.3	8.5	703.3	26.0	0.0%
2	119.0	269.8	10.5	687.3	27.0	0.0%
3	119.0	338.5	13.6	922.1	35.1	0.0%
4	119.0	168.2	6.6	577.0	22.0	0.0%
5	119.0	380.0	14.5	992.3	37.0	0.0%
6	119.0	183.7	7.0	523.1	19.0	0.0%
7	119.0	188.8	7.4	603.5	23.0	0.0%
8	119.0	387.6	14.2	862.5	31.0	0.0%
9	119.0	222.2	8.1	736.6	26.1	0.0%
10	119.0	391.6	14.5	997.0	36.1	0.0%
Average:	**119.0**	**275.7**	**10.5**	**760.5**	**28.2**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	2.0	0.1	11.0	1.0	0.0%
2	119.0	5.2	0.3	52.7	3.0	0.0%
3	119.0	1.2	0.1	11.5	1.0	0.0%
4	119.0	1.3	0.1	9.5	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	0.9	0.1	9.2	1.0	0.0%
6	119.0	1.1	0.1	10.6	1.0	0.0%
7	119.0	2.7	0.2	9.8	1.0	0.0%
8	119.0	3.5	0.2	36.5	2.0	0.0%
9	119.0	0.8	0.1	8.8	1.0	0.0%
10	119.0	0.5	0.0	0.0	0.0	0.0%
Average:	**119.0**	**1.9**	**0.1**	**16.0**	**1.2**	**0.0%**

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LR on RECO DR - Lane ID 33594831						
1	119.0	80.7	3.2	224.7	8.1	0.0%
2	119.0	55.2	2.4	146.9	6.0	0.0%
3	119.0	1,132.0	41.4	2,257.5	83.0	21.8%
4	119.0	49.1	2.0	135.0	5.0	0.0%
5	119.0	49.5	2.1	127.3	5.0	0.0%
6	119.0	76.5	3.2	231.5	8.1	0.0%
7	119.0	69.6	2.9	226.0	9.0	0.0%
8	119.0	43.4	1.9	130.8	5.0	0.0%
9	119.0	72.8	3.0	184.9	8.0	0.0%
10	119.0	133.0	5.2	360.3	13.1	0.0%
Average:	**119.0**	**176.2**	**6.7**	**402.5**	**15.0**	**2.2%**
NB L on SR 149 - Lane ID 33594877						
1	119.0	19.1	1.0	66.6	3.0	0.0%
2	119.0	18.5	0.9	51.4	2.0	0.0%
3	119.0	3.5	0.2	16.7	1.0	0.0%
4	119.0	18.9	0.9	71.1	3.0	0.0%
5	119.0	18.4	0.9	67.7	3.0	0.0%
6	119.0	12.5	0.7	55.9	2.1	0.0%
7	119.0	14.5	0.8	45.5	2.0	0.0%
8	119.0	19.3	0.9	69.9	3.0	0.0%
9	119.0	15.0	0.8	68.3	3.0	0.0%
10	119.0	16.3	0.9	44.7	2.0	0.0%
Average:	**119.0**	**15.6**	**0.8**	**55.8**	**2.4**	**0.0%**
NB T on SR 149 - Lane ID 33594857						
1	119.0	167.2	5.0	1,049.0	31.1	0.0%
2	119.0	173.5	5.4	1,256.0	37.3	0.0%
3	119.0	383.6	12.9	2,013.4	63.3	0.8%
4	119.0	365.1	11.0	2,704.7	83.4	0.0%
5	119.0	153.9	4.4	769.3	20.1	0.0%

SR 149 & RECO DR

NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594857						
6	119.0	117.5	3.2	692.3	18.0	0.0%
7	119.0	116.3	3.2	619.4	13.1	0.0%
8	119.0	128.8	3.3	538.4	15.1	0.0%
9	119.0	278.0	8.4	1,653.0	49.5	0.0%
10	119.0	365.7	11.1	2,786.5	83.6	0.0%
Average:	**119.0**	**225.0**	**6.8**	**1,408.2**	**41.5**	**0.1%**
NB T on SR 149 - Lane ID 33594858						
1	119.0	89.1	2.6	639.6	15.6	0.0%
2	119.0	77.9	2.2	427.3	8.6	0.0%
3	119.0	6.9	0.2	35.9	2.0	0.0%
4	119.0	124.7	3.6	520.5	13.1	0.0%
5	119.0	53.2	1.6	358.0	6.1	0.0%
6	119.0	48.9	1.4	225.1	6.1	0.0%
7	119.0	52.2	1.5	217.6	5.0	0.0%
8	119.0	42.4	1.3	227.9	5.2	0.0%
9	119.0	93.5	2.7	465.5	14.0	0.0%
10	119.0	170.3	5.2	539.3	14.5	0.0%
Average:	**119.0**	**75.9**	**2.2**	**365.7**	**9.0**	**0.0%**
SB R on SR 149 - Lane ID 33594876						
1	119.0	0.2	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	0.0	0.0	0.0%
7	119.0	0.4	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	0.0	0.0	0.0%
9	119.0	0.3	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	77.0	2.0	283.4	8.0	14.3%
2	119.0	61.8	1.6	273.6	7.2	13.4%
3	119.0	21.9	0.5	194.8	4.0	2.5%
4	119.0	48.0	1.2	260.9	6.0	6.7%
5	119.0	55.7	1.5	259.9	7.2	10.1%
6	119.0	67.6	1.7	261.3	7.0	11.8%
7	119.0	61.6	1.8	266.4	8.0	8.4%
8	119.0	58.2	1.4	260.5	7.0	8.4%
9	119.0	78.6	2.0	262.5	8.1	11.8%

SR 149 & RECO DR — NODE: 104

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
10	119.0	61.2	1.6	260.9	7.0	10.9%
Average:	**119.0**	**59.2**	**1.5**	**258.4**	**7.0**	**9.8%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	27.4	1.0	136.9	3.0	0.0%
2	119.0	37.9	1.5	154.1	4.0	0.0%
3	119.0	715.9	20.0	1,382.2	36.0	42.0%
4	119.0	73.4	2.6	272.0	8.0	0.0%
5	119.0	23.9	1.1	83.4	3.0	0.0%
6	119.0	36.0	1.2	212.4	6.0	0.0%
7	119.0	33.3	1.5	136.7	6.0	0.0%
8	119.0	29.2	1.4	107.1	4.0	0.0%
9	119.0	145.1	4.6	428.2	14.0	3.4%
10	119.0	10.5	0.6	74.6	2.0	0.0%
Average:	**119.0**	**113.3**	**3.6**	**298.8**	**8.6**	**4.5%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	606.5	12.0	1,427.8	29.0	21.8%
2	119.0	680.0	13.1	1,402.2	27.0	27.7%
3	119.0	81.9	1.6	529.7	9.1	0.0%
4	119.0	427.3	8.3	1,152.3	23.1	3.4%
5	119.0	502.0	9.9	1,416.6	28.0	10.1%
6	119.0	741.6	14.8	1,417.1	30.0	34.5%
7	119.0	731.2	14.4	1,411.3	28.0	34.5%
8	119.0	511.7	10.3	1,401.5	29.0	17.6%
9	119.0	838.9	16.9	1,398.6	30.0	45.4%
10	119.0	629.3	12.4	1,401.1	29.0	25.2%
Average:	**119.0**	**575.0**	**11.4**	**1,295.8**	**26.2**	**22.0%**
NB R on SR 149 - Lane ID 33594908						
1	119.0	104.4	3.3	257.2	8.0	28.6%
2	119.0	115.8	3.8	256.5	9.0	27.7%
3	119.0	31.7	1.1	245.3	6.1	6.7%
4	119.0	102.5	3.4	258.8	9.0	23.5%
5	119.0	108.3	3.5	267.2	9.0	27.7%
6	119.0	109.2	3.5	256.6	8.1	30.3%
7	119.0	111.1	3.5	264.4	8.0	31.1%
8	119.0	86.7	2.9	258.0	9.1	19.3%
9	119.0	110.7	3.6	262.4	8.1	28.6%
10	119.0	111.9	3.4	258.1	8.0	31.1%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on SR 149 - Lane ID 33594908						
Average:	**119.0**	**99.2**	**3.2**	**258.5**	**8.2**	**25.5%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	125.1	4.0	260.7	9.0	37.8%
2	119.0	135.1	4.3	273.0	9.0	41.2%
3	119.0	229.3	6.3	261.3	7.0	88.2%
4	119.0	137.2	4.2	261.4	9.0	38.7%
5	119.0	146.6	4.6	266.3	9.0	42.0%
6	119.0	127.7	4.2	267.2	10.0	37.0%
7	119.0	129.4	4.2	256.7	9.0	33.6%
8	119.0	137.1	4.3	272.9	10.0	37.8%
9	119.0	156.2	4.9	272.9	10.0	47.9%
10	119.0	138.9	4.2	262.7	9.0	46.2%
Average:	**119.0**	**146.3**	**4.5**	**265.5**	**9.1**	**45.0%**
SB LT on SR 149 - Lane ID 33594883						
1	119.0	117.8	4.3	416.8	15.0	15.1%
2	119.0	86.5	3.1	406.3	13.0	9.2%
3	119.0	381.0	12.7	460.2	15.0	82.4%
4	119.0	102.2	3.5	407.1	15.0	11.8%
5	119.0	114.2	3.9	416.6	14.0	16.8%
6	119.0	117.5	3.9	411.4	14.0	12.6%
7	119.0	104.8	3.6	419.7	14.0	13.4%
8	119.0	122.1	4.5	413.8	16.0	14.3%
9	119.0	127.7	4.4	419.9	15.1	17.6%
10	119.0	124.1	4.3	435.0	16.0	20.2%
Average:	**119.0**	**139.8**	**4.8**	**420.7**	**14.7**	**21.3%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
1	119.0	245.7	7.0	418.1	14.0	35.3%
2	119.0	238.0	7.1	416.7	14.0	38.7%
3	119.0	413.8	10.1	464.3	12.0	85.7%
4	119.0	234.8	6.9	420.2	13.0	34.5%
5	119.0	258.8	7.7	423.9	13.1	33.6%
6	119.0	224.8	6.5	416.9	12.1	31.1%
7	119.0	250.0	7.4	416.8	13.0	39.5%
8	119.0	248.4	7.3	417.9	15.0	39.5%
9	119.0	264.9	7.8	444.5	14.0	36.1%
10	119.0	237.7	6.9	418.3	13.0	28.6%
Average:	**119.0**	**261.7**	**7.5**	**425.8**	**13.3**	**40.3%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB LT on SR 149 - Lane ID 33594880						
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	363.6	12.7	613.6	24.0	44.5%
2	119.0	354.8	12.0	618.9	21.1	40.3%
3	119.0	284.6	9.5	613.3	20.0	40.3%
4	119.0	305.9	10.3	613.5	22.0	33.6%
5	119.0	367.3	12.3	634.8	23.0	42.9%
6	119.0	354.6	12.1	616.5	21.1	42.0%
7	119.0	363.8	12.5	613.5	23.0	42.0%
8	119.0	354.5	12.1	617.4	23.0	45.4%
9	119.0	320.6	11.3	613.6	23.0	39.5%
10	119.0	369.2	12.9	616.7	23.0	48.7%
Average:	**119.0**	**343.9**	**11.8**	**617.2**	**22.3**	**41.9%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	575.3	18.6	1,121.7	38.0	37.8%
2	119.0	618.5	19.2	1,123.1	37.0	42.0%
3	119.0	931.7	30.2	1,131.6	37.0	78.2%
4	119.0	617.2	19.6	1,153.2	38.0	38.7%
5	119.0	627.7	19.7	1,142.8	39.0	42.0%
6	119.0	683.4	21.7	1,125.0	38.0	45.4%
7	119.0	616.4	19.7	1,146.7	39.0	41.2%
8	119.0	677.7	21.1	1,124.5	37.0	45.4%
9	119.0	592.2	18.7	1,148.3	38.0	42.0%
10	119.0	607.6	19.3	1,121.4	38.0	40.3%
Average:	**119.0**	**654.8**	**20.8**	**1,133.8**	**37.9**	**45.3%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	8.3	0.4	51.0	2.0	0.0%
2	119.0	8.6	0.4	61.6	3.0	0.0%
3	119.0	1.1	0.1	0.0	0.0	0.0%
4	119.0	9.4	0.4	70.5	3.0	0.0%
5	119.0	9.2	0.4	64.8	2.1	0.0%
6	119.0	9.6	0.4	66.9	3.0	0.0%
7	119.0	8.7	0.4	54.2	2.0	0.0%
8	119.0	7.1	0.3	38.1	1.1	0.0%
9	119.0	7.6	0.3	45.2	2.0	0.0%
10	119.0	9.3	0.4	62.2	2.1	0.0%
Average:	**119.0**	**7.9**	**0.4**	**51.5**	**2.0**	**0.0%**

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	275.7	90.5	168.2	391.6	10
EB L	33594838	BOND DR	1.9	0.8	0.4	3.1	10
EB TR	33594839	BOND DR	207.5	176.3	51.0	545.6	10
WB TR	33594845	BOND DR	1.9	1.5	0.5	5.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.1	0.2	0.0	0.4	10
NWB L	33594847	SR 149	1.0	0.7	0.1	2.1	10
NWB T	33594848	SR 149	0.9	1.3	0.0	4.2	10
NWB R	33594849	SR 149	0.0	0.1	0.0	0.2	10
SEB T	33594853	SR 149	213.1	336.8	40.5	1,148.5	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	176.2	336.8	43.4	1,132.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	225.0	111.1	116.3	383.6	10
NB T	33594858	SR 149	75.9	46.5	6.9	170.3	10
SB T	33594865	SR 149	59.2	16.0	21.9	78.6	10
SB R	33594876	SR 149	0.2	0.2	0.0	0.4	10
NB L	33594877	SR 149	15.6	4.8	3.5	19.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	113.3	215.2	10.5	715.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	575.0	213.7	81.9	838.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	146.3	30.6	125.1	229.3	10
SB LT	33594883	SR 149	139.8	85.6	86.5	381.0	10
NB R	33594908	SR 149	99.2	25.0	31.7	115.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	654.8	103.0	575.3	931.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	7.9	2.5	1.1	9.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	343.9	29.5	284.6	369.2	10
NWB LT	33594880	SR 149	261.7	54.7	224.8	413.8	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	10.5	3.4	6.6	14.5	10
EB L	33594838	BOND DR	0.1	0.1	0.0	0.2	10
EB TR	33594839	BOND DR	4.7	3.9	1.3	12.3	10
WB TR	33594845	BOND DR	0.1	0.1	0.0	0.3	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.1	0.1	0.0	0.2	10
NWB T	33594848	SR 149	0.1	0.1	0.0	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	7.9	11.2	2.4	39.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	6.7	12.2	1.9	41.4	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	6.8	3.7	3.2	12.9	10
NB T	33594858	SR 149	2.2	1.4	0.2	5.2	10
SB T	33594865	SR 149	1.5	0.4	0.5	2.0	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	0.8	0.2	0.2	1.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	3.6	5.9	0.6	20.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	11.4	4.3	1.6	16.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	4.5	0.7	4.0	6.3	10
SB LT	33594883	SR 149	4.8	2.8	3.1	12.7	10
NB R	33594908	SR 149	3.2	0.8	1.1	3.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	20.8	3.5	18.6	30.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.4	0.1	0.1	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	11.8	1.1	9.5	12.9	10
NWB LT	33594880	SR 149	7.5	1.0	6.5	10.1	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	760.5	173.2	523.1	997.0	10
EB L	33594838	BOND DR	13.3	6.7	0.0	17.6	10
EB TR	33594839	BOND DR	572.7	372.4	228.1	1,237.8	10
WB TR	33594845	BOND DR	16.0	15.9	0.0	52.7	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	4.7	3.6	0.0	10.5	10
NWB T	33594848	SR 149	3.6	11.0	0.0	34.9	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	758.4	604.4	248.2	2,261.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	402.5	655.6	127.3	2,257.5	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	1,408.2	847.1	538.4	2,786.5	10
NB T	33594858	SR 149	365.7	186.3	35.9	639.6	10
SB T	33594865	SR 149	258.4	23.6	194.8	283.4	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	55.8	17.1	16.7	71.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	298.8	395.2	74.6	1,382.2	10
EB R	33594856	RAMP I-70 EB TO SR 149	1,295.8	281.2	529.7	1,427.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	265.5	5.9	256.7	273.0	10
SB LT	33594883	SR 149	420.7	16.1	406.3	460.2	10
NB R	33594908	SR 149	258.5	5.9	245.3	267.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	1,133.8	12.5	1,121.4	1,153.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	51.5	20.7	0.0	70.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	617.2	6.5	613.3	634.8	10
NWB LT	33594880	SR 149	425.8	15.9	416.7	464.3	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	28.2	6.3	19.0	37.0	10
EB L	33594838	BOND DR	0.8	0.4	0.0	1.0	10
EB TR	33594839	BOND DR	12.4	8.4	5.0	27.1	10
WB TR	33594845	BOND DR	1.2	0.8	0.0	3.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.7	0.5	0.0	1.0	10
NWB T	33594848	SR 149	0.2	0.6	0.0	2.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	27.1	20.6	10.0	77.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	15.0	24.0	5.0	83.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	41.5	27.3	13.1	83.6	10
NB T	33594858	SR 149	9.0	4.9	2.0	15.6	10
SB T	33594865	SR 149	7.0	1.2	4.0	8.1	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	2.4	0.7	1.0	3.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	8.6	10.2	2.0	36.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	26.2	6.3	9.1	30.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	9.1	0.9	7.0	10.0	10
SB LT	33594883	SR 149	14.7	1.0	13.0	16.0	10
NB R	33594908	SR 149	8.2	0.9	6.1	9.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	37.9	0.7	37.0	39.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	2.0	0.9	0.0	3.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	22.3	1.2	20.0	24.0	10
NWB LT	33594880	SR 149	13.3	0.9	12.0	15.0	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.1	0.0	0.5	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LR	33594831	RECO DR	0.0	0.1	0.0	0.2	10

SR 149 & RECO DR — NODE: 104

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594857	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594858	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594865	SR 149	0.1	0.0	0.0	0.1	10
SB R	33594876	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594877	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.1	0.0	0.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.2	0.1	0.0	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.5	0.2	0.3	0.9	10
SB LT	33594883	SR 149	0.2	0.2	0.1	0.8	10
NB R	33594908	SR 149	0.3	0.1	0.1	0.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.5	0.1	0.4	0.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.4	0.0	0.3	0.5	10
NWB LT	33594880	SR 149	0.4	0.2	0.3	0.9	10

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	13.8	No	B
	2	13.7	No	B
	3	13.6	No	B
	4	13.7	No	B
	5	13.7	No	B
	6	14.0	No	B
	7	13.4	No	B
	8	13.5	No	B
	9	13.5	No	B
	10	13.5	No	B
	Average:	**13.6**	**No**	**B**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	12.1	No	B
	2	12.2	No	B
	3	12.3	No	B
	4	11.9	No	B
	5	12.0	No	B
	6	11.7	No	B
	7	12.6	No	B
	8	12.6	No	B
	9	12.8	No	B
	10	12.2	No	B
	Average:	**12.2**	**No**	**B**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	11.7	No	B
	2	11.8	No	B
	3	11.2	No	B
	4	11.6	No	B
	5	11.3	No	B
	6	11.5	No	B
	7	11.5	No	B
	8	11.5	No	B
	9	11.3	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	11.7	No	B
	Average:	**11.5**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	14.4	No	B
	2	14.7	No	B
	3	15.7	No	B
	4	15.7	No	B
	5	15.4	No	B
	6	15.4	No	B
	7	15.0	No	B
	8	15.4	No	B
	9	15.0	No	B
	10	15.0	No	B
	Average:	**15.2**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	16.3	No	B
	2	16.7	No	B
	3	15.4	No	B
	4	16.5	No	B
	5	16.6	No	B
	6	16.5	No	B
	7	16.8	No	B
	8	16.6	No	B
	9	16.5	No	B
	10	16.8	No	B
	Average:	**16.5**	**No**	**B**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	62.3	No	F
	2	73.9	Yes	F
	3	76.6	Yes	F
	4	49.9	No	F
	5	70.5	No	F
	6	64.4	No	F
	7	55.3	No	F
	8	82.1	Yes	F
	9	91.9	Yes	F

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	78.9	Yes	F
	Average:	**70.6**	**No**	**F**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	73.1	Yes	F
	2	78.0	Yes	F
	3	79.4	Yes	F
	4	61.8	Yes	F
	5	74.3	Yes	F
	6	72.1	Yes	F
	7	70.5	Yes	F
	8	82.9	Yes	F
	9	94.1	Yes	F
	10	76.8	Yes	F
	Average:	**76.3**	**No**	**F**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	7.9	No	A
	2	8.1	No	A
	3	7.9	No	A
	4	8.7	No	A
	5	8.4	No	A
	6	8.7	No	A
	7	9.3	No	A
	8	9.2	No	A
	9	7.0	No	A
	10	8.6	No	A
	Average:	**8.4**	**No**	**A**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	8.9	No	A
	2	8.1	No	A
	3	7.8	No	A
	4	8.7	No	A
	5	7.5	No	A
	6	8.5	No	A
	7	8.7	No	A
	8	8.7	No	A
	9	8.2	No	A
	10	8.6	No	A
	Average:	**8.4**	**No**	**A**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	8.8	No	A

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	8.9	No	A
	3	8.2	No	A
	4	9.3	No	A
	5	9.1	No	A
	6	9.3	No	A
	7	9.6	No	A
	8	9.6	No	A
	9	8.1	No	A
	10	9.1	No	A
	Average:	**9.0**	**No**	**A**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Freeway Segment LOS - Density

Project: IR70 at SR149_No Build
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	13.6	0.2	13.4	14.0	10
720514791	NEB	Diverge	To SR 149	12.2	0.3	11.7	12.8	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	11.5	0.2	11.2	11.8	10
720514745	EB	Merge	From SR 149	15.2	0.4	14.4	15.7	10
720514747	EB	Basic	From SR 149	16.5	0.4	15.4	16.8	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	70.6	12.8	49.9	91.9	10
720514753	SWB	Diverge	To SR 149	76.3	8.5	61.8	94.1	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	8.4	0.7	7.0	9.3	10
720514787	WB	Merge	From SR 149	8.4	0.5	7.5	8.9	10
720514789	WB	Basic	From SR 149	9.0	0.5	8.1	9.6	10

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	15.8	No	B
	2	15.5	No	B
	3	15.6	No	B
	4	15.7	No	B
	5	15.8	No	B
	6	15.6	No	B
	7	15.8	No	B
	8	15.8	No	B
	9	15.8	No	B
	10	15.5	No	B
	Average:	**15.7**	**No**	**B**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	13.9	No	B
	2	14.9	No	B
	3	14.6	No	B
	4	13.9	No	B
	5	14.1	No	B
	6	13.9	No	B
	7	13.3	No	B
	8	13.4	No	B
	9	14.4	No	B
	10	13.8	No	B
	Average:	**14.0**	**No**	**B**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	13.7	No	B
	2	13.3	No	B
	3	13.7	No	B
	4	13.3	No	B
	5	13.5	No	B
	6	13.6	No	B
	7	13.6	No	B
	8	13.7	No	B
	9	13.8	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	13.5	No	B
	Average:	**13.6**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	16.3	No	B
	2	16.5	No	B
	3	16.4	No	B
	4	16.5	No	B
	5	17.0	No	B
	6	17.3	No	B
	7	17.2	No	B
	8	16.6	No	B
	9	16.5	No	B
	10	16.1	No	B
	Average:	**16.6**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	17.4	No	B
	2	17.4	No	B
	3	17.5	No	B
	4	17.4	No	B
	5	17.2	No	B
	6	16.8	No	B
	7	17.2	No	B
	8	17.3	No	B
	9	17.5	No	B
	10	17.4	No	B
	Average:	**17.3**	**No**	**B**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	18.8	No	C
	2	18.6	No	C
	3	18.8	No	C
	4	18.8	No	C
	5	18.7	No	C
	6	18.6	No	C
	7	20.1	No	C
	8	18.6	No	C
	9	19.3	No	C

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	21.6	No	C
	Average:	**19.2**	**No**	**C**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	25.4	No	C
	2	21.0	No	C
	3	23.3	No	C
	4	17.3	No	B
	5	24.0	No	C
	6	45.0	Yes	F
	7	52.9	No	E
	8	28.6	No	D
	9	51.0	No	E
	10	51.6	No	E
	Average:	**34.0**	**No**	**D**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	14.6	No	B
	2	14.7	No	B
	3	14.8	No	B
	4	13.8	No	B
	5	14.7	No	B
	6	15.2	No	B
	7	14.6	No	B
	8	15.0	No	B
	9	15.4	No	B
	10	15.2	No	B
	Average:	**14.8**	**No**	**B**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	14.3	No	B
	2	14.3	No	B
	3	13.9	No	B
	4	14.2	No	B
	5	14.3	No	B
	6	14.7	No	B
	7	13.8	No	B
	8	14.0	No	B
	9	14.6	No	B
	10	14.5	No	B
	Average:	**14.3**	**No**	**B**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	16.0	No	B

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	15.9	No	B
	3	15.9	No	B
	4	15.9	No	B
	5	16.0	No	B
	6	15.4	No	B
	7	15.6	No	B
	8	15.6	No	B
	9	16.1	No	B
	10	15.7	No	B
	Average:	**15.8**	**No**	**B**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Freeway Segment LOS - Density

Project: IR70 at SR149_No Build
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	15.7	0.1	15.5	15.8	10
720514791	NEB	Diverge	To SR 149	14.0	0.5	13.3	14.9	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	13.6	0.2	13.3	13.8	10
720514745	EB	Merge	From SR 149	16.6	0.4	16.1	17.3	10
720514747	EB	Basic	From SR 149	17.3	0.2	16.8	17.5	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	19.2	1.0	18.6	21.6	10
720514753	SWB	Diverge	To SR 149	34.0	14.3	17.3	52.9	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	14.8	0.4	13.8	15.4	10
720514787	WB	Merge	From SR 149	14.3	0.3	13.8	14.7	10
720514789	WB	Basic	From SR 149	15.8	0.2	15.4	16.1	10

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	18.3	No	C
	2	19.0	No	C
	3	49.7	No	F
	4	18.0	No	C
	5	18.1	No	C
	6	21.2	No	C
	7	39.5	No	E
	8	17.8	No	B
	9	81.6	Yes	F
	10	19.9	No	C
	Average:	**30.3**	**No**	**D**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	38.4	No	E
	2	41.6	No	E
	3	51.3	No	E
	4	16.6	No	B
	5	18.9	No	B
	6	54.5	Yes	F
	7	57.6	Yes	F
	8	25.7	No	C
	9	77.3	Yes	F
	10	49.4	Yes	F
	Average:	**43.1**	**No**	**F**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	16.5	No	B
	2	16.9	No	B
	3	12.6	No	B
	4	15.6	No	B
	5	15.7	No	B
	6	17.4	No	B
	7	15.9	No	B
	8	15.9	No	B
	9	13.2	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	17.4	No	B
	Average:	**15.7**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	19.7	No	B
	2	18.6	No	B
	3	11.1	No	B
	4	18.9	No	B
	5	20.4	No	C
	6	19.6	No	B
	7	19.2	No	B
	8	18.8	No	B
	9	16.7	No	B
	10	19.4	No	B
	Average:	**18.2**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	17.9	No	B
	2	18.7	No	C
	3	13.6	No	B
	4	18.6	No	C
	5	18.2	No	C
	6	18.1	No	C
	7	17.4	No	B
	8	18.8	No	C
	9	14.7	No	B
	10	18.3	No	C
	Average:	**17.4**	**No**	**B**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	104.3	Yes	F
	2	107.6	Yes	F
	3	118.1	Yes	F
	4	101.3	Yes	F
	5	111.4	Yes	F
	6	102.9	Yes	F
	7	105.2	Yes	F
	8	117.4	Yes	F
	9	112.8	Yes	F

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	97.5	Yes	F
	Average:	**107.9**	**No**	**F**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	92.6	Yes	F
	2	93.2	Yes	F
	3	110.5	Yes	F
	4	89.6	Yes	F
	5	95.0	Yes	F
	6	89.2	Yes	F
	7	90.4	Yes	F
	8	98.5	Yes	F
	9	100.3	Yes	F
	10	86.2	Yes	F
	Average:	**94.6**	**No**	**F**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	10.1	No	A
	2	10.3	No	A
	3	6.6	No	A
	4	11.7	No	B
	5	11.8	No	B
	6	10.1	No	A
	7	10.7	No	A
	8	10.2	No	A
	9	11.2	No	B
	10	10.3	No	A
	Average:	**10.3**	**No**	**A**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	9.9	No	A
	2	10.9	No	B
	3	6.3	No	A
	4	9.3	No	A
	5	10.2	No	B
	6	9.5	No	A
	7	9.3	No	A
	8	9.5	No	A
	9	7.8	No	A
	10	9.1	No	A
	Average:	**9.2**	**No**	**A**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	10.4	No	A

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	11.2	No	B
	3	6.5	No	A
	4	11.7	No	B
	5	11.2	No	B
	6	10.8	No	A
	7	11.4	No	B
	8	10.7	No	A
	9	10.6	No	A
	10	10.9	No	A
	Average:	**10.5**	**No**	**A**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Project: IR70 at SR149_No Build
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	30.3	21.1	17.8	81.6	10
720514791	NEB	Diverge	To SR 149	43.1	18.9	16.6	77.3	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	15.7	1.6	12.6	17.4	10
720514745	EB	Merge	From SR 149	18.2	2.7	11.1	20.4	10
720514747	EB	Basic	From SR 149	17.4	1.8	13.6	18.8	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	107.9	6.9	97.5	118.1	10
720514753	SWB	Diverge	To SR 149	94.6	7.1	86.2	110.5	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	10.3	1.5	6.6	11.8	10
720514787	WB	Merge	From SR 149	9.2	1.3	6.3	10.9	10
720514789	WB	Basic	From SR 149	10.5	1.5	6.5	11.7	10

APPENDIX C

Trans Modeler - Build

Freeway Segments – Flow & Travel Time

Delay

- Delay by Intersection
- Delay by Lane
- Intersection LOS
- Intersection LOS by Approach
- Intersection LOS by Lane Group
- Intersection LOS by Lane

Queues – Lane queue, 95%

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	13.7	No	B
	2	13.4	No	B
	3	13.5	No	B
	4	13.5	No	B
	5	13.5	No	B
	6	13.8	No	B
	7	13.5	No	B
	8	13.6	No	B
	9	13.8	No	B
	10	13.7	No	B
	Average:	**13.6**	**No**	**B**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	12.1	No	B
	2	13.0	No	B
	3	12.3	No	B
	4	12.4	No	B
	5	12.7	No	B
	6	11.9	No	B
	7	12.6	No	B
	8	11.9	No	B
	9	11.6	No	B
	10	12.4	No	B
	Average:	**12.3**	**No**	**B**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	12.0	No	B
	2	11.3	No	B
	3	11.6	No	B
	4	11.5	No	B
	5	11.7	No	B
	6	12.1	No	B
	7	11.5	No	B
	8	11.6	No	B
	9	11.5	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	12.0	No	B
	Average:	**11.7**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	14.9	No	B
	2	16.4	No	B
	3	16.3	No	B
	4	16.9	No	B
	5	16.1	No	B
	6	15.5	No	B
	7	16.4	No	B
	8	17.3	No	B
	9	17.3	No	B
	10	15.7	No	B
	Average:	**16.3**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	18.1	No	C
	2	17.1	No	B
	3	17.6	No	B
	4	16.8	No	B
	5	17.3	No	B
	6	17.6	No	B
	7	17.3	No	B
	8	17.0	No	B
	9	16.7	No	B
	10	17.6	No	B
	Average:	**17.3**	**No**	**B**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	12.9	No	B
	2	13.2	No	B
	3	13.3	No	B
	4	13.3	No	B
	5	13.2	No	B
	6	13.4	No	B
	7	13.0	No	B
	8	13.0	No	B
	9	13.3	No	B

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	13.3	No	B
	Average:	**13.2**	**No**	**B**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	13.0	No	B
	2	11.9	No	B
	3	11.9	No	B
	4	11.3	No	B
	5	11.5	No	B
	6	12.3	No	B
	7	12.0	No	B
	8	12.0	No	B
	9	11.7	No	B
	10	10.8	No	B
	Average:	**11.8**	**No**	**B**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	8.6	No	A
	2	9.0	No	A
	3	9.2	No	A
	4	9.6	No	A
	5	9.7	No	A
	6	8.8	No	A
	7	9.6	No	A
	8	9.3	No	A
	9	8.9	No	A
	10	9.9	No	A
	Average:	**9.3**	**No**	**A**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	11.0	No	B
	2	10.9	No	B
	3	10.1	No	B
	4	10.8	No	B
	5	11.0	No	B
	6	10.5	No	B
	7	10.1	No	B
	8	10.0	No	A
	9	9.9	No	A
	10	9.5	No	A
	Average:	**10.4**	**No**	**B**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	11.5	No	B

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	11.1	No	B
	3	11.7	No	B
	4	11.7	No	B
	5	11.5	No	B
	6	11.7	No	B
	7	11.4	No	B
	8	11.8	No	B
	9	11.5	No	B
	10	11.9	No	B
	Average:	**11.6**	**No**	**B**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	13.6	0.1	13.4	13.8	10
720514791	NEB	Diverge	To SR 149	12.3	0.4	11.6	13.0	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	11.7	0.3	11.3	12.1	10
720514745	EB	Merge	From SR 149	16.3	0.8	14.9	17.3	10
720514747	EB	Basic	From SR 149	17.3	0.4	16.7	18.1	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	13.2	0.2	12.9	13.4	10
720514753	SWB	Diverge	To SR 149	11.8	0.6	10.8	13.0	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	9.3	0.4	8.6	9.9	10
720514787	WB	Merge	From SR 149	10.4	0.5	9.5	11.0	10
720514789	WB	Basic	From SR 149	11.6	0.2	11.1	11.9	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	15.6	No	B
	2	15.6	No	B
	3	15.6	No	B
	4	15.6	No	B
	5	15.8	No	B
	6	15.8	No	B
	7	16.0	No	B
	8	15.6	No	B
	9	15.7	No	B
	10	15.7	No	B
	Average:	**15.7**	**No**	**B**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	13.7	No	B
	2	14.2	No	B
	3	14.0	No	B
	4	14.3	No	B
	5	14.6	No	B
	6	14.0	No	B
	7	13.6	No	B
	8	14.4	No	B
	9	15.0	No	B
	10	13.8	No	B
	Average:	**14.2**	**No**	**B**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	13.7	No	B
	2	13.2	No	B
	3	13.4	No	B
	4	13.2	No	B
	5	12.8	No	B
	6	13.6	No	B
	7	13.8	No	B
	8	13.8	No	B
	9	13.2	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	13.1	No	B
	Average:	**13.4**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	17.0	No	B
	2	17.3	No	B
	3	17.3	No	B
	4	16.4	No	B
	5	17.2	No	B
	6	15.9	No	B
	7	16.7	No	B
	8	15.7	No	B
	9	17.2	No	B
	10	17.3	No	B
	Average:	**16.8**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	17.5	No	B
	2	17.1	No	B
	3	17.0	No	B
	4	17.7	No	B
	5	17.3	No	B
	6	17.5	No	B
	7	17.5	No	B
	8	18.1	No	C
	9	17.2	No	B
	10	17.0	No	B
	Average:	**17.4**	**No**	**B**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	18.3	No	C
	2	18.7	No	C
	3	18.9	No	C
	4	18.7	No	C
	5	18.5	No	C
	6	18.7	No	C
	7	18.6	No	C
	8	18.8	No	C
	9	18.6	No	C

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	18.7	No	C
	Average:	**18.7**	**No**	**C**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	17.9	No	B
	2	17.8	No	B
	3	16.8	No	B
	4	16.3	No	B
	5	17.3	No	B
	6	17.3	No	B
	7	18.0	No	B
	8	16.5	No	B
	9	17.7	No	B
	10	16.5	No	B
	Average:	**17.2**	**No**	**B**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	13.8	No	B
	2	14.2	No	B
	3	13.6	No	B
	4	14.0	No	B
	5	13.9	No	B
	6	13.7	No	B
	7	13.4	No	B
	8	14.3	No	B
	9	13.7	No	B
	10	14.2	No	B
	Average:	**13.9**	**No**	**B**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	12.9	No	B
	2	12.8	No	B
	3	13.9	No	B
	4	13.3	No	B
	5	13.6	No	B
	6	14.6	No	B
	7	15.0	No	B
	8	13.3	No	B
	9	13.1	No	B
	10	13.5	No	B
	Average:	**13.6**	**No**	**B**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	16.5	No	B

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	16.4	No	B
	3	16.2	No	B
	4	16.0	No	B
	5	16.3	No	B
	6	16.0	No	B
	7	16.3	No	B
	8	16.4	No	B
	9	16.3	No	B
	10	15.9	No	B
	Average:	**16.2**	**No**	**B**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	15.7	0.1	15.6	16.0	10
720514791	NEB	Diverge	To SR 149	14.2	0.4	13.6	15.0	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	13.4	0.3	12.8	13.8	10
720514745	EB	Merge	From SR 149	16.8	0.6	15.7	17.3	10
720514747	EB	Basic	From SR 149	17.4	0.3	17.0	18.1	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	18.7	0.2	18.3	18.9	10
720514753	SWB	Diverge	To SR 149	17.2	0.6	16.3	18.0	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	13.9	0.3	13.4	14.3	10
720514787	WB	Merge	From SR 149	13.6	0.7	12.8	15.0	10
720514789	WB	Basic	From SR 149	16.2	0.2	15.9	16.5	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - NEB				**Segment: 720522070**
	1	18.1	No	C
	2	17.8	No	B
	3	18.2	No	C
	4	18.0	No	B
	5	17.9	No	B
	6	18.1	No	C
	7	18.3	No	C
	8	18.0	No	C
	9	18.1	No	C
	10	18.1	No	C
	Average:	**18.1**	**No**	**C**
Diverge - To SR 149 - NEB				**Segment: 720514791**
	1	16.4	No	B
	2	16.9	No	B
	3	15.6	No	B
	4	16.6	No	B
	5	16.4	No	B
	6	16.9	No	B
	7	15.1	No	B
	8	16.5	No	B
	9	15.8	No	B
	10	16.4	No	B
	Average:	**16.3**	**No**	**B**
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	1	15.1	No	B
	2	14.9	No	B
	3	15.4	No	B
	4	15.0	No	B
	5	14.7	No	B
	6	14.9	No	B
	7	15.0	No	B
	8	15.3	No	B
	9	14.9	No	B

I-70 EB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB - NEB				**Segment: 720514744**
	10	14.7	No	B
	Average:	**15.0**	**No**	**B**
Merge - From SR 149 - EB				**Segment: 720514745**
	1	18.2	No	B
	2	19.0	No	B
	3	17.9	No	B
	4	18.7	No	B
	5	18.3	No	B
	6	18.8	No	B
	7	19.4	No	B
	8	17.5	No	B
	9	19.1	No	B
	10	19.1	No	B
	Average:	**18.6**	**No**	**B**
Basic - From SR 149 - EB				**Segment: 720514747**
	1	20.3	No	C
	2	20.3	No	C
	3	20.5	No	C
	4	20.2	No	C
	5	20.3	No	C
	6	20.2	No	C
	7	20.0	No	C
	8	20.8	No	C
	9	20.1	No	C
	10	20.3	No	C
	Average:	**20.3**	**No**	**C**

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	1	19.5	No	C
	2	19.5	No	C
	3	19.7	No	C
	4	20.1	No	C
	5	19.7	No	C
	6	19.7	No	C
	7	19.4	No	C
	8	19.7	No	C
	9	19.4	No	C

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SR 149 - SWB				**Segment: 720514751**
	10	19.7	No	C
	Average:	**19.6**	**No**	**C**
Diverge - To SR 149 - SWB				**Segment: 720514753**
	1	17.9	No	B
	2	18.3	No	B
	3	18.8	No	B
	4	17.2	No	B
	5	18.5	No	B
	6	18.5	No	B
	7	18.8	No	B
	8	18.0	No	B
	9	18.4	No	B
	10	17.7	No	B
	Average:	**18.2**	**No**	**B**
Basic - Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB - SWB				**Segment: 720514758**
	1	13.5	No	B
	2	13.9	No	B
	3	12.9	No	B
	4	13.3	No	B
	5	13.8	No	B
	6	13.6	No	B
	7	13.7	No	B
	8	13.1	No	B
	9	13.7	No	B
	10	13.6	No	B
	Average:	**13.5**	**No**	**B**
Merge - From SR 149 - WB				**Segment: 720514787**
	1	14.2	No	B
	2	13.1	No	B
	3	14.7	No	B
	4	14.8	No	B
	5	14.1	No	B
	6	14.0	No	B
	7	13.0	No	B
	8	15.0	No	B
	9	13.4	No	B
	10	14.1	No	B
	Average:	**14.0**	**No**	**B**
Basic - From SR 149 - WB				**Segment: 720514789**
	1	16.5	No	B

I-70 WB

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SR 149 - WB				**Segment: 720514789**
	2	16.8	No	B
	3	16.2	No	B
	4	15.9	No	B
	5	16.8	No	B
	6	16.8	No	B
	7	17.0	No	B
	8	16.0	No	B
	9	17.2	No	B
	10	16.5	No	B
	Average:	**16.6**	**No**	**B**

ABOUT FREEWAY LOS
The LOS determination based on density will be overridden with LOS F when demand exceeds capacity (i.e., Over Capacity = Yes).

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I-70 EB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720522070	NEB	Basic	To SR 149	18.1	0.1	17.8	18.3	10
720514791	NEB	Diverge	To SR 149	16.3	0.6	15.1	16.9	10
720514744	NEB	Basic	Between RAMP I-70 EB TO SR 149 and RAMP SR 149 TO I-70 EB	15.0	0.2	14.7	15.4	10
720514745	EB	Merge	From SR 149	18.6	0.6	17.5	19.4	10
720514747	EB	Basic	From SR 149	20.3	0.2	20.0	20.8	10

I-70 WB

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720514751	SWB	Basic	To SR 149	19.6	0.2	19.4	20.1	10
720514753	SWB	Diverge	To SR 149	18.2	0.5	17.2	18.8	10
720514758	SWB	Basic	Between RAMP I-70 WB TO SR 149 and RAMP SR 149 TO I-70 WB	13.5	0.3	12.9	13.9	10
720514787	WB	Merge	From SR 149	14.0	0.7	13.0	15.0	10
720514789	WB	Basic	From SR 149	16.6	0.4	15.9	17.2	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,056	2.30	0.90	215	8.0	3.1	0.2
2	1,080	2.80	1.30	243	9.4	4.3	0.2
3	1,060	2.50	1.10	221	8.6	3.6	0.2
4	1,061	2.40	0.90	221	8.1	3.2	0.2
5	1,059	2.40	1.00	217	8.2	3.3	0.2
6	1,063	2.60	1.10	244	8.7	3.7	0.2
7	1,066	2.50	1.00	225	8.5	3.5	0.2
8	1,069	2.50	1.00	233	8.4	3.5	0.2
9	1,061	2.40	1.00	205	8.3	3.5	0.2
10	1,064	2.60	1.10	216	8.7	3.7	0.2
Average:	**1,063.9**	**2.50**	**1.04**	**224.0**	**8.5**	**3.5**	**0.2**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,361	8.60	4.50	709	22.7	11.9	0.5
2	1,360	7.60	3.90	621	20.1	10.4	0.5
3	1,349	8.10	4.40	650	21.7	11.8	0.5
4	1,343	8.10	4.30	637	21.8	11.5	0.5
5	1,348	8.30	4.40	647	22.3	11.8	0.5
6	1,358	7.90	4.30	639	20.8	11.4	0.5
7	1,352	8.00	4.20	617	21.3	11.2	0.5
8	1,362	7.70	3.80	631	20.3	10.1	0.5
9	1,340	7.80	4.00	597	21.1	10.6	0.5
10	1,356	7.60	3.90	589	20.1	10.3	0.4
Average:	**1,352.9**	**7.97**	**4.17**	**633.7**	**21.2**	**11.1**	**0.5**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,829	6.10	2.80	575	12.0	5.5	0.3
2	1,833	6.10	2.70	609	12.0	5.4	0.3
3	1,818	6.10	2.80	588	12.0	5.5	0.3
4	1,807	5.90	2.70	559	11.8	5.4	0.3
5	1,817	6.20	2.80	590	12.3	5.6	0.3
6	1,836	6.10	2.80	584	12.0	5.5	0.3
7	1,837	6.40	3.10	614	12.6	6.0	0.3
8	1,821	6.00	2.70	568	11.9	5.4	0.3
9	1,816	6.10	2.80	605	12.1	5.6	0.3
10	1,844	6.30	3.00	630	12.4	5.8	0.3
Average:	**1,825.8**	**6.13**	**2.82**	**592.2**	**12.1**	**5.6**	**0.3**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,395	7.80	4.90	711	20.1	12.7	0.5
2	1,411	7.90	5.00	699	20.2	12.6	0.5
3	1,399	7.70	4.80	707	19.7	12.3	0.5
4	1,396	7.60	4.70	670	19.5	12.2	0.5
5	1,393	8.00	5.10	730	20.7	13.2	0.5
6	1,405	7.80	4.90	720	20.0	12.5	0.5
7	1,401	7.60	4.70	696	19.5	12.2	0.5
8	1,398	7.80	4.90	706	20.0	12.5	0.5
9	1,403	7.30	4.50	679	18.7	11.5	0.5
10	1,408	7.70	4.80	711	19.6	12.2	0.5
Average:	**1,400.9**	**7.72**	**4.83**	**702.9**	**19.8**	**12.4**	**0.5**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,798	8.10	4.80	808	16.1	9.7	0.5
2	1,789	7.90	4.70	810	16.0	9.5	0.5
3	1,786	8.50	5.20	803	17.1	10.4	0.5
4	1,778	7.90	4.80	785	16.0	9.7	0.4
5	1,790	8.70	5.20	849	17.5	10.6	0.5
6	1,795	8.30	4.90	797	16.6	9.9	0.4
7	1,800	8.20	4.80	800	16.4	9.7	0.4
8	1,782	8.00	4.80	820	16.2	9.7	0.5
9	1,786	8.40	5.10	790	16.9	10.3	0.4
10	1,800	8.40	5.10	808	16.7	10.2	0.5
Average:	**1,790.4**	**8.24**	**4.94**	**807.0**	**16.5**	**10.0**	**0.4**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	2.5	0.1	2.3	2.8	10
107	SR 149, Loves Truck Access & Pilot South Access	8.0	0.3	7.6	8.6	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	6.1	0.1	5.9	6.4	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	7.7	0.2	7.3	8.0	10
105	SR 149, RECO DR & Pilot North Access	8.2	0.3	7.9	8.7	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	1.0	0.1	0.9	1.3	10
107	SR 149, Loves Truck Access & Pilot South Access	4.2	0.2	3.8	4.5	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	2.8	0.1	2.7	3.1	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	4.8	0.2	4.5	5.1	10
105	SR 149, RECO DR & Pilot North Access	4.9	0.2	4.7	5.2	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	224.0	12.5	205.0	244.0	10
107	SR 149, Loves Truck Access & Pilot South Access	633.7	33.2	589.0	709.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	592.2	22.2	559.0	630.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	702.9	18.0	670.0	730.0	10
105	SR 149, RECO DR & Pilot North Access	807.0	17.9	785.0	849.0	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	8.5	0.4	8.0	9.4	10
107	SR 149, Loves Truck Access & Pilot South Access	21.2	0.9	20.1	22.7	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	12.1	0.2	11.8	12.6	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	19.8	0.5	18.7	20.7	10
105	SR 149, RECO DR & Pilot North Access	16.5	0.5	16.0	17.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	3.5	0.3	3.1	4.3	10
107	SR 149, Loves Truck Access & Pilot South Access	11.1	0.7	10.1	11.9	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	5.6	0.2	5.4	6.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	12.4	0.4	11.5	13.2	10
105	SR 149, RECO DR & Pilot North Access	10.0	0.4	9.5	10.6	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.2	0.0	0.2	0.2	10
107	SR 149, Loves Truck Access & Pilot South Access	0.5	0.0	0.4	0.5	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	0.3	0.0	0.3	0.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	0.5	0.0	0.5	0.5	10
105	SR 149, RECO DR & Pilot North Access	0.4	0.0	0.4	0.5	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	687	1.80	0.90	159	9.2	4.5	0.2
2	687	1.70	0.90	151	9.2	4.5	0.2
3	691	1.70	0.90	136	9.0	4.7	0.2
4	677	1.60	0.80	124	8.7	4.5	0.2
5	689	1.80	1.00	161	9.4	5.0	0.2
6	684	1.50	0.70	132	7.9	3.4	0.2
7	695	1.60	0.80	143	8.5	4.1	0.2
8	694	1.70	0.80	152	8.8	4.1	0.2
9	689	1.60	0.80	142	8.5	4.1	0.2
10	695	1.70	0.80	143	8.6	4.0	0.2
Average:	**688.8**	**1.67**	**0.84**	**144.3**	**8.8**	**4.3**	**0.2**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,069	4.20	2.10	439	14.1	7.2	0.4
2	1,078	4.30	2.30	413	14.3	7.7	0.4
3	1,070	4.30	2.20	421	14.4	7.6	0.4
4	1,069	4.20	2.20	394	14.1	7.6	0.4
5	1,069	4.10	2.20	399	13.7	7.4	0.4
6	1,070	4.10	2.10	404	13.8	7.0	0.4
7	1,084	4.40	2.40	419	14.7	8.0	0.4
8	1,073	4.00	2.20	403	13.4	7.3	0.4
9	1,073	4.20	2.20	412	14.1	7.4	0.4
10	1,073	4.20	2.30	415	14.0	7.6	0.4
Average:	**1,072.8**	**4.20**	**2.22**	**411.9**	**14.1**	**7.5**	**0.4**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,492	4.60	1.90	387	11.0	4.7	0.3
2	1,484	4.40	1.80	373	10.7	4.4	0.3
3	1,479	4.50	1.90	378	10.9	4.6	0.3
4	1,473	4.30	1.80	359	10.5	4.3	0.2
5	1,479	4.50	1.90	385	10.9	4.6	0.3
6	1,484	4.50	2.00	372	11.0	4.8	0.3
7	1,496	4.60	2.00	386	11.0	4.7	0.3
8	1,493	4.70	2.00	400	11.3	4.7	0.3
9	1,483	4.50	1.90	404	11.0	4.6	0.3
10	1,493	4.50	2.00	372	11.0	4.7	0.3
Average:	**1,485.6**	**4.51**	**1.92**	**381.6**	**10.9**	**4.6**	**0.3**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,210	8.70	6.00	736	25.9	17.8	0.6
2	1,203	8.40	5.70	732	25.2	17.0	0.6
3	1,203	8.60	5.80	778	25.8	17.5	0.7
4	1,195	8.20	5.50	717	24.7	16.6	0.6
5	1,197	8.50	5.80	737	25.6	17.4	0.6
6	1,203	8.80	6.00	745	26.2	18.0	0.6
7	1,216	8.80	6.00	767	26.1	17.8	0.6
8	1,215	8.70	5.90	730	25.7	17.5	0.6
9	1,202	8.30	5.60	738	24.9	16.7	0.6
10	1,214	8.80	6.10	760	26.2	18.1	0.6
Average:	**1,205.8**	**8.58**	**5.84**	**744.0**	**25.6**	**17.4**	**0.6**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,501	8.00	4.90	755	19.2	11.8	0.5
2	1,498	7.70	4.70	717	18.5	11.4	0.5
3	1,487	7.70	4.80	713	18.5	11.7	0.5
4	1,495	7.40	4.40	729	17.9	10.7	0.5
5	1,497	8.30	5.30	771	20.0	12.7	0.5
6	1,496	7.80	4.80	721	18.7	11.4	0.5
7	1,509	8.10	5.10	785	19.4	12.2	0.5
8	1,491	7.30	4.40	686	17.7	10.6	0.5
9	1,491	8.00	4.90	785	19.3	11.8	0.5
10	1,498	8.10	5.20	770	19.6	12.4	0.5
Average:	**1,496.3**	**7.84**	**4.85**	**743.2**	**18.9**	**11.7**	**0.5**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	1.7	0.1	1.5	1.8	10
107	SR 149, Loves Truck Access & Pilot South Access	4.2	0.1	4.0	4.4	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	4.5	0.1	4.3	4.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	8.6	0.2	8.2	8.8	10
105	SR 149, RECO DR & Pilot North Access	7.8	0.3	7.3	8.3	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.8	0.1	0.7	1.0	10
107	SR 149, Loves Truck Access & Pilot South Access	2.2	0.1	2.1	2.4	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	1.9	0.1	1.8	2.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	5.8	0.2	5.5	6.1	10
105	SR 149, RECO DR & Pilot North Access	4.9	0.3	4.4	5.3	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	144.3	11.7	124.0	161.0	10
107	SR 149, Loves Truck Access & Pilot South Access	411.9	12.9	394.0	439.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	381.6	13.7	359.0	404.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	744.0	18.7	717.0	778.0	10
105	SR 149, RECO DR & Pilot North Access	743.2	34.5	686.0	785.0	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	8.8	0.4	7.9	9.4	10
107	SR 149, Loves Truck Access & Pilot South Access	14.1	0.4	13.4	14.7	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	10.9	0.2	10.5	11.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	25.6	0.5	24.7	26.2	10
105	SR 149, RECO DR & Pilot North Access	18.9	0.7	17.7	20.0	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	4.3	0.4	3.4	5.0	10
107	SR 149, Loves Truck Access & Pilot South Access	7.5	0.3	7.0	8.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	4.6	0.1	4.3	4.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	17.4	0.5	16.6	18.1	10
105	SR 149, RECO DR & Pilot North Access	11.7	0.7	10.6	12.7	10

Delay by Intersection - Avg Num Stops

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.2	0.0	0.2	0.2	10
107	SR 149, Loves Truck Access & Pilot South Access	0.4	0.0	0.4	0.4	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	0.3	0.0	0.2	0.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	0.6	0.0	0.6	0.7	10
105	SR 149, RECO DR & Pilot North Access	0.5	0.0	0.5	0.5	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	895	3.10	1.70	219	12.4	6.9	0.2
2	885	2.60	1.40	234	10.7	5.7	0.3
3	900	2.70	1.50	210	10.8	5.9	0.2
4	909	2.90	1.50	229	11.3	6.0	0.3
5	899	2.50	1.30	214	10.1	5.1	0.2
6	898	2.70	1.30	222	10.8	5.4	0.3
7	905	2.50	1.20	207	9.8	4.7	0.2
8	900	2.60	1.40	236	10.6	5.4	0.3
9	887	2.60	1.30	223	10.4	5.2	0.3
10	895	2.90	1.50	248	11.5	6.2	0.3
Average:	**897.3**	**2.71**	**1.41**	**224.2**	**10.8**	**5.6**	**0.2**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,523	8.60	5.20	568	20.3	12.4	0.4
2	1,528	8.10	4.70	565	19.0	11.2	0.4
3	1,525	8.70	5.30	574	20.5	12.4	0.4
4	1,516	8.70	5.40	595	20.7	12.7	0.4
5	1,523	8.40	5.10	566	19.9	12.1	0.4
6	1,523	7.80	4.50	526	18.3	10.6	0.4
7	1,532	7.90	4.70	597	18.7	11.0	0.4
8	1,536	8.20	4.90	611	19.3	11.5	0.4
9	1,518	6.80	3.80	497	16.1	9.1	0.3
10	1,532	8.80	5.30	598	20.8	12.5	0.4
Average:	**1,525.6**	**8.20**	**4.89**	**569.7**	**19.4**	**11.5**	**0.4**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,885	6.40	3.10	575	12.3	6.0	0.3
2	1,882	6.20	3.00	563	11.9	5.7	0.3
3	1,884	6.00	2.80	540	11.6	5.4	0.3
4	1,892	6.40	3.10	592	12.2	6.0	0.3
5	1,899	6.60	3.30	602	12.6	6.2	0.3
6	1,886	6.70	3.40	633	12.8	6.5	0.3
7	1,897	6.80	3.50	615	12.9	6.6	0.3
8	1,896	6.70	3.30	598	12.7	6.3	0.3
9	1,879	6.20	3.00	553	11.9	5.8	0.3
10	1,896	6.40	3.10	577	12.2	5.9	0.3
Average:	**1,889.6**	**6.44**	**3.16**	**584.8**	**12.3**	**6.0**	**0.3**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,538	15.10	10.50	1,134	35.4	24.7	0.7
2	1,533	14.40	10.10	1,082	33.9	23.6	0.7
3	1,542	14.50	10.10	1,074	34.0	23.7	0.7
4	1,552	14.90	10.40	1,096	34.5	24.1	0.7
5	1,547	14.70	10.20	1,094	34.1	23.8	0.7
6	1,539	15.30	10.70	1,137	35.7	25.0	0.7
7	1,545	15.10	10.60	1,131	35.3	24.7	0.7
8	1,538	14.30	9.90	1,095	33.5	23.1	0.7
9	1,539	14.30	9.90	1,092	33.5	23.2	0.7
10	1,540	14.50	10.10	1,068	33.8	23.7	0.7
Average:	**1,541.3**	**14.71**	**10.25**	**1,100.3**	**34.4**	**23.9**	**0.7**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
1	1,804	10.40	6.70	857	20.8	13.4	0.5
2	1,808	10.40	6.70	835	20.6	13.4	0.5
3	1,808	10.30	6.70	844	20.6	13.3	0.5
4	1,810	9.90	6.20	851	19.6	12.3	0.5
5	1,813	10.80	7.10	902	21.4	14.1	0.5
6	1,810	9.30	5.80	808	18.5	11.5	0.5
7	1,816	10.00	6.40	843	19.9	12.7	0.5
8	1,823	10.00	6.20	855	19.7	12.3	0.5
9	1,802	10.00	6.30	840	20.0	12.7	0.5
10	1,822	10.70	7.00	875	21.1	13.8	0.5
Average:	**1,811.6**	**10.18**	**6.51**	**851.0**	**20.2**	**12.9**	**0.5**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	2.7	0.2	2.5	3.1	10
107	SR 149, Loves Truck Access & Pilot South Access	8.2	0.6	6.8	8.8	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	6.4	0.3	6.0	6.8	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	14.7	0.4	14.3	15.3	10
105	SR 149, RECO DR & Pilot North Access	10.2	0.4	9.3	10.8	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	1.4	0.1	1.2	1.7	10
107	SR 149, Loves Truck Access & Pilot South Access	4.9	0.5	3.8	5.4	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	3.2	0.2	2.8	3.5	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	10.3	0.3	9.9	10.7	10
105	SR 149, RECO DR & Pilot North Access	6.5	0.4	5.8	7.1	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Total Num Stops

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	224.2	12.7	207.0	248.0	10
107	SR 149, Loves Truck Access & Pilot South Access	569.7	35.2	497.0	611.0	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	584.8	28.7	540.0	633.0	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	1,100.3	25.1	1,068.0	1,137.0	10
105	SR 149, RECO DR & Pilot North Access	851.0	24.9	808.0	902.0	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Delay

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	10.8	0.7	9.8	12.4	10
107	SR 149, Loves Truck Access & Pilot South Access	19.4	1.4	16.1	20.8	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	12.3	0.4	11.6	12.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	34.4	0.8	33.5	35.7	10
105	SR 149, RECO DR & Pilot North Access	20.2	0.9	18.5	21.4	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Intersection - Avg Stopped Time

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	5.6	0.6	4.7	6.9	10
107	SR 149, Loves Truck Access & Pilot South Access	11.5	1.1	9.1	12.7	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	6.0	0.4	5.4	6.6	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	23.9	0.6	23.1	25.0	10
105	SR 149, RECO DR & Pilot North Access	12.9	0.8	11.5	14.1	10

Delay by Intersection - Avg Num Stops

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Node ID	Intersection	Average	Std Deviation	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	0.2	0.0	0.2	0.3	10
107	SR 149, Loves Truck Access & Pilot South Access	0.4	0.0	0.3	0.4	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	0.3	0.0	0.3	0.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	0.7	0.0	0.7	0.7	10
105	SR 149, RECO DR & Pilot North Access	0.5	0.0	0.5	0.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	8	0.10	0.10	8	34.8	34.1	1.0
2	10	0.10	0.10	9	37.0	33.3	0.9
3	9	0.10	0.10	9	47.1	45.1	1.0
4	10	0.10	0.00	7	19.5	15.1	0.7
5	11	0.20	0.20	11	60.3	52.2	1.0
6	10	0.10	0.10	7	35.5	26.6	0.7
7	12	0.20	0.10	12	45.4	41.1	1.0
8	10	0.10	0.10	8	31.6	28.4	0.8
9	10	0.10	0.10	10	43.0	39.9	1.0
10	8	0.10	0.10	8	66.1	62.2	1.0
Average:	**9.8**	**0.12**	**0.10**	**8.9**	**42.0**	**37.8**	**0.9**
EB TR on BOND DR: Lane ID 33594839							
1	47	0.30	0.20	42	20.6	16.8	0.9
2	56	0.40	0.30	45	25.9	19.7	0.8
3	47	0.20	0.20	41	16.3	13.7	0.9
4	50	0.30	0.20	41	18.6	15.2	0.8
5	49	0.30	0.20	42	19.7	15.5	0.9
6	48	0.30	0.20	43	20.8	18.0	0.9
7	49	0.30	0.20	41	20.0	14.0	0.8
8	48	0.30	0.20	43	21.6	18.1	0.9
9	45	0.30	0.20	40	22.9	19.7	0.9
10	50	0.30	0.20	44	19.8	14.8	0.9
Average:	**48.9**	**0.30**	**0.21**	**42.2**	**20.6**	**16.5**	**0.9**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	8	0.00	0.00	4	12.2	4.3	0.5
2	7	0.00	0.00	4	15.2	6.4	0.6
3	9	0.00	0.00	2	10.3	2.9	0.2
4	6	0.00	0.00	3	16.4	8.2	0.5
5	7	0.00	0.00	3	9.6	1.4	0.4
6	7	0.00	0.00	1	7.7	0.7	0.1
7	11	0.00	0.00	0	6.5	0.0	0.0
8	8	0.00	0.00	5	13.5	4.9	0.6
9	8	0.00	0.00	2	8.3	0.5	0.3
10	11	0.00	0.00	3	8.9	1.3	0.3
Average:	**8.2**	**0.00**	**0.00**	**2.7**	**10.9**	**3.0**	**0.4**
NWB R on SR 149: Lane ID 33594849							
1	166	0.30	0.00	13	6.5	0.3	0.1
2	169	0.30	0.00	13	6.5	0.2	0.1
3	170	0.30	0.00	14	6.7	0.2	0.1
4	170	0.30	0.00	15	6.7	0.2	0.1
5	166	0.30	0.00	15	6.5	0.2	0.1
6	169	0.30	0.00	9	6.4	0.2	0.1
7	171	0.30	0.00	10	6.4	0.2	0.1
8	173	0.30	0.00	14	6.5	0.2	0.1
9	170	0.30	0.00	11	6.5	0.2	0.1
10	172	0.30	0.00	12	6.5	0.2	0.1
Average:	**169.6**	**0.30**	**0.00**	**12.6**	**6.5**	**0.2**	**0.1**
NWB T on SR 149: Lane ID 33594848							
1	375	0.50	0.10	27	4.7	0.8	0.1
2	382	0.50	0.10	27	4.6	0.7	0.1
3	379	0.50	0.10	27	4.7	0.8	0.1
4	380	0.50	0.10	28	4.6	0.7	0.1
5	376	0.40	0.10	24	4.2	0.5	0.1
6	383	0.50	0.10	29	4.6	0.9	0.1
7	377	0.50	0.10	30	4.8	0.9	0.1
8	375	0.40	0.10	23	4.3	0.6	0.1
9	380	0.50	0.10	30	4.7	0.8	0.1
10	377	0.50	0.10	26	4.5	0.6	0.1
Average:	**378.4**	**0.48**	**0.10**	**27.1**	**4.6**	**0.7**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	60	0.30	0.10	36	15.6	7.0	0.6
2	60	0.30	0.10	35	18.1	8.9	0.6
3	60	0.30	0.10	38	18.5	8.9	0.6
4	60	0.30	0.10	34	16.1	6.4	0.6
5	60	0.30	0.10	34	17.4	8.2	0.6
6	59	0.30	0.10	41	16.1	7.1	0.7
7	60	0.30	0.10	42	18.5	8.5	0.7
8	60	0.20	0.10	38	13.9	5.4	0.6
9	59	0.30	0.20	38	18.2	9.2	0.6
10	59	0.30	0.10	35	18.3	8.1	0.6
Average:	**59.7**	**0.29**	**0.11**	**37.1**	**17.1**	**7.8**	**0.6**
SEB R on SR 149: Lane ID 33594854							
1	10	0.00	0.00	3	7.7	1.1	0.3
2	11	0.00	0.00	3	7.4	0.9	0.3
3	11	0.00	0.00	1	6.8	0.2	0.1
4	9	0.00	0.00	2	6.6	0.8	0.2
5	9	0.00	0.00	2	8.3	0.8	0.2
6	10	0.00	0.00	2	5.7	0.9	0.2
7	9	0.00	0.00	1	6.1	0.4	0.1
8	10	0.00	0.00	1	6.7	0.3	0.1
9	9	0.00	0.00	0	7.6	0.0	0.0
10	11	0.00	0.00	0	5.3	0.0	0.0
Average:	**9.9**	**0.00**	**0.00**	**1.5**	**6.8**	**0.5**	**0.2**
SEB T on SR 149: Lane ID 33594853							
1	343	0.60	0.10	49	5.9	1.2	0.1
2	344	0.70	0.20	66	6.9	2.0	0.2
3	335	0.60	0.10	53	6.4	1.5	0.2
4	341	0.60	0.10	58	6.3	1.6	0.2
5	341	0.60	0.10	51	5.9	1.3	0.2
6	337	0.70	0.20	80	7.8	2.5	0.2
7	338	0.50	0.10	52	5.9	1.4	0.2
8	339	0.60	0.10	57	6.4	1.6	0.2
9	344	0.50	0.10	43	5.7	1.2	0.1
10	339	0.60	0.20	53	6.3	1.7	0.2
Average:	**340.1**	**0.60**	**0.13**	**56.2**	**6.3**	**1.6**	**0.2**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	17	0.20	0.20	14	38.4	32.7	0.8
2	24	0.30	0.30	24	49.6	44.5	1.0
3	21	0.20	0.20	18	41.8	39.5	0.9
4	16	0.20	0.20	15	42.2	37.6	0.9
5	21	0.20	0.20	19	33.6	29.1	0.9
6	19	0.20	0.20	18	38.1	36.4	1.0
7	19	0.30	0.20	20	52.9	44.9	1.1
8	24	0.30	0.20	24	43.4	35.9	1.0
9	18	0.20	0.20	15	36.0	33.9	0.8
10	19	0.30	0.20	18	50.2	44.1	1.0
Average:	**19.8**	**0.24**	**0.21**	**18.5**	**42.6**	**37.9**	**0.9**
WB TR on BOND DR: Lane ID 33594845							
1	22	0.10	0.10	19	24.0	18.7	0.9
2	17	0.20	0.10	17	36.5	31.1	1.0
3	19	0.20	0.10	18	35.7	28.4	1.0
4	19	0.20	0.20	18	36.1	29.3	1.0
5	19	0.10	0.10	16	26.9	18.6	0.8
6	21	0.20	0.10	14	31.0	23.7	0.7
7	20	0.10	0.10	17	23.7	21.0	0.9
8	22	0.20	0.20	20	32.5	27.0	0.9
9	18	0.20	0.20	16	35.9	32.0	0.9
10	18	0.20	0.10	17	33.2	28.5	0.9
Average:	**19.5**	**0.17**	**0.13**	**17.2**	**31.5**	**25.8**	**0.9**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594900							
1	53	0.40	0.10	35	23.9	7.0	0.7
2	55	0.30	0.10	32	22.7	7.6	0.6
3	55	0.30	0.10	37	22.7	7.4	0.7
4	55	0.40	0.20	39	26.4	10.6	0.7
5	54	0.30	0.10	30	22.7	6.2	0.6
6	55	0.30	0.10	30	22.5	8.2	0.6
7	53	0.40	0.20	39	27.3	10.4	0.7
8	54	0.40	0.10	34	25.2	8.3	0.6
9	54	0.40	0.10	33	26.7	9.5	0.6
10	53	0.30	0.10	29	21.7	5.7	0.6
Average:	**54.1**	**0.35**	**0.12**	**33.8**	**24.2**	**8.1**	**0.6**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594901							
1	744	5.00	2.00	378	24.0	9.8	0.5
2	739	4.30	1.70	319	21.1	8.4	0.4
3	740	4.50	1.80	340	21.7	9.0	0.5
4	744	4.80	2.00	331	23.1	9.6	0.4
5	738	4.40	1.70	313	21.6	8.2	0.4
6	743	4.50	2.00	346	21.6	9.5	0.5
7	743	4.40	1.60	301	21.3	8.0	0.4
8	743	4.50	1.70	327	21.8	8.0	0.4
9	740	4.60	1.80	306	22.2	8.5	0.4
10	749	4.20	1.60	274	20.1	7.8	0.4
Average:	**742.3**	**4.52**	**1.79**	**323.5**	**21.9**	**8.7**	**0.4**
NEB LTR on Loves Truck Access: Lane ID 33594898							
1	66	1.50	1.30	89	81.7	72.2	1.4
2	63	1.20	1.10	77	69.1	61.1	1.2
3	64	1.60	1.40	93	87.6	78.5	1.5
4	61	1.20	1.10	74	71.1	65.0	1.2
5	66	1.70	1.50	97	91.7	81.1	1.5
6	66	1.30	1.10	80	69.7	59.3	1.2
7	63	1.50	1.40	94	87.9	78.8	1.5
8	63	1.10	1.00	71	62.1	56.1	1.1
9	60	1.20	1.00	68	70.9	61.0	1.1
10	63	1.10	1.00	72	65.1	56.1	1.1
Average:	**63.5**	**1.34**	**1.19**	**81.5**	**75.7**	**66.9**	**1.3**
SB L on SR 149: Lane ID 33594878							
1	53	0.40	0.20	60	25.9	15.0	1.1
2	51	0.30	0.20	49	24.7	14.0	1.0
3	46	0.30	0.20	40	24.1	13.7	0.9
4	48	0.30	0.20	46	24.5	14.3	1.0
5	51	0.40	0.20	50	24.9	14.1	1.0
6	48	0.30	0.20	39	23.6	13.7	0.8
7	52	0.30	0.20	42	23.7	13.2	0.8
8	50	0.30	0.20	49	24.5	14.2	1.0
9	46	0.30	0.20	39	22.4	12.3	0.9
10	48	0.30	0.20	40	23.5	12.8	0.8
Average:	**49.3**	**0.32**	**0.20**	**45.4**	**24.2**	**13.7**	**0.9**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594908							
1	10	0.00	0.00	2	8.1	0.7	0.2
2	10	0.00	0.00	3	8.8	1.1	0.3
3	9	0.00	0.00	2	9.4	0.9	0.2
4	10	0.00	0.00	2	8.0	0.9	0.2
5	10	0.00	0.00	3	8.5	1.1	0.3
6	8	0.00	0.00	3	9.9	1.4	0.4
7	10	0.00	0.00	3	8.9	1.2	0.3
8	9	0.00	0.00	3	8.8	1.3	0.3
9	9	0.00	0.00	2	8.1	0.7	0.2
10	9	0.00	0.00	2	8.6	0.7	0.2
Average:	**9.4**	**0.00**	**0.00**	**2.5**	**8.7**	**1.0**	**0.3**
SB T on SR 149: Lane ID 33594907							
1	376	1.10	0.60	96	10.1	5.8	0.3
2	383	1.00	0.50	86	9.2	5.0	0.2
3	378	1.10	0.70	96	10.9	6.3	0.3
4	370	1.00	0.60	93	9.8	5.5	0.3
5	371	1.10	0.60	98	10.8	6.1	0.3
6	376	1.00	0.60	87	9.9	5.8	0.2
7	375	1.00	0.60	89	9.7	5.5	0.2
8	384	1.10	0.60	103	10.3	5.8	0.3
9	373	1.00	0.60	94	10.0	5.8	0.3
10	377	1.20	0.70	111	11.7	7.0	0.3
Average:	**376.3**	**1.06**	**0.61**	**95.3**	**10.2**	**5.8**	**0.3**
WB LTR on Pilot South Access: Lane ID 33594891							
1	59	0.30	0.20	49	19.2	12.9	0.8
2	59	0.40	0.30	55	21.9	18.8	0.9
3	57	0.30	0.20	42	18.2	15.1	0.7
4	55	0.40	0.30	52	25.1	19.4	1.0
5	58	0.40	0.30	56	24.8	20.5	1.0
6	62	0.40	0.30	54	23.6	18.9	0.9
7	56	0.30	0.30	49	19.6	16.3	0.9
8	59	0.30	0.20	44	15.6	14.0	0.8
9	58	0.30	0.30	55	21.6	17.7	1.0
10	57	0.40	0.30	61	22.9	18.5	1.1
Average:	**58.0**	**0.35**	**0.27**	**51.7**	**21.2**	**17.2**	**0.9**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	57	0.50	0.40	41	32.8	25.8	0.7
2	62	0.50	0.40	42	27.7	20.9	0.7
3	60	0.50	0.40	38	27.7	21.1	0.6
4	57	0.40	0.30	34	23.4	17.2	0.6
5	58	0.50	0.30	41	28.7	20.8	0.7
6	60	0.50	0.40	42	31.4	24.3	0.7
7	62	0.50	0.40	39	28.4	21.6	0.6
8	58	0.60	0.40	46	35.4	27.4	0.8
9	61	0.50	0.40	42	28.3	21.2	0.7
10	63	0.60	0.50	44	33.3	26.6	0.7
Average:	**59.8**	**0.51**	**0.39**	**40.9**	**29.7**	**22.7**	**0.7**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	170	0.60	0.30	132	13.4	6.5	0.8
2	167	0.60	0.30	140	13.8	6.4	0.8
3	164	0.70	0.30	142	14.8	7.4	0.9
4	162	0.50	0.20	103	11.0	4.5	0.6
5	168	0.60	0.30	121	12.7	6.1	0.7
6	172	0.60	0.30	122	12.8	5.9	0.7
7	169	0.60	0.30	124	13.1	6.3	0.7
8	165	0.60	0.30	112	12.4	5.7	0.7
9	165	0.50	0.20	127	11.4	4.7	0.8
10	169	0.60	0.30	143	13.6	6.5	0.9
Average:	**167.1**	**0.59**	**0.28**	**126.6**	**12.9**	**6.0**	**0.8**
NB R on SR 149: Lane ID 33594874							
1	510	0.90	0.00	0	6.3	0.0	0.0
2	507	0.90	0.00	0	6.3	0.0	0.0
3	507	0.90	0.00	0	6.4	0.0	0.0
4	501	0.80	0.00	0	6.1	0.0	0.0
5	507	0.90	0.00	0	6.5	0.0	0.0
6	509	0.90	0.00	0	6.5	0.0	0.0
7	510	0.90	0.00	0	6.4	0.0	0.0
8	505	0.80	0.00	0	6.1	0.0	0.0
9	503	0.90	0.00	0	6.4	0.0	0.0
10	513	0.90	0.00	0	6.2	0.0	0.0
Average:	**507.2**	**0.88**	**0.00**	**0.0**	**6.3**	**0.0**	**0.0**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB T on SR 149: Lane ID 33594870							
1	154	0.50	0.20	26	10.5	4.4	0.2
2	151	0.40	0.20	23	9.5	3.6	0.2
3	151	0.50	0.20	35	11.3	5.0	0.2
4	148	0.50	0.20	28	11.2	5.1	0.2
5	153	0.50	0.20	30	11.0	4.6	0.2
6	160	0.50	0.20	29	10.5	4.2	0.2
7	156	0.50	0.20	33	12.4	5.6	0.2
8	154	0.40	0.20	29	10.5	4.0	0.2
9	152	0.50	0.20	31	11.1	4.8	0.2
10	158	0.50	0.20	32	11.1	4.9	0.2
Average:	**153.7**	**0.48**	**0.20**	**29.6**	**10.9**	**4.6**	**0.2**
NB T on SR 149: Lane ID 33594924							
1	329	1.10	0.60	73	11.9	6.4	0.2
2	333	1.20	0.60	80	12.7	6.9	0.2
3	330	1.20	0.60	81	12.9	7.0	0.3
4	333	1.20	0.70	79	13.0	7.1	0.2
5	326	1.20	0.70	84	13.3	7.3	0.3
6	336	1.20	0.60	80	12.5	6.9	0.2
7	333	1.20	0.70	88	13.0	7.4	0.3
8	334	1.10	0.60	78	12.2	6.6	0.2
9	331	1.20	0.70	92	13.6	7.6	0.3
10	336	1.20	0.60	94	12.6	6.7	0.3
Average:	**332.1**	**1.18**	**0.64**	**82.9**	**12.8**	**7.0**	**0.3**
SEB L on SR 149: Lane ID 33594926							
1	168	1.00	0.60	138	21.0	12.2	0.8
2	169	1.00	0.60	142	20.7	12.1	0.8
3	165	0.90	0.50	127	20.2	11.7	0.8
4	170	1.00	0.60	137	22.2	13.3	0.8
5	169	1.10	0.70	141	22.8	14.0	0.8
6	165	0.90	0.50	130	19.9	11.4	0.8
7	172	1.10	0.70	148	23.3	14.4	0.9
8	171	1.00	0.60	139	20.7	11.9	0.8
9	168	1.00	0.60	143	21.6	12.9	0.9
10	172	1.10	0.60	145	22.6	13.6	0.8
Average:	**168.9**	**1.01**	**0.60**	**139.0**	**21.5**	**12.7**	**0.8**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB T on SR 149: Lane ID 33594884							
1	196	0.60	0.30	69	11.8	5.2	0.4
2	193	0.70	0.30	86	13.2	6.3	0.5
3	196	0.60	0.30	66	11.1	4.9	0.3
4	197	0.70	0.40	83	13.2	6.5	0.4
5	191	0.70	0.30	81	13.1	6.2	0.4
6	183	0.70	0.30	81	13.2	6.5	0.4
7	189	0.70	0.40	83	13.8	6.7	0.4
8	199	0.60	0.30	71	11.7	5.2	0.4
9	197	0.70	0.30	78	12.5	6.1	0.4
10	185	0.60	0.30	65	11.8	5.2	0.4
Average:	**192.6**	**0.66**	**0.32**	**76.3**	**12.5**	**5.9**	**0.4**
SEB T on SR 149: Lane ID 33594917							
1	245	0.90	0.40	96	12.8	6.5	0.4
2	251	0.80	0.40	96	11.9	5.6	0.4
3	245	0.90	0.40	99	12.6	6.1	0.4
4	239	0.80	0.40	95	12.0	5.9	0.4
5	245	0.80	0.40	92	12.0	5.8	0.4
6	251	0.90	0.40	100	12.4	6.2	0.4
7	246	0.80	0.40	99	12.4	6.3	0.4
8	235	0.80	0.40	93	12.2	6.1	0.4
9	239	0.80	0.40	92	12.2	6.0	0.4
10	248	0.90	0.40	107	12.7	6.3	0.4
Average:	**244.4**	**0.84**	**0.40**	**96.9**	**12.3**	**6.1**	**0.4**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594948							
1	168	1.70	1.10	161	36.5	24.2	1.0
2	165	1.70	1.10	159	36.8	25.1	1.0
3	164	1.50	1.00	152	33.1	21.4	0.9
4	162	1.50	1.00	140	34.4	23.1	0.9
5	166	1.70	1.10	157	36.1	24.4	1.0
6	172	1.80	1.20	177	36.7	24.4	1.0
7	165	1.50	1.00	142	33.0	21.3	0.9
8	164	1.70	1.10	151	37.1	25.0	0.9
9	168	1.50	0.90	142	31.3	20.1	0.9
10	172	1.70	1.20	179	36.4	24.4	1.0
Average:	**166.6**	**1.63**	**1.07**	**156.0**	**35.2**	**23.3**	**0.9**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB T on SR 149: Lane ID 33594886							
1	371	0.40	0.00	12	4.0	0.3	0.0
2	379	0.40	0.00	8	4.1	0.2	0.0
3	378	0.50	0.00	18	4.4	0.4	0.1
4	376	0.40	0.00	8	3.9	0.3	0.0
5	371	0.40	0.00	4	3.8	0.2	0.0
6	378	0.40	0.00	14	3.9	0.2	0.0
7	382	0.40	0.10	9	4.0	0.5	0.0
8	378	0.40	0.00	3	3.7	0.2	0.0
9	380	0.40	0.00	19	4.2	0.3	0.1
10	382	0.40	0.00	13	4.0	0.4	0.0
Average:	**377.5**	**0.41**	**0.01**	**10.8**	**4.0**	**0.3**	**0.0**
SEB TR on SR 149: Lane ID 33577633							
1	395	2.10	1.10	177	18.9	10.4	0.5
2	411	2.40	1.40	193	21.0	11.9	0.5
3	392	2.10	1.20	173	18.9	10.9	0.4
4	397	2.30	1.30	186	20.8	12.1	0.5
5	399	2.40	1.40	213	21.9	12.9	0.5
6	395	2.10	1.20	170	19.6	10.8	0.4
7	397	2.10	1.20	189	19.0	10.6	0.5
8	399	2.30	1.30	190	20.8	12.0	0.5
9	396	2.10	1.20	171	18.7	10.6	0.4
10	396	2.10	1.10	172	18.9	10.3	0.4
Average:	**397.7**	**2.20**	**1.24**	**183.4**	**19.8**	**11.2**	**0.5**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913							
1	148	1.50	1.20	120	36.7	28.0	0.8
2	148	1.50	1.20	116	37.3	28.9	0.8
3	152	1.60	1.20	124	37.1	28.4	0.8
4	151	1.40	1.10	115	34.6	26.3	0.8
5	137	1.50	1.20	110	38.8	30.3	0.8
6	137	1.40	1.10	110	37.6	28.8	0.8
7	141	1.40	1.10	114	36.6	27.6	0.8
8	155	1.40	1.00	114	31.7	23.3	0.7
9	154	1.50	1.20	119	36.0	27.6	0.8
10	154	1.50	1.10	121	34.9	26.5	0.8
Average:	**147.7**	**1.47**	**1.14**	**116.3**	**36.1**	**27.6**	**0.8**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	134	1.50	1.10	105	39.0	29.9	0.8
2	130	1.30	0.90	94	35.1	25.8	0.7
3	131	1.40	1.00	104	38.5	28.8	0.8
4	131	1.30	0.90	94	35.4	26.0	0.7
5	141	1.40	1.00	110	35.3	25.8	0.8
6	143	1.40	1.00	110	35.5	26.4	0.8
7	139	1.50	1.10	113	38.2	29.0	0.8
8	124	1.30	1.00	106	37.6	27.8	0.9
9	126	1.20	0.90	100	34.7	25.0	0.8
10	127	1.30	1.00	95	37.1	28.0	0.8
Average:	**132.6**	**1.36**	**0.99**	**103.1**	**36.6**	**27.2**	**0.8**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	179	0.60	0.30	136	13.0	6.9	0.8
2	178	0.60	0.30	129	12.2	6.2	0.7
3	182	0.70	0.30	136	13.0	6.7	0.8
4	179	0.60	0.30	127	11.8	5.5	0.7
5	179	0.70	0.40	136	13.6	7.4	0.8
6	180	0.70	0.40	139	13.4	7.2	0.8
7	177	0.60	0.30	129	13.1	7.0	0.7
8	178	0.70	0.40	142	14.7	8.3	0.8
9	179	0.60	0.30	128	11.8	5.8	0.7
10	177	0.60	0.30	131	12.6	6.8	0.7
Average:	**178.8**	**0.64**	**0.33**	**133.3**	**12.9**	**6.8**	**0.7**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on RECO DR: Lane ID 33594918							
1	164	1.40	1.10	124	30.0	24.6	0.8
2	163	1.40	1.10	127	29.8	23.5	0.8
3	164	1.30	1.00	119	29.4	22.9	0.7
4	163	1.40	1.10	116	30.0	24.4	0.7
5	163	1.40	1.10	124	29.9	23.5	0.8
6	163	1.40	1.10	118	30.6	24.5	0.7
7	168	1.40	1.10	125	30.1	23.3	0.7
8	166	1.50	1.10	131	31.6	24.5	0.8
9	167	1.50	1.20	121	32.8	25.2	0.7
10	168	1.30	1.00	117	28.5	22.1	0.7
Average:	**164.9**	**1.40**	**1.09**	**122.2**	**30.3**	**23.9**	**0.7**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB TR on RECO DR: Lane ID 33594919							
1	111	0.40	0.20	78	11.7	7.9	0.7
2	109	0.40	0.30	81	13.2	8.6	0.7
3	110	0.40	0.30	71	14.1	9.3	0.7
4	110	0.40	0.20	75	11.9	7.3	0.7
5	110	0.40	0.30	70	13.3	9.0	0.6
6	109	0.30	0.20	69	9.5	6.4	0.6
7	109	0.30	0.20	67	9.8	5.5	0.6
8	109	0.40	0.20	67	11.7	7.8	0.6
9	110	0.40	0.30	74	13.5	8.6	0.7
10	111	0.40	0.30	68	12.5	8.1	0.6
Average:	**109.8**	**0.38**	**0.25**	**72.0**	**12.1**	**7.9**	**0.7**
NB L on SR 149: Lane ID 33594937							
1	49	0.30	0.20	45	24.0	12.7	0.9
2	51	0.30	0.20	45	24.2	14.7	0.9
3	51	0.40	0.30	51	28.3	18.6	1.0
4	51	0.40	0.20	50	27.6	17.6	1.0
5	51	0.40	0.30	51	29.6	18.8	1.0
6	51	0.40	0.20	54	25.3	13.7	1.1
7	51	0.30	0.20	47	23.6	12.8	0.9
8	50	0.30	0.10	50	21.2	10.4	1.0
9	51	0.40	0.30	49	28.6	18.3	1.0
10	49	0.40	0.20	46	25.8	15.6	0.9
Average:	**50.5**	**0.36**	**0.22**	**48.8**	**25.8**	**15.3**	**1.0**
NB T on SR 149: Lane ID 33594938							
1	385	1.70	1.00	155	16.2	9.0	0.4
2	378	1.60	0.90	147	15.4	8.6	0.4
3	376	1.50	0.80	132	14.5	8.0	0.4
4	379	1.50	0.80	142	14.7	7.9	0.4
5	381	1.90	1.10	160	18.0	10.4	0.4
6	389	1.70	0.90	148	16.1	8.7	0.4
7	383	1.70	0.90	144	15.6	8.7	0.4
8	384	1.60	0.90	146	15.2	8.6	0.4
9	381	1.50	0.80	138	14.5	7.9	0.4
10	384	1.90	1.20	173	17.9	10.8	0.5
Average:	**382.0**	**1.66**	**0.93**	**148.5**	**15.8**	**8.9**	**0.4**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594939							
1	413	1.50	0.70	124	12.7	6.4	0.3
2	413	1.50	0.80	143	13.4	6.8	0.4
3	414	1.60	0.80	135	14.1	7.2	0.3
4	408	1.40	0.70	130	12.6	6.5	0.3
5	412	1.70	0.80	147	14.6	7.4	0.4
6	412	1.60	0.80	124	13.8	7.0	0.3
7	412	1.60	0.80	140	13.7	7.3	0.3
8	410	1.50	0.80	140	13.0	6.7	0.3
9	410	1.60	0.90	140	14.2	7.5	0.3
10	416	1.70	0.90	148	14.5	7.8	0.4
Average:	**412.0**	**1.57**	**0.80**	**137.1**	**13.7**	**7.1**	**0.3**
SB L on SR 149: Lane ID 33594911							
1	52	0.40	0.30	40	26.6	17.6	0.8
2	57	0.40	0.30	52	26.1	16.6	0.9
3	56	0.50	0.30	58	31.1	21.0	1.0
4	52	0.40	0.30	51	28.5	19.2	1.0
5	54	0.40	0.20	56	26.1	15.7	1.0
6	58	0.40	0.30	52	27.9	17.7	0.9
7	52	0.40	0.20	44	25.6	15.7	0.9
8	49	0.40	0.30	48	28.0	18.8	1.0
9	53	0.40	0.30	46	27.2	18.1	0.9
10	54	0.40	0.30	48	27.4	18.0	0.9
Average:	**53.7**	**0.41**	**0.28**	**49.5**	**27.4**	**17.8**	**0.9**
SB R on SR 149: Lane ID 33594921							
1	230	0.50	0.10	50	7.2	0.8	0.2
2	228	0.40	0.00	38	6.8	0.6	0.2
3	225	0.40	0.00	35	7.0	0.6	0.2
4	228	0.50	0.10	39	7.3	0.9	0.2
5	226	0.50	0.10	41	7.2	0.8	0.2
6	224	0.40	0.00	29	6.8	0.4	0.1
7	226	0.40	0.00	33	6.8	0.5	0.2
8	222	0.40	0.10	46	7.2	0.8	0.2
9	225	0.40	0.00	38	6.8	0.6	0.2
10	227	0.40	0.00	34	6.7	0.6	0.2
Average:	**226.1**	**0.43**	**0.04**	**38.3**	**7.0**	**0.7**	**0.2**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB T on SR 149: Lane ID 33594865							
1	309	1.50	0.90	124	17.3	10.3	0.4
2	310	1.40	0.80	112	16.5	9.7	0.4
3	303	1.70	1.10	130	20.0	12.5	0.4
4	301	1.40	0.80	116	16.8	9.8	0.4
5	305	1.70	1.00	139	19.7	11.8	0.5
6	311	1.60	0.90	135	18.3	11.0	0.4
7	311	1.60	0.90	130	18.3	10.8	0.4
8	312	1.50	0.90	126	17.6	10.4	0.4
9	306	1.50	1.00	120	18.1	11.2	0.4
10	305	1.30	0.80	108	15.7	9.0	0.4
Average:	**307.3**	**1.52**	**0.91**	**124.0**	**17.8**	**10.7**	**0.4**
SB T on SR 149: Lane ID 33594912							
1	17	0.10	0.10	6	20.1	13.2	0.4
2	13	0.10	0.00	5	14.8	8.5	0.4
3	17	0.10	0.10	6	18.5	10.6	0.4
4	16	0.10	0.00	3	14.1	8.2	0.2
5	18	0.10	0.00	4	12.5	6.9	0.2
6	11	0.10	0.00	5	23.2	15.7	0.5
7	17	0.10	0.10	6	17.4	10.9	0.4
8	15	0.10	0.00	5	18.3	10.9	0.3
9	12	0.10	0.00	4	20.9	13.6	0.3
10	14	0.10	0.00	5	19.2	11.7	0.4
Average:	**15.0**	**0.10**	**0.03**	**4.9**	**17.9**	**11.0**	**0.3**
WB LTR on Pilot North Access: Lane ID 33594889							
1	68	0.40	0.40	62	20.8	19.4	0.9
2	67	0.40	0.40	60	20.0	18.8	0.9
3	70	0.50	0.40	66	24.3	23.0	0.9
4	70	0.50	0.40	63	24.3	22.8	0.9
5	70	0.40	0.40	57	19.4	19.4	0.8
6	67	0.40	0.40	63	21.9	20.0	0.9
7	71	0.50	0.40	64	23.0	20.9	0.9
8	65	0.40	0.30	61	20.8	18.4	0.9
9	71	0.50	0.40	60	23.4	21.1	0.9
10	72	0.50	0.40	61	23.0	21.3	0.9
Average:	**69.1**	**0.45**	**0.39**	**61.7**	**22.1**	**20.5**	**0.9**

Delay by Lane - Total Delay

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.3	0.0	0.2	0.4	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.3	0.0	0.3	0.3	10
NWB T	33594848	SR 149	0.5	0.0	0.4	0.5	10
SEB L	33594824	SR 149	0.3	0.0	0.2	0.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.6	0.1	0.5	0.7	10
WB L	33594836	BOND DR	0.2	0.1	0.2	0.3	10
WB TR	33594845	BOND DR	0.2	0.0	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.4	0.1	0.3	0.4	10
NB TR	33594901	SR 149	4.5	0.2	4.2	5.0	10
NEB LTR	33594898	Loves Truck Access	1.3	0.2	1.1	1.7	10
SB L	33594878	SR 149	0.3	0.0	0.3	0.4	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	1.1	0.1	1.0	1.2	10
WB LTR	33594891	Pilot South Access	0.4	0.1	0.3	0.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.1	0.4	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.6	0.1	0.5	0.7	10
NB R	33594874	SR 149	0.9	0.0	0.8	0.9	10
NB T	33594870	SR 149	0.5	0.0	0.4	0.5	10
NB T	33594924	SR 149	1.2	0.0	1.1	1.2	10
SEB L	33594926	SR 149	1.0	0.1	0.9	1.1	10
SEB T	33594884	SR 149	0.7	0.1	0.6	0.7	10
SEB T	33594917	SR 149	0.8	0.1	0.8	0.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.6	0.1	1.5	1.8	10
NWB T	33594886	SR 149	0.4	0.0	0.4	0.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	2.2	0.1	2.1	2.4	10
WB L	33594913	RAMP I-70 WB TO SR 149	1.5	0.1	1.4	1.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	1.4	0.1	1.2	1.5	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.6	0.1	0.6	0.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.4	0.1	1.3	1.5	10
EB TR	33594919	RECO DR	0.4	0.0	0.3	0.4	10
NB L	33594937	SR 149	0.4	0.1	0.3	0.4	10
NB T	33594938	SR 149	1.7	0.2	1.5	1.9	10
NB TR	33594939	SR 149	1.6	0.1	1.4	1.7	10
SB L	33594911	SR 149	0.4	0.0	0.4	0.5	10
SB R	33594921	SR 149	0.4	0.0	0.4	0.5	10
SB T	33594865	SR 149	1.5	0.1	1.3	1.7	10
SB T	33594912	SR 149	0.1	0.0	0.1	0.1	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.4	0.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.0	0.2	10
EB TR	33594839	BOND DR	0.2	0.0	0.2	0.3	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
SEB L	33594824	SR 149	0.1	0.0	0.1	0.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.1	0.0	0.1	0.2	10
WB L	33594836	BOND DR	0.2	0.0	0.2	0.3	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.1	0.0	0.1	0.2	10
NB TR	33594901	SR 149	1.8	0.2	1.6	2.0	10
NEB LTR	33594898	Loves Truck Access	1.2	0.2	1.0	1.5	10
SB L	33594878	SR 149	0.2	0.0	0.2	0.2	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.6	0.1	0.5	0.7	10
WB LTR	33594891	Pilot South Access	0.3	0.0	0.2	0.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.3	0.0	0.2	0.3	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.2	0.0	0.2	0.2	10
NB T	33594924	SR 149	0.6	0.1	0.6	0.7	10
SEB L	33594926	SR 149	0.6	0.1	0.5	0.7	10
SEB T	33594884	SR 149	0.3	0.0	0.3	0.4	10
SEB T	33594917	SR 149	0.4	0.0	0.4	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.1	0.1	0.9	1.2	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	1.2	0.1	1.1	1.4	10
WB L	33594913	RAMP I-70 WB TO SR 149	1.1	0.1	1.0	1.2	10
WB LT	33594828	RAMP I-70 WB TO SR 149	1.0	0.1	0.9	1.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.3	0.0	0.3	0.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.1	0.1	1.0	1.2	10
EB TR	33594919	RECO DR	0.3	0.1	0.2	0.3	10
NB L	33594937	SR 149	0.2	0.1	0.1	0.3	10
NB T	33594938	SR 149	0.9	0.1	0.8	1.2	10
NB TR	33594939	SR 149	0.8	0.1	0.7	0.9	10
SB L	33594911	SR 149	0.3	0.0	0.2	0.3	10
SB R	33594921	SR 149	0.0	0.1	0.0	0.1	10
SB T	33594865	SR 149	0.9	0.1	0.8	1.1	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.1	10
WB LTR	33594889	Pilot North Access	0.4	0.0	0.3	0.4	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Total Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	8.9	1.7	7.0	12.0	10
EB TR	33594839	BOND DR	42.2	1.5	40.0	45.0	10
NWB L	33594847	SR 149	2.7	1.5	0.0	5.0	10
NWB R	33594849	SR 149	12.6	2.1	9.0	15.0	10
NWB T	33594848	SR 149	27.1	2.3	23.0	30.0	10
SEB L	33594824	SR 149	37.1	2.8	34.0	42.0	10
SEB R	33594854	SR 149	1.5	1.1	0.0	3.0	10
SEB T	33594853	SR 149	56.2	10.3	43.0	80.0	10
WB L	33594836	BOND DR	18.5	3.5	14.0	24.0	10
WB TR	33594845	BOND DR	17.2	1.7	14.0	20.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	33.8	3.7	29.0	39.0	10
NB TR	33594901	SR 149	323.5	28.3	274.0	378.0	10
NEB LTR	33594898	Loves Truck Access	81.5	10.8	68.0	97.0	10
SB L	33594878	SR 149	45.4	6.8	39.0	60.0	10
SB R	33594908	SR 149	2.5	0.5	2.0	3.0	10
SB T	33594907	SR 149	95.3	7.6	86.0	111.0	10
WB LTR	33594891	Pilot South Access	51.7	5.8	42.0	61.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	40.9	3.3	34.0	46.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	126.6	13.1	103.0	143.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	29.6	3.5	23.0	35.0	10
NB T	33594924	SR 149	82.9	6.6	73.0	94.0	10
SEB L	33594926	SR 149	139.0	6.5	127.0	148.0	10
SEB T	33594884	SR 149	76.3	7.8	65.0	86.0	10
SEB T	33594917	SR 149	96.9	4.6	92.0	107.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	156.0	13.7	140.0	179.0	10
NWB T	33594886	SR 149	10.8	5.4	3.0	19.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	183.4	13.6	170.0	213.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	116.3	4.6	110.0	124.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	103.1	7.0	94.0	113.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	133.3	5.2	127.0	142.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	122.2	4.8	116.0	131.0	10
EB TR	33594919	RECO DR	72.0	4.8	67.0	81.0	10
NB L	33594937	SR 149	48.8	3.0	45.0	54.0	10
NB T	33594938	SR 149	148.5	11.7	132.0	173.0	10
NB TR	33594939	SR 149	137.1	8.7	124.0	148.0	10
SB L	33594911	SR 149	49.5	5.4	40.0	58.0	10
SB R	33594921	SR 149	38.3	6.2	29.0	50.0	10
SB T	33594865	SR 149	124.0	10.0	108.0	139.0	10
SB T	33594912	SR 149	4.9	1.0	3.0	6.0	10
WB LTR	33594889	Pilot North Access	61.7	2.5	57.0	66.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	42.0	13.7	19.5	66.1	10
EB TR	33594839	BOND DR	20.6	2.6	16.3	25.9	10
NWB L	33594847	SR 149	10.9	3.3	6.5	16.4	10
NWB R	33594849	SR 149	6.5	0.1	6.4	6.7	10
NWB T	33594848	SR 149	4.6	0.2	4.2	4.8	10
SEB L	33594824	SR 149	17.1	1.6	13.9	18.5	10
SEB R	33594854	SR 149	6.8	0.9	5.3	8.3	10
SEB T	33594853	SR 149	6.3	0.6	5.7	7.8	10
WB L	33594836	BOND DR	42.6	6.5	33.6	52.9	10
WB TR	33594845	BOND DR	31.5	5.0	23.7	36.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	24.2	2.1	21.7	27.3	10
NB TR	33594901	SR 149	21.9	1.1	20.1	24.0	10
NEB LTR	33594898	Loves Truck Access	75.7	10.6	62.1	91.7	10
SB L	33594878	SR 149	24.2	1.0	22.4	25.9	10
SB R	33594908	SR 149	8.7	0.6	8.0	9.9	10
SB T	33594907	SR 149	10.2	0.7	9.2	11.7	10
WB LTR	33594891	Pilot South Access	21.2	3.1	15.6	25.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	29.7	3.5	23.4	35.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	12.9	1.1	11.0	14.8	10
NB R	33594874	SR 149	6.3	0.2	6.1	6.5	10
NB T	33594870	SR 149	10.9	0.7	9.5	12.4	10
NB T	33594924	SR 149	12.8	0.5	11.9	13.6	10
SEB L	33594926	SR 149	21.5	1.2	19.9	23.3	10
SEB T	33594884	SR 149	12.5	0.9	11.1	13.8	10
SEB T	33594917	SR 149	12.3	0.3	11.9	12.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	35.2	2.0	31.3	37.1	10
NWB T	33594886	SR 149	4.0	0.2	3.7	4.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	19.8	1.2	18.7	21.9	10
WB L	33594913	RAMP I-70 WB TO SR 149	36.1	2.0	31.7	38.8	10
WB LT	33594828	RAMP I-70 WB TO SR 149	36.6	1.6	34.7	39.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	12.9	0.9	11.8	14.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	30.3	1.2	28.5	32.8	10
EB TR	33594919	RECO DR	12.1	1.5	9.5	14.1	10
NB L	33594937	SR 149	25.8	2.7	21.2	29.6	10
NB T	33594938	SR 149	15.8	1.3	14.5	18.0	10
NB TR	33594939	SR 149	13.7	0.7	12.6	14.6	10
SB L	33594911	SR 149	27.4	1.6	25.6	31.1	10
SB R	33594921	SR 149	7.0	0.2	6.7	7.3	10
SB T	33594865	SR 149	17.8	1.3	15.7	20.0	10
SB T	33594912	SR 149	17.9	3.3	12.5	23.2	10
WB LTR	33594889	Pilot North Access	22.1	1.8	19.4	24.3	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	37.8	13.5	15.1	62.2	10
EB TR	33594839	BOND DR	16.5	2.2	13.7	19.7	10
NWB L	33594847	SR 149	3.0	2.8	0.0	8.2	10
NWB R	33594849	SR 149	0.2	0.0	0.2	0.3	10
NWB T	33594848	SR 149	0.7	0.1	0.5	0.9	10
SEB L	33594824	SR 149	7.8	1.2	5.4	9.2	10
SEB R	33594854	SR 149	0.5	0.4	0.0	1.1	10
SEB T	33594853	SR 149	1.6	0.4	1.2	2.5	10
WB L	33594836	BOND DR	37.9	5.4	29.1	44.9	10
WB TR	33594845	BOND DR	25.8	5.0	18.6	32.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	8.1	1.7	5.7	10.6	10
NB TR	33594901	SR 149	8.7	0.7	7.8	9.8	10
NEB LTR	33594898	Loves Truck Access	66.9	9.8	56.1	81.1	10
SB L	33594878	SR 149	13.7	0.8	12.3	15.0	10
SB R	33594908	SR 149	1.0	0.2	0.7	1.4	10
SB T	33594907	SR 149	5.8	0.5	5.0	7.0	10
WB LTR	33594891	Pilot South Access	17.2	2.5	12.9	20.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	22.7	3.2	17.2	27.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	6.0	0.9	4.5	7.4	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	4.6	0.6	3.6	5.6	10
NB T	33594924	SR 149	7.0	0.4	6.4	7.6	10
SEB L	33594926	SR 149	12.7	1.0	11.4	14.4	10
SEB T	33594884	SR 149	5.9	0.7	4.9	6.7	10
SEB T	33594917	SR 149	6.1	0.3	5.6	6.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	23.3	1.8	20.1	25.1	10
NWB T	33594886	SR 149	0.3	0.1	0.2	0.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	11.2	0.9	10.3	12.9	10
WB L	33594913	RAMP I-70 WB TO SR 149	27.6	1.9	23.3	30.3	10
WB LT	33594828	RAMP I-70 WB TO SR 149	27.2	1.6	25.0	29.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	6.8	0.8	5.5	8.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	23.9	0.9	22.1	25.2	10
EB TR	33594919	RECO DR	7.9	1.2	5.5	9.3	10
NB L	33594937	SR 149	15.3	2.9	10.4	18.8	10
NB T	33594938	SR 149	8.9	1.0	7.9	10.8	10
NB TR	33594939	SR 149	7.1	0.5	6.4	7.8	10
SB L	33594911	SR 149	17.8	1.6	15.7	21.0	10
SB R	33594921	SR 149	0.7	0.2	0.4	0.9	10
SB T	33594865	SR 149	10.7	1.0	9.0	12.5	10
SB T	33594912	SR 149	11.0	2.7	6.9	15.7	10
WB LTR	33594889	Pilot North Access	20.5	1.6	18.4	23.0	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Delay by Lane - Avg Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.9	0.1	0.7	1.0	10
EB TR	33594839	BOND DR	0.9	0.0	0.8	0.9	10
NWB L	33594847	SR 149	0.4	0.2	0.0	0.6	10
NWB R	33594849	SR 149	0.1	0.0	0.1	0.1	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
SEB L	33594824	SR 149	0.6	0.0	0.6	0.7	10
SEB R	33594854	SR 149	0.2	0.1	0.0	0.3	10
SEB T	33594853	SR 149	0.2	0.0	0.1	0.2	10
WB L	33594836	BOND DR	0.9	0.1	0.8	1.1	10
WB TR	33594845	BOND DR	0.9	0.1	0.7	1.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.6	0.1	0.6	0.7	10
NB TR	33594901	SR 149	0.4	0.0	0.4	0.5	10
NEB LTR	33594898	Loves Truck Access	1.3	0.1	1.1	1.5	10
SB L	33594878	SR 149	0.9	0.1	0.8	1.1	10
SB R	33594908	SR 149	0.3	0.1	0.2	0.4	10
SB T	33594907	SR 149	0.3	0.0	0.2	0.3	10
WB LTR	33594891	Pilot South Access	0.9	0.1	0.7	1.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.7	0.1	0.6	0.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.8	0.1	0.6	0.9	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.2	0.0	0.2	0.2	10
NB T	33594924	SR 149	0.3	0.0	0.2	0.3	10
SEB L	33594926	SR 149	0.8	0.0	0.8	0.9	10
SEB T	33594884	SR 149	0.4	0.0	0.3	0.5	10
SEB T	33594917	SR 149	0.4	0.0	0.4	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	0.9	0.1	0.9	1.0	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.5	0.0	0.4	0.5	10
WB L	33594913	RAMP I-70 WB TO SR 149	0.8	0.0	0.7	0.8	10
WB LT	33594828	RAMP I-70 WB TO SR 149	0.8	0.0	0.7	0.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.7	0.0	0.7	0.8	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.7	0.0	0.7	0.8	10
EB TR	33594919	RECO DR	0.7	0.0	0.6	0.7	10
NB L	33594937	SR 149	1.0	0.1	0.9	1.1	10
NB T	33594938	SR 149	0.4	0.0	0.4	0.5	10
NB TR	33594939	SR 149	0.3	0.0	0.3	0.4	10
SB L	33594911	SR 149	0.9	0.1	0.8	1.0	10
SB R	33594921	SR 149	0.2	0.0	0.1	0.2	10
SB T	33594865	SR 149	0.4	0.0	0.4	0.5	10
SB T	33594912	SR 149	0.3	0.1	0.2	0.5	10
WB LTR	33594889	Pilot North Access	0.9	0.0	0.8	0.9	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	11	0.20	0.10	11	55.8	49.1	1.0
2	10	0.20	0.10	9	57.5	52.6	0.9
3	11	0.20	0.20	10	57.2	49.7	0.9
4	11	0.20	0.20	10	61.5	57.3	0.9
5	11	0.20	0.20	9	54.6	54.3	0.8
6	11	0.10	0.10	9	37.9	33.4	0.8
7	9	0.10	0.10	8	49.7	43.2	0.9
8	9	0.10	0.10	9	41.8	39.6	1.0
9	9	0.20	0.20	9	82.0	71.2	1.0
10	9	0.10	0.10	7	56.9	46.5	0.8
Average:	**10.1**	**0.16**	**0.14**	**9.1**	**55.5**	**49.7**	**0.9**
EB TR on BOND DR: Lane ID 33594839							
1	52	0.30	0.20	45	22.6	17.2	0.9
2	54	0.30	0.30	50	23.2	18.9	0.9
3	50	0.40	0.30	40	27.8	23.0	0.8
4	45	0.30	0.20	36	21.7	17.5	0.8
5	51	0.30	0.20	43	19.6	16.8	0.8
6	51	0.20	0.20	44	15.6	11.8	0.9
7	46	0.30	0.30	40	26.8	21.0	0.9
8	54	0.40	0.30	49	26.1	19.4	0.9
9	51	0.20	0.20	42	17.2	13.4	0.8
10	52	0.30	0.20	45	19.7	13.9	0.9
Average:	**50.6**	**0.30**	**0.24**	**43.4**	**22.0**	**17.3**	**0.9**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	17	0.10	0.00	7	14.2	5.3	0.4
2	16	0.00	0.00	3	9.4	1.1	0.2
3	24	0.10	0.00	10	12.5	3.2	0.4
4	16	0.10	0.00	5	11.4	2.6	0.3
5	17	0.10	0.00	7	12.9	3.4	0.4
6	24	0.10	0.00	5	10.8	1.5	0.2
7	23	0.10	0.00	7	12.8	3.6	0.3
8	21	0.10	0.00	1	8.7	0.2	0.1
9	21	0.10	0.00	6	11.0	1.7	0.3
10	23	0.10	0.00	8	12.9	3.6	0.4
Average:	**20.2**	**0.09**	**0.00**	**5.9**	**11.6**	**2.6**	**0.3**
NWB R on SR 149: Lane ID 33594849							
1	21	0.00	0.00	1	6.0	0.1	0.1
2	21	0.00	0.00	3	6.4	0.4	0.1
3	18	0.00	0.00	1	6.0	0.1	0.1
4	20	0.00	0.00	3	6.7	0.4	0.2
5	21	0.00	0.00	0	5.9	0.0	0.0
6	18	0.00	0.00	1	6.1	0.3	0.1
7	21	0.00	0.00	1	6.0	0.1	0.1
8	21	0.00	0.00	2	6.1	0.2	0.1
9	18	0.00	0.00	0	5.8	0.0	0.0
10	24	0.00	0.00	3	6.5	0.4	0.1
Average:	**20.3**	**0.00**	**0.00**	**1.5**	**6.2**	**0.2**	**0.1**
NWB T on SR 149: Lane ID 33594848							
1	292	0.40	0.10	21	4.5	0.7	0.1
2	300	0.40	0.10	21	5.0	0.8	0.1
3	298	0.30	0.00	15	4.2	0.5	0.1
4	293	0.40	0.10	18	4.4	0.6	0.1
5	293	0.40	0.10	22	5.0	0.9	0.1
6	298	0.40	0.00	18	4.3	0.6	0.1
7	300	0.40	0.00	21	4.4	0.6	0.1
8	302	0.40	0.10	25	5.2	0.7	0.1
9	296	0.40	0.00	17	4.3	0.6	0.1
10	296	0.40	0.10	18	4.6	0.7	0.1
Average:	**296.8**	**0.39**	**0.06**	**19.6**	**4.6**	**0.7**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	12	0.10	0.00	7	16.3	6.6	0.6
2	11	0.10	0.00	6	16.4	9.1	0.6
3	10	0.00	0.00	3	8.9	2.7	0.3
4	12	0.00	0.00	1	6.2	0.1	0.1
5	10	0.00	0.00	2	7.3	0.9	0.2
6	9	0.00	0.00	4	14.1	4.4	0.4
7	11	0.00	0.00	5	12.7	4.8	0.5
8	11	0.00	0.00	8	14.8	7.4	0.7
9	11	0.00	0.00	6	11.9	5.7	0.6
10	10	0.00	0.00	3	9.9	2.9	0.3
Average:	**10.7**	**0.02**	**0.00**	**4.5**	**11.9**	**4.5**	**0.4**
SEB R on SR 149: Lane ID 33594854							
1	9	0.00	0.00	2	9.4	0.8	0.2
2	9	0.00	0.00	2	6.8	0.8	0.2
3	11	0.00	0.00	1	8.0	0.8	0.1
4	10	0.00	0.00	1	5.1	0.3	0.1
5	10	0.00	0.00	2	5.5	0.7	0.2
6	10	0.00	0.00	0	7.8	0.0	0.0
7	8	0.00	0.00	2	6.0	0.8	0.3
8	9	0.00	0.00	0	3.3	0.0	0.0
9	11	0.00	0.00	1	8.4	0.3	0.1
10	8	0.00	0.00	1	4.9	0.4	0.1
Average:	**9.5**	**0.00**	**0.00**	**1.2**	**6.5**	**0.5**	**0.1**
SEB T on SR 149: Lane ID 33594853							
1	244	0.40	0.10	39	6.6	1.5	0.2
2	239	0.40	0.10	38	5.9	1.5	0.2
3	240	0.30	0.10	31	4.8	1.1	0.1
4	241	0.30	0.10	23	5.0	0.9	0.1
5	244	0.40	0.10	47	6.6	1.9	0.2
6	236	0.40	0.10	28	5.6	1.1	0.1
7	246	0.40	0.10	32	5.3	1.2	0.1
8	240	0.40	0.10	31	5.6	1.2	0.1
9	240	0.40	0.10	34	5.5	1.4	0.1
10	242	0.40	0.10	34	5.5	1.4	0.1
Average:	**241.2**	**0.38**	**0.10**	**33.7**	**5.6**	**1.3**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	8	0.10	0.10	8	52.6	52.8	1.0
2	8	0.10	0.10	7	56.0	51.4	0.9
3	9	0.10	0.10	8	33.9	32.3	0.9
4	11	0.20	0.20	11	66.3	60.4	1.0
5	12	0.20	0.10	12	47.3	44.1	1.0
6	7	0.10	0.10	7	48.6	43.4	1.0
7	13	0.10	0.10	12	35.6	33.7	0.9
8	6	0.10	0.10	6	48.1	48.2	1.0
9	11	0.10	0.10	10	44.4	39.6	0.9
10	12	0.20	0.20	10	48.4	45.3	0.8
Average:	**9.7**	**0.13**	**0.12**	**9.1**	**48.1**	**45.1**	**0.9**
WB TR on BOND DR: Lane ID 33594845							
1	21	0.20	0.10	18	26.3	22.0	0.9
2	19	0.20	0.10	12	31.8	21.4	0.6
3	20	0.30	0.20	17	45.3	37.1	0.9
4	18	0.20	0.10	16	31.3	26.1	0.9
5	20	0.20	0.20	17	39.1	33.0	0.9
6	20	0.20	0.20	16	32.9	28.3	0.8
7	18	0.20	0.10	15	31.3	26.6	0.8
8	21	0.20	0.20	21	31.7	28.9	1.0
9	21	0.20	0.10	17	28.3	21.6	0.8
10	19	0.20	0.10	14	29.2	23.9	0.7
Average:	**19.7**	**0.21**	**0.14**	**16.3**	**32.7**	**26.9**	**0.8**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594900							
1	0	0.00	0.00	0	--	--	--
2	0	0.00	0.00	0	--	--	--
3	0	0.00	0.00	0	--	--	--
4	0	0.00	0.00	0	--	--	--
5	0	0.00	0.00	0	--	--	--
6	0	0.00	0.00	0	--	--	--
7	0	0.00	0.00	0	--	--	--
8	0	0.00	0.00	0	--	--	--
9	0	0.00	0.00	0	--	--	--
10	0	0.00	0.00	0	--	--	--
Average:	**0.0**	**0.00**	**0.00**	**0.0**	**--**	**--**	**--**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594901							
1	419	1.90	0.80	162	16.7	7.3	0.4
2	425	2.20	1.10	162	18.5	9.3	0.4
3	419	2.10	1.00	175	18.3	8.7	0.4
4	415	2.10	1.10	159	18.6	9.2	0.4
5	412	2.00	1.00	161	17.4	8.7	0.4
6	417	2.10	1.00	165	17.9	8.3	0.4
7	428	2.20	1.20	173	18.7	9.7	0.4
8	421	1.90	1.00	161	16.7	8.4	0.4
9	418	1.90	0.80	145	16.2	7.3	0.4
10	419	1.90	0.90	143	16.3	7.6	0.3
Average:	**419.3**	**2.03**	**0.99**	**160.6**	**17.5**	**8.4**	**0.4**
NEB LTR on Loves Truck Access: Lane ID 33594898							
1	28	0.30	0.30	20	43.3	38.3	0.7
2	29	0.30	0.30	23	36.1	32.3	0.8
3	30	0.40	0.30	32	46.3	40.7	1.1
4	28	0.30	0.20	20	35.2	31.7	0.7
5	28	0.30	0.30	27	42.1	37.8	1.0
6	29	0.30	0.30	28	37.1	32.0	1.0
7	31	0.30	0.30	29	39.7	33.0	0.9
8	31	0.30	0.30	27	40.6	35.2	0.9
9	33	0.30	0.30	30	36.9	33.5	0.9
10	30	0.40	0.30	29	44.4	38.3	1.0
Average:	**29.7**	**0.32**	**0.29**	**26.5**	**40.2**	**35.3**	**0.9**
SB L on SR 149: Lane ID 33594878							
1	85	0.60	0.30	78	24.5	13.4	0.9
2	89	0.50	0.30	65	21.1	10.4	0.7
3	87	0.50	0.30	63	20.9	10.5	0.7
4	90	0.50	0.20	65	19.1	8.7	0.7
5	87	0.50	0.30	65	22.7	12.3	0.8
6	86	0.50	0.30	72	22.1	11.1	0.8
7	85	0.60	0.30	74	23.9	12.8	0.9
8	84	0.50	0.20	59	19.7	9.3	0.7
9	87	0.50	0.30	74	21.8	10.7	0.9
10	89	0.60	0.30	79	24.1	13.0	0.9
Average:	**86.9**	**0.53**	**0.28**	**69.4**	**22.0**	**11.2**	**0.8**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594908							
1	26	0.10	0.00	2	8.3	0.3	0.1
2	24	0.10	0.00	3	7.7	0.5	0.1
3	28	0.10	0.00	2	7.6	0.2	0.1
4	27	0.10	0.00	1	7.4	0.2	0.0
5	27	0.10	0.00	0	7.5	0.0	0.0
6	27	0.10	0.00	2	8.0	0.3	0.1
7	28	0.10	0.00	1	8.0	0.1	0.0
8	24	0.10	0.00	4	8.1	0.6	0.2
9	29	0.10	0.00	3	8.0	0.7	0.1
10	27	0.10	0.00	6	8.2	0.9	0.2
Average:	**26.7**	**0.10**	**0.00**	**2.4**	**7.9**	**0.4**	**0.1**
SB T on SR 149: Lane ID 33594907							
1	431	0.90	0.40	99	7.3	3.4	0.2
2	432	0.80	0.30	92	6.7	2.9	0.2
3	429	0.80	0.30	82	6.7	2.9	0.2
4	432	0.80	0.40	84	6.6	3.0	0.2
5	432	0.80	0.30	71	6.5	2.9	0.2
6	434	0.80	0.30	72	6.3	2.6	0.2
7	433	0.80	0.40	78	6.8	3.2	0.2
8	433	0.80	0.30	77	6.4	2.8	0.2
9	426	0.80	0.40	91	6.8	3.1	0.2
10	426	0.80	0.40	79	7.0	3.2	0.2
Average:	**430.8**	**0.81**	**0.35**	**82.5**	**6.7**	**3.0**	**0.2**
WB LTR on Pilot South Access: Lane ID 33594891							
1	80	0.40	0.30	78	17.4	11.3	1.0
2	79	0.40	0.30	68	19.2	15.0	0.9
3	77	0.40	0.30	67	18.5	13.6	0.9
4	77	0.50	0.40	65	21.3	16.5	0.8
5	83	0.40	0.30	75	15.7	12.1	0.9
6	77	0.40	0.30	65	18.0	13.6	0.8
7	79	0.40	0.30	64	19.8	13.4	0.8
8	80	0.40	0.30	75	18.1	14.8	0.9
9	80	0.60	0.40	69	26.3	19.0	0.9
10	82	0.40	0.40	79	19.2	15.5	1.0
Average:	**79.4**	**0.43**	**0.33**	**70.5**	**19.4**	**14.5**	**0.9**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	41	0.40	0.40	29	39.2	32.0	0.7
2	40	0.40	0.30	30	37.6	29.1	0.8
3	40	0.40	0.30	27	40.2	31.0	0.7
4	41	0.40	0.30	30	37.8	29.6	0.7
5	42	0.40	0.30	31	35.0	26.6	0.7
6	43	0.50	0.40	31	42.6	34.6	0.7
7	41	0.60	0.50	36	48.5	39.8	0.9
8	43	0.60	0.40	35	46.2	37.3	0.8
9	44	0.50	0.30	29	36.9	28.6	0.7
10	43	0.60	0.50	35	46.3	38.6	0.8
Average:	**41.8**	**0.48**	**0.37**	**31.3**	**41.0**	**32.7**	**0.7**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	166	0.70	0.30	131	14.6	7.3	0.8
2	166	0.70	0.30	138	14.3	7.0	0.8
3	167	0.60	0.30	126	13.2	6.1	0.8
4	167	0.50	0.20	118	11.8	5.2	0.7
5	170	0.60	0.30	125	12.8	5.8	0.7
6	168	0.60	0.30	126	12.5	5.6	0.8
7	168	0.70	0.30	139	14.0	6.8	0.8
8	168	0.60	0.20	115	12.5	5.2	0.7
9	172	0.60	0.30	133	13.2	6.0	0.8
10	170	0.60	0.30	127	12.9	6.0	0.8
Average:	**168.2**	**0.62**	**0.28**	**127.8**	**13.2**	**6.1**	**0.8**
NB R on SR 149: Lane ID 33594874							
1	329	0.50	0.00	0	5.5	0.0	0.0
2	331	0.50	0.00	0	5.7	0.0	0.0
3	327	0.50	0.00	0	5.8	0.0	0.0
4	329	0.50	0.00	0	5.8	0.0	0.0
5	327	0.50	0.00	0	5.6	0.0	0.0
6	326	0.50	0.00	0	5.7	0.0	0.0
7	332	0.60	0.00	0	6.0	0.0	0.0
8	328	0.50	0.00	0	5.9	0.0	0.0
9	326	0.50	0.00	0	5.8	0.0	0.0
10	330	0.50	0.00	0	5.6	0.0	0.0
Average:	**328.5**	**0.51**	**0.00**	**0.0**	**5.7**	**0.0**	**0.0**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB T on SR 149: Lane ID 33594870							
1	163	0.70	0.40	55	16.3	9.3	0.3
2	157	0.60	0.30	49	14.8	7.8	0.3
3	157	0.70	0.40	56	16.9	9.7	0.4
4	154	0.70	0.40	47	15.6	8.9	0.3
5	154	0.70	0.40	56	16.5	9.3	0.4
6	159	0.70	0.40	54	16.0	9.3	0.3
7	160	0.70	0.40	55	16.1	9.1	0.3
8	160	0.70	0.40	52	15.3	8.5	0.3
9	155	0.70	0.40	52	15.7	8.8	0.3
10	161	0.70	0.40	50	15.6	8.6	0.3
Average:	**158.0**	**0.69**	**0.39**	**52.6**	**15.9**	**8.9**	**0.3**
NB T on SR 149: Lane ID 33594924							
1	157	0.80	0.50	69	17.4	10.7	0.4
2	161	0.80	0.50	62	17.5	10.9	0.4
3	160	0.80	0.50	67	17.3	10.6	0.4
4	156	0.70	0.50	60	17.0	10.6	0.4
5	156	0.80	0.50	62	17.6	10.7	0.4
6	162	0.80	0.50	62	17.5	10.7	0.4
7	165	0.80	0.50	64	16.5	10.1	0.4
8	163	0.80	0.50	68	17.6	10.8	0.4
9	156	0.70	0.50	61	17.0	10.5	0.4
10	163	0.80	0.50	59	17.0	10.5	0.4
Average:	**159.9**	**0.78**	**0.50**	**63.4**	**17.3**	**10.6**	**0.4**
SEB L on SR 149: Lane ID 33594926							
1	112	0.40	0.10	37	12.9	4.7	0.3
2	112	0.40	0.20	44	14.0	5.7	0.4
3	111	0.40	0.10	38	12.6	4.5	0.3
4	105	0.40	0.20	49	13.7	5.6	0.5
5	110	0.40	0.20	48	13.6	5.2	0.4
6	109	0.50	0.20	51	15.5	6.9	0.5
7	109	0.40	0.20	49	14.1	5.8	0.5
8	112	0.40	0.10	54	13.1	4.6	0.5
9	109	0.40	0.20	48	13.5	5.0	0.4
10	110	0.40	0.10	46	12.2	4.1	0.4
Average:	**109.9**	**0.41**	**0.16**	**46.4**	**13.5**	**5.2**	**0.4**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB T on SR 149: Lane ID 33594884							
1	258	0.60	0.10	42	7.8	1.8	0.2
2	256	0.50	0.10	26	6.8	1.3	0.1
3	256	0.50	0.10	33	7.4	1.6	0.1
4	264	0.50	0.10	26	6.8	1.2	0.1
5	264	0.60	0.20	35	8.0	2.1	0.1
6	253	0.50	0.10	26	7.5	1.8	0.1
7	265	0.50	0.10	26	6.5	1.3	0.1
8	254	0.60	0.20	46	9.0	2.4	0.2
9	258	0.60	0.10	41	7.9	1.8	0.2
10	254	0.50	0.10	34	7.8	1.9	0.1
Average:	**258.2**	**0.54**	**0.12**	**33.5**	**7.5**	**1.7**	**0.1**
SEB T on SR 149: Lane ID 33594917							
1	266	0.50	0.10	24	6.5	1.1	0.1
2	261	0.50	0.10	24	6.3	1.1	0.1
3	261	0.50	0.10	31	6.7	1.5	0.1
4	257	0.50	0.10	29	6.9	1.5	0.1
5	256	0.50	0.10	28	7.0	1.7	0.1
6	264	0.40	0.10	22	5.8	0.9	0.1
7	256	0.40	0.10	17	5.9	0.8	0.1
8	265	0.50	0.10	30	6.7	1.2	0.1
9	263	0.50	0.10	40	7.2	1.7	0.2
10	262	0.50	0.10	21	6.6	1.2	0.1
Average:	**261.1**	**0.48**	**0.10**	**26.6**	**6.6**	**1.3**	**0.1**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594948							
1	182	1.50	0.90	177	29.5	18.5	1.0
2	179	1.40	0.90	171	29.1	17.9	1.0
3	176	1.50	0.90	171	30.3	18.8	1.0
4	177	1.30	0.80	156	26.8	16.0	0.9
5	174	1.60	1.00	177	32.3	21.0	1.0
6	180	1.40	0.90	160	28.1	17.5	0.9
7	180	1.50	0.90	177	30.4	18.9	1.0
8	179	1.40	0.80	157	27.6	16.2	0.9
9	176	1.30	0.80	171	27.6	16.5	1.0
10	182	1.60	1.00	187	31.8	20.7	1.0
Average:	**178.5**	**1.45**	**0.89**	**170.4**	**29.3**	**18.2**	**1.0**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB T on SR 149: Lane ID 33594886							
1	178	0.30	0.20	26	6.9	3.2	0.2
2	180	0.30	0.10	21	6.3	2.8	0.1
3	180	0.30	0.10	21	6.3	2.5	0.1
4	175	0.30	0.10	20	5.9	2.4	0.1
5	176	0.30	0.10	23	6.4	2.6	0.1
6	182	0.30	0.10	21	6.4	2.7	0.1
7	184	0.30	0.10	21	6.2	2.5	0.1
8	185	0.40	0.20	24	7.0	3.0	0.1
9	176	0.30	0.10	21	6.4	2.8	0.1
10	182	0.30	0.20	22	6.4	3.1	0.1
Average:	**179.8**	**0.31**	**0.13**	**22.0**	**6.4**	**2.8**	**0.1**
SEB TR on SR 149: Lane ID 33577633							
1	293	1.60	1.00	123	19.5	12.3	0.4
2	283	1.40	0.80	114	17.3	10.5	0.4
3	285	1.40	0.90	123	17.9	11.0	0.4
4	286	1.50	0.90	129	19.1	11.9	0.5
5	294	1.30	0.70	101	15.6	9.0	0.3
6	280	1.50	1.00	129	19.9	12.7	0.5
7	290	1.40	0.90	130	17.7	10.9	0.5
8	290	1.40	0.90	118	17.8	10.8	0.4
9	289	1.50	0.90	116	18.4	11.6	0.4
10	293	1.50	0.90	121	18.1	11.1	0.4
Average:	**288.3**	**1.45**	**0.89**	**120.4**	**18.1**	**11.2**	**0.4**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913							
1	213	2.50	1.90	158	42.2	32.2	0.7
2	209	2.60	2.00	167	44.8	34.6	0.8
3	196	2.50	2.00	169	46.4	36.5	0.9
4	200	2.30	1.80	152	42.1	32.5	0.8
5	194	2.40	1.90	155	44.9	34.9	0.8
6	197	2.50	2.00	157	46.5	36.4	0.8
7	206	2.70	2.10	178	47.1	36.5	0.9
8	203	2.50	2.00	163	45.0	35.2	0.8
9	208	2.40	1.80	163	41.9	31.6	0.8
10	210	2.60	2.00	173	44.8	34.5	0.8
Average:	**203.6**	**2.50**	**1.95**	**163.5**	**44.6**	**34.5**	**0.8**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	187	2.40	1.80	151	46.2	35.4	0.8
2	194	2.30	1.70	154	42.6	31.5	0.8
3	204	2.40	1.80	166	42.0	31.0	0.8
4	200	2.30	1.70	153	41.1	30.9	0.8
5	202	2.50	1.80	166	44.3	32.9	0.8
6	204	2.40	1.80	158	43.2	32.2	0.8
7	195	2.40	1.80	148	44.4	33.5	0.8
8	196	2.50	1.90	155	45.6	34.8	0.8
9	193	2.30	1.70	149	42.4	31.4	0.8
10	184	2.40	1.80	140	46.1	35.3	0.8
Average:	**195.9**	**2.39**	**1.78**	**154.0**	**43.8**	**32.9**	**0.8**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	157	0.40	0.10	101	8.8	3.0	0.6
2	158	0.40	0.10	105	9.1	3.0	0.7
3	162	0.50	0.20	128	11.0	4.3	0.8
4	157	0.40	0.20	107	10.0	3.6	0.7
5	157	0.50	0.20	115	10.8	4.4	0.7
6	160	0.50	0.20	120	10.8	4.2	0.8
7	161	0.40	0.20	113	9.8	3.6	0.7
8	162	0.50	0.20	113	10.5	4.1	0.7
9	160	0.50	0.20	118	10.9	4.5	0.7
10	163	0.50	0.20	117	10.5	3.9	0.7
Average:	**159.7**	**0.46**	**0.18**	**113.7**	**10.2**	**3.9**	**0.7**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on RECO DR: Lane ID 33594918							
1	182	1.80	1.40	141	35.6	27.8	0.8
2	184	1.90	1.50	134	37.3	30.0	0.7
3	178	2.00	1.60	136	39.8	32.2	0.8
4	183	1.60	1.30	131	32.5	24.7	0.7
5	182	2.10	1.70	148	41.2	33.8	0.8
6	179	1.90	1.60	141	38.9	31.7	0.8
7	184	1.80	1.50	142	35.4	28.7	0.8
8	181	1.80	1.50	140	36.7	30.1	0.8
9	178	1.80	1.50	127	37.0	29.4	0.7
10	182	2.00	1.60	141	38.9	31.8	0.8
Average:	**181.3**	**1.87**	**1.52**	**138.1**	**37.3**	**30.0**	**0.8**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB TR on RECO DR: Lane ID 33594919							
1	60	0.30	0.20	41	15.5	10.2	0.7
2	62	0.20	0.10	39	12.2	7.9	0.6
3	62	0.30	0.20	44	15.8	10.3	0.7
4	61	0.30	0.20	42	17.3	11.8	0.7
5	61	0.20	0.20	43	13.2	10.3	0.7
6	61	0.20	0.10	37	13.3	8.2	0.6
7	62	0.30	0.20	45	15.8	11.5	0.7
8	61	0.20	0.20	42	13.7	9.3	0.7
9	62	0.20	0.20	36	14.4	8.8	0.6
10	61	0.20	0.10	41	10.7	7.8	0.7
Average:	**61.3**	**0.24**	**0.17**	**41.0**	**14.2**	**9.6**	**0.7**
NB L on SR 149: Lane ID 33594937							
1	50	0.30	0.10	34	19.4	10.7	0.7
2	51	0.30	0.20	31	19.5	10.7	0.6
3	50	0.30	0.20	36	19.8	11.3	0.7
4	51	0.30	0.20	33	19.6	10.7	0.7
5	51	0.30	0.20	37	22.5	13.7	0.7
6	50	0.30	0.10	32	18.6	9.8	0.6
7	52	0.30	0.20	40	21.2	12.0	0.8
8	52	0.30	0.10	31	17.3	8.7	0.6
9	51	0.30	0.20	39	19.6	10.6	0.8
10	51	0.30	0.20	40	21.3	12.0	0.8
Average:	**50.9**	**0.30**	**0.17**	**35.3**	**19.9**	**11.0**	**0.7**
NB T on SR 149: Lane ID 33594938							
1	208	0.80	0.40	77	13.5	7.2	0.4
2	208	0.90	0.50	97	16.0	9.1	0.5
3	206	0.80	0.50	86	14.8	8.6	0.4
4	201	0.80	0.50	91	14.6	8.1	0.5
5	201	0.80	0.50	92	15.1	8.2	0.5
6	206	0.80	0.40	78	14.0	7.3	0.4
7	211	0.90	0.50	92	15.8	9.0	0.4
8	210	0.80	0.40	75	13.2	6.7	0.4
9	204	0.90	0.50	89	15.2	8.5	0.4
10	210	1.00	0.60	93	16.6	9.7	0.4
Average:	**206.5**	**0.85**	**0.48**	**87.0**	**14.9**	**8.2**	**0.4**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594939							
1	239	0.80	0.40	82	12.1	6.0	0.3
2	242	1.00	0.50	101	14.9	8.1	0.4
3	237	1.00	0.50	99	14.4	7.8	0.4
4	240	0.90	0.40	94	13.1	6.5	0.4
5	241	0.90	0.50	93	13.3	6.9	0.4
6	240	0.90	0.50	95	14.1	7.6	0.4
7	242	1.00	0.50	105	14.2	7.0	0.4
8	238	0.90	0.40	98	13.6	6.8	0.4
9	240	1.10	0.60	118	16.2	9.1	0.5
10	239	0.90	0.50	92	13.9	7.5	0.4
Average:	**239.8**	**0.94**	**0.48**	**97.7**	**14.0**	**7.3**	**0.4**
SB L on SR 149: Lane ID 33594911							
1	39	0.20	0.10	23	17.8	7.3	0.6
2	33	0.20	0.10	20	18.8	9.4	0.6
3	37	0.20	0.10	20	15.8	7.2	0.5
4	33	0.20	0.10	25	22.3	12.2	0.8
5	37	0.20	0.10	30	22.4	9.9	0.8
6	38	0.20	0.10	22	18.1	7.2	0.6
7	38	0.30	0.10	32	23.7	12.8	0.8
8	36	0.20	0.10	24	20.6	10.2	0.7
9	36	0.20	0.10	21	18.8	7.7	0.6
10	35	0.20	0.10	24	22.7	11.9	0.7
Average:	**36.2**	**0.21**	**0.10**	**24.1**	**20.1**	**9.6**	**0.7**
SB R on SR 149: Lane ID 33594921							
1	172	0.40	0.10	48	7.9	1.2	0.3
2	170	0.30	0.00	47	7.3	1.0	0.3
3	167	0.30	0.00	35	7.0	0.8	0.2
4	170	0.40	0.10	52	7.6	1.1	0.3
5	170	0.40	0.00	44	7.6	1.0	0.3
6	165	0.30	0.00	42	7.0	0.9	0.3
7	170	0.30	0.00	44	7.2	1.0	0.3
8	167	0.30	0.00	41	7.3	0.8	0.3
9	171	0.40	0.10	53	8.2	1.3	0.3
10	171	0.40	0.10	67	7.8	1.3	0.4
Average:	**169.3**	**0.35**	**0.04**	**47.3**	**7.5**	**1.0**	**0.3**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB T on SR 149: Lane ID 33594865							
1	433	2.60	1.50	232	21.9	12.5	0.5
2	440	2.10	1.10	172	16.9	8.8	0.4
3	431	2.10	1.20	181	17.2	9.6	0.4
4	441	2.20	1.20	187	18.0	9.5	0.4
5	433	2.50	1.40	201	20.6	11.7	0.5
6	432	2.40	1.30	190	19.8	10.9	0.4
7	435	2.50	1.40	207	20.5	12.0	0.5
8	432	2.20	1.20	163	18.6	9.7	0.4
9	421	2.40	1.50	223	20.9	12.5	0.5
10	419	2.60	1.60	195	22.1	13.4	0.5
Average:	**431.7**	**2.36**	**1.34**	**195.1**	**19.6**	**11.1**	**0.5**
SB T on SR 149: Lane ID 33594912							
1	46	0.20	0.10	14	16.3	8.9	0.3
2	39	0.20	0.10	12	15.0	8.4	0.3
3	50	0.20	0.10	13	13.3	6.2	0.3
4	46	0.10	0.10	10	10.8	4.2	0.2
5	50	0.20	0.10	18	17.3	10.1	0.4
6	49	0.20	0.10	15	15.9	8.5	0.3
7	43	0.20	0.10	12	16.8	8.7	0.3
8	45	0.20	0.10	13	13.5	6.9	0.3
9	59	0.20	0.10	16	13.3	6.1	0.3
10	60	0.20	0.10	16	13.3	6.0	0.3
Average:	**48.7**	**0.19**	**0.10**	**13.9**	**14.5**	**7.4**	**0.3**
WB LTR on Pilot North Access: Lane ID 33594889							
1	72	0.70	0.60	63	34.1	31.5	0.9
2	69	0.60	0.50	64	33.1	28.6	0.9
3	69	0.60	0.60	63	32.2	28.8	0.9
4	69	0.60	0.50	64	32.1	28.6	0.9
5	71	0.60	0.60	65	32.7	29.4	0.9
6	76	0.50	0.40	69	24.1	21.0	0.9
7	72	0.60	0.50	66	29.5	26.7	0.9
8	69	0.40	0.40	59	21.2	18.9	0.9
9	69	0.40	0.30	63	23.2	18.0	0.9
10	70	0.40	0.40	61	21.3	18.9	0.9
Average:	**70.6**	**0.54**	**0.48**	**63.7**	**28.3**	**25.0**	**0.9**

Delay by Lane - Total Delay

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.2	0.1	0.1	0.2	10
EB TR	33594839	BOND DR	0.3	0.1	0.2	0.4	10
NWB L	33594847	SR 149	0.1	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.4	0.0	0.3	0.4	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.4	0.0	0.3	0.4	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
WB TR	33594845	BOND DR	0.2	0.0	0.2	0.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	2.0	0.1	1.9	2.2	10
NEB LTR	33594898	Loves Truck Access	0.3	0.0	0.3	0.4	10
SB L	33594878	SR 149	0.5	0.0	0.5	0.6	10
SB R	33594908	SR 149	0.1	0.0	0.1	0.1	10
SB T	33594907	SR 149	0.8	0.0	0.8	0.9	10
WB LTR	33594891	Pilot South Access	0.4	0.1	0.4	0.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.1	0.4	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.6	0.1	0.5	0.7	10
NB R	33594874	SR 149	0.5	0.0	0.5	0.6	10
NB T	33594870	SR 149	0.7	0.0	0.6	0.7	10
NB T	33594924	SR 149	0.8	0.0	0.7	0.8	10
SEB L	33594926	SR 149	0.4	0.0	0.4	0.5	10
SEB T	33594884	SR 149	0.5	0.1	0.5	0.6	10
SEB T	33594917	SR 149	0.5	0.0	0.4	0.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.5	0.1	1.3	1.6	10
NWB T	33594886	SR 149	0.3	0.0	0.3	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	1.5	0.1	1.3	1.6	10
WB L	33594913	RAMP I-70 WB TO SR 149	2.5	0.1	2.3	2.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	2.4	0.1	2.3	2.5	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.5	0.1	0.4	0.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.9	0.1	1.6	2.1	10
EB TR	33594919	RECO DR	0.2	0.1	0.2	0.3	10
NB L	33594937	SR 149	0.3	0.0	0.3	0.3	10
NB T	33594938	SR 149	0.9	0.1	0.8	1.0	10
NB TR	33594939	SR 149	0.9	0.1	0.8	1.1	10
SB L	33594911	SR 149	0.2	0.0	0.2	0.3	10
SB R	33594921	SR 149	0.4	0.1	0.3	0.4	10
SB T	33594865	SR 149	2.4	0.2	2.1	2.6	10
SB T	33594912	SR 149	0.2	0.0	0.1	0.2	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.4	0.7	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.1	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.3	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.1	0.0	0.1	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.1	0.0	0.1	0.1	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
WB TR	33594845	BOND DR	0.1	0.1	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	1.0	0.1	0.8	1.2	10
NEB LTR	33594898	Loves Truck Access	0.3	0.0	0.2	0.3	10
SB L	33594878	SR 149	0.3	0.0	0.2	0.3	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.4	0.1	0.3	0.4	10
WB LTR	33594891	Pilot South Access	0.3	0.0	0.3	0.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.3	0.0	0.2	0.3	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.4	0.0	0.3	0.4	10
NB T	33594924	SR 149	0.5	0.0	0.5	0.5	10
SEB L	33594926	SR 149	0.2	0.1	0.1	0.2	10
SEB T	33594884	SR 149	0.1	0.0	0.1	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.1	0.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	0.9	0.1	0.8	1.0	10
NWB T	33594886	SR 149	0.1	0.0	0.1	0.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.9	0.1	0.7	1.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	2.0	0.1	1.8	2.1	10
WB LT	33594828	RAMP I-70 WB TO SR 149	1.8	0.1	1.7	1.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.2	0.0	0.1	0.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.5	0.1	1.3	1.7	10
EB TR	33594919	RECO DR	0.2	0.0	0.1	0.2	10
NB L	33594937	SR 149	0.2	0.0	0.1	0.2	10
NB T	33594938	SR 149	0.5	0.1	0.4	0.6	10
NB TR	33594939	SR 149	0.5	0.1	0.4	0.6	10
SB L	33594911	SR 149	0.1	0.0	0.1	0.1	10
SB R	33594921	SR 149	0.0	0.1	0.0	0.1	10
SB T	33594865	SR 149	1.3	0.2	1.1	1.6	10
SB T	33594912	SR 149	0.1	0.0	0.1	0.1	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.3	0.6	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Total Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	9.1	1.1	7.0	11.0	10
EB TR	33594839	BOND DR	43.4	4.2	36.0	50.0	10
NWB L	33594847	SR 149	5.9	2.6	1.0	10.0	10
NWB R	33594849	SR 149	1.5	1.2	0.0	3.0	10
NWB T	33594848	SR 149	19.6	2.9	15.0	25.0	10
SEB L	33594824	SR 149	4.5	2.3	1.0	8.0	10
SEB R	33594854	SR 149	1.2	0.8	0.0	2.0	10
SEB T	33594853	SR 149	33.7	6.6	23.0	47.0	10
WB L	33594836	BOND DR	9.1	2.2	6.0	12.0	10
WB TR	33594845	BOND DR	16.3	2.4	12.0	21.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	160.6	10.2	143.0	175.0	10
NEB LTR	33594898	Loves Truck Access	26.5	4.1	20.0	32.0	10
SB L	33594878	SR 149	69.4	6.9	59.0	79.0	10
SB R	33594908	SR 149	2.4	1.7	0.0	6.0	10
SB T	33594907	SR 149	82.5	9.1	71.0	99.0	10
WB LTR	33594891	Pilot South Access	70.5	5.7	64.0	79.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	31.3	3.0	27.0	36.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	127.8	7.8	115.0	139.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	52.6	3.1	47.0	56.0	10
NB T	33594924	SR 149	63.4	3.5	59.0	69.0	10
SEB L	33594926	SR 149	46.4	5.4	37.0	54.0	10
SEB T	33594884	SR 149	33.5	7.5	26.0	46.0	10
SEB T	33594917	SR 149	26.6	6.5	17.0	40.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	170.4	10.0	156.0	187.0	10
NWB T	33594886	SR 149	22.0	1.8	20.0	26.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	120.4	8.8	101.0	130.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	163.5	8.3	152.0	178.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	154.0	8.0	140.0	166.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	113.7	7.9	101.0	128.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	138.1	6.1	127.0	148.0	10
EB TR	33594919	RECO DR	41.0	2.9	36.0	45.0	10
NB L	33594937	SR 149	35.3	3.6	31.0	40.0	10
NB T	33594938	SR 149	87.0	7.7	75.0	97.0	10
NB TR	33594939	SR 149	97.7	9.4	82.0	118.0	10
SB L	33594911	SR 149	24.1	4.0	20.0	32.0	10
SB R	33594921	SR 149	47.3	8.7	35.0	67.0	10
SB T	33594865	SR 149	195.1	21.5	163.0	232.0	10
SB T	33594912	SR 149	13.9	2.4	10.0	18.0	10
WB LTR	33594889	Pilot North Access	63.7	2.7	59.0	69.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	55.5	11.9	37.9	82.0	10
EB TR	33594839	BOND DR	22.0	4.1	15.6	27.8	10
NWB L	33594847	SR 149	11.6	1.7	8.7	14.2	10
NWB R	33594849	SR 149	6.2	0.3	5.8	6.7	10
NWB T	33594848	SR 149	4.6	0.3	4.2	5.2	10
SEB L	33594824	SR 149	11.9	3.7	6.2	16.4	10
SEB R	33594854	SR 149	6.5	1.9	3.3	9.4	10
SEB T	33594853	SR 149	5.6	0.6	4.8	6.6	10
WB L	33594836	BOND DR	48.1	9.4	33.9	66.3	10
WB TR	33594845	BOND DR	32.7	5.6	26.3	45.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	17.5	1.0	16.2	18.7	10
NEB LTR	33594898	Loves Truck Access	40.2	3.8	35.2	46.3	10
SB L	33594878	SR 149	22.0	1.8	19.1	24.5	10
SB R	33594908	SR 149	7.9	0.3	7.4	8.3	10
SB T	33594907	SR 149	6.7	0.3	6.3	7.3	10
WB LTR	33594891	Pilot South Access	19.4	2.9	15.7	26.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	41.0	4.6	35.0	48.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	13.2	0.9	11.8	14.6	10
NB R	33594874	SR 149	5.7	0.1	5.5	6.0	10
NB T	33594870	SR 149	15.9	0.6	14.8	16.9	10
NB T	33594924	SR 149	17.3	0.4	16.5	17.6	10
SEB L	33594926	SR 149	13.5	0.9	12.2	15.5	10
SEB T	33594884	SR 149	7.5	0.7	6.5	9.0	10
SEB T	33594917	SR 149	6.6	0.4	5.8	7.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	29.3	1.9	26.8	32.3	10
NWB T	33594886	SR 149	6.4	0.3	5.9	7.0	10
SEB TR	33577633	SR 149	18.1	1.2	15.6	19.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	44.6	1.9	41.9	47.1	10
WB LT	33594828	RAMP I-70 WB TO SR 149	43.8	1.8	41.1	46.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	10.2	0.8	8.8	11.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	37.3	2.5	32.5	41.2	10
EB TR	33594919	RECO DR	14.2	2.0	10.7	17.3	10
NB L	33594937	SR 149	19.9	1.5	17.3	22.5	10
NB T	33594938	SR 149	14.9	1.1	13.2	16.6	10
NB TR	33594939	SR 149	14.0	1.1	12.1	16.2	10
SB L	33594911	SR 149	20.1	2.6	15.8	23.7	10
SB R	33594921	SR 149	7.5	0.4	7.0	8.2	10
SB T	33594865	SR 149	19.6	1.9	16.9	22.1	10
SB T	33594912	SR 149	14.5	2.1	10.8	17.3	10
WB LTR	33594889	Pilot North Access	28.3	5.3	21.2	34.1	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	49.7	10.4	33.4	71.2	10
EB TR	33594839	BOND DR	17.3	3.5	11.8	23.0	10
NWB L	33594847	SR 149	2.6	1.5	0.2	5.3	10
NWB R	33594849	SR 149	0.2	0.2	0.0	0.4	10
NWB T	33594848	SR 149	0.7	0.1	0.5	0.9	10
SEB L	33594824	SR 149	4.5	2.9	0.1	9.1	10
SEB R	33594854	SR 149	0.5	0.3	0.0	0.8	10
SEB T	33594853	SR 149	1.3	0.3	0.9	1.9	10
WB L	33594836	BOND DR	45.1	8.6	32.3	60.4	10
WB TR	33594845	BOND DR	26.9	5.2	21.4	37.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	8.4	0.9	7.3	9.7	10
NEB LTR	33594898	Loves Truck Access	35.3	3.2	31.7	40.7	10
SB L	33594878	SR 149	11.2	1.6	8.7	13.4	10
SB R	33594908	SR 149	0.4	0.3	0.0	0.9	10
SB T	33594907	SR 149	3.0	0.2	2.6	3.4	10
WB LTR	33594891	Pilot South Access	14.5	2.2	11.3	19.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	32.7	4.6	26.6	39.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	6.1	0.7	5.2	7.3	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	8.9	0.5	7.8	9.7	10
NB T	33594924	SR 149	10.6	0.2	10.1	10.9	10
SEB L	33594926	SR 149	5.2	0.8	4.1	6.9	10
SEB T	33594884	SR 149	1.7	0.4	1.2	2.4	10
SEB T	33594917	SR 149	1.3	0.3	0.8	1.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	18.2	1.7	16.0	21.0	10
NWB T	33594886	SR 149	2.8	0.3	2.4	3.2	10
SEB TR	33577633	SR 149	11.2	1.0	9.0	12.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	34.5	1.8	31.6	36.5	10
WB LT	33594828	RAMP I-70 WB TO SR 149	32.9	1.8	30.9	35.4	10
WB R	33594829	RAMP I-70 WB TO SR 149	3.9	0.5	3.0	4.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	30.0	2.6	24.7	33.8	10
EB TR	33594919	RECO DR	9.6	1.4	7.8	11.8	10
NB L	33594937	SR 149	11.0	1.4	8.7	13.7	10
NB T	33594938	SR 149	8.2	0.9	6.7	9.7	10
NB TR	33594939	SR 149	7.3	0.9	6.0	9.1	10
SB L	33594911	SR 149	9.6	2.2	7.2	12.8	10
SB R	33594921	SR 149	1.0	0.2	0.8	1.3	10
SB T	33594865	SR 149	11.1	1.6	8.8	13.4	10
SB T	33594912	SR 149	7.4	1.8	4.2	10.1	10
WB LTR	33594889	Pilot North Access	25.0	5.2	18.0	31.5	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Delay by Lane - Avg Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.9	0.1	0.8	1.0	10
EB TR	33594839	BOND DR	0.9	0.0	0.8	0.9	10
NWB L	33594847	SR 149	0.3	0.1	0.1	0.4	10
NWB R	33594849	SR 149	0.1	0.1	0.0	0.2	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
SEB L	33594824	SR 149	0.4	0.2	0.1	0.7	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.3	10
SEB T	33594853	SR 149	0.1	0.0	0.1	0.2	10
WB L	33594836	BOND DR	0.9	0.1	0.8	1.0	10
WB TR	33594845	BOND DR	0.8	0.1	0.6	1.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	0.4	0.0	0.3	0.4	10
NEB LTR	33594898	Loves Truck Access	0.9	0.1	0.7	1.1	10
SB L	33594878	SR 149	0.8	0.1	0.7	0.9	10
SB R	33594908	SR 149	0.1	0.1	0.0	0.2	10
SB T	33594907	SR 149	0.2	0.0	0.2	0.2	10
WB LTR	33594891	Pilot South Access	0.9	0.1	0.8	1.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.7	0.1	0.7	0.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.8	0.0	0.7	0.8	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.3	0.0	0.3	0.4	10
NB T	33594924	SR 149	0.4	0.0	0.4	0.4	10
SEB L	33594926	SR 149	0.4	0.1	0.3	0.5	10
SEB T	33594884	SR 149	0.1	0.0	0.1	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.1	0.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.0	0.1	0.9	1.0	10
NWB T	33594886	SR 149	0.1	0.0	0.1	0.2	10
SEB TR	33577633	SR 149	0.4	0.0	0.3	0.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	0.8	0.0	0.7	0.9	10
WB LT	33594828	RAMP I-70 WB TO SR 149	0.8	0.0	0.8	0.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.7	0.0	0.6	0.8	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.8	0.0	0.7	0.8	10
EB TR	33594919	RECO DR	0.7	0.0	0.6	0.7	10
NB L	33594937	SR 149	0.7	0.1	0.6	0.8	10
NB T	33594938	SR 149	0.4	0.0	0.4	0.5	10
NB TR	33594939	SR 149	0.4	0.0	0.3	0.5	10
SB L	33594911	SR 149	0.7	0.1	0.5	0.8	10
SB R	33594921	SR 149	0.3	0.0	0.2	0.4	10
SB T	33594865	SR 149	0.5	0.1	0.4	0.5	10
SB T	33594912	SR 149	0.3	0.0	0.2	0.4	10
WB LTR	33594889	Pilot North Access	0.9	0.0	0.9	0.9	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Overview

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on BOND DR: Lane ID 33594838							
1	10	0.10	0.10	8	47.2	41.4	0.8
2	10	0.20	0.20	9	57.6	55.7	0.9
3	12	0.20	0.20	11	59.7	58.7	0.9
4	12	0.10	0.10	11	36.9	34.6	0.9
5	10	0.10	0.10	9	43.2	36.5	0.9
6	9	0.10	0.10	8	45.3	38.0	0.9
7	9	0.10	0.10	7	39.5	39.4	0.8
8	8	0.10	0.10	7	34.3	35.3	0.9
9	9	0.10	0.10	8	54.5	48.8	0.9
10	9	0.20	0.10	8	62.3	57.0	0.9
Average:	**9.8**	**0.13**	**0.12**	**8.6**	**48.0**	**44.5**	**0.9**
EB TR on BOND DR: Lane ID 33594839							
1	31	0.40	0.40	30	46.7	42.1	1.0
2	28	0.20	0.20	26	31.7	26.6	0.9
3	27	0.20	0.20	26	31.5	28.8	1.0
4	31	0.30	0.20	26	30.5	25.7	0.8
5	33	0.20	0.20	31	25.7	20.8	0.9
6	32	0.20	0.20	24	24.6	20.4	0.8
7	35	0.20	0.20	29	24.7	19.5	0.8
8	34	0.20	0.20	30	24.5	19.7	0.9
9	32	0.20	0.20	28	24.5	20.7	0.9
10	35	0.30	0.30	34	32.4	26.5	1.0
Average:	**31.8**	**0.24**	**0.23**	**28.4**	**29.7**	**25.1**	**0.9**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594847							
1	28	0.10	0.00	13	14.9	5.1	0.5
2	32	0.10	0.10	16	16.7	7.7	0.5
3	29	0.10	0.00	13	14.6	5.0	0.5
4	31	0.20	0.10	21	19.7	9.4	0.7
5	30	0.10	0.10	16	18.0	8.0	0.5
6	26	0.10	0.00	12	14.9	6.1	0.5
7	29	0.10	0.00	14	15.5	6.1	0.5
8	30	0.10	0.00	14	14.4	4.7	0.5
9	29	0.10	0.10	18	16.9	7.3	0.6
10	27	0.10	0.00	9	13.8	5.0	0.3
Average:	**29.1**	**0.11**	**0.04**	**14.6**	**15.9**	**6.4**	**0.5**
NWB R on SR 149: Lane ID 33594849							
1	18	0.00	0.00	3	7.4	0.8	0.2
2	18	0.00	0.00	3	7.3	0.4	0.2
3	22	0.00	0.00	3	6.8	0.4	0.1
4	26	0.10	0.00	4	7.5	0.6	0.2
5	21	0.00	0.00	2	7.0	0.2	0.1
6	22	0.10	0.00	5	8.3	0.7	0.2
7	21	0.00	0.00	3	7.6	0.4	0.1
8	19	0.00	0.00	3	7.5	0.6	0.2
9	17	0.00	0.00	2	7.2	0.3	0.1
10	22	0.00	0.00	3	7.8	0.4	0.1
Average:	**20.6**	**0.02**	**0.00**	**3.1**	**7.4**	**0.5**	**0.2**
NWB T on SR 149: Lane ID 33594848							
1	354	0.60	0.10	45	6.4	1.3	0.1
2	355	0.70	0.20	57	6.8	1.7	0.2
3	353	0.60	0.20	50	6.6	1.5	0.1
4	354	0.80	0.20	63	7.7	2.0	0.2
5	358	0.70	0.20	50	6.9	1.6	0.1
6	358	0.70	0.20	59	7.2	1.7	0.2
7	368	0.70	0.20	51	7.0	1.6	0.1
8	360	0.70	0.20	65	7.5	2.1	0.2
9	356	0.70	0.10	57	6.9	1.4	0.2
10	355	0.70	0.20	67	7.5	2.0	0.2
Average:	**357.1**	**0.69**	**0.18**	**56.4**	**7.0**	**1.7**	**0.2**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB L on SR 149: Lane ID 33594824							
1	8	0.00	0.00	2	11.9	2.0	0.3
2	10	0.00	0.00	4	12.9	5.0	0.4
3	9	0.00	0.00	5	11.9	4.8	0.6
4	10	0.00	0.00	3	14.3	5.1	0.3
5	12	0.10	0.00	6	19.9	9.9	0.5
6	12	0.00	0.00	5	13.8	4.8	0.4
7	10	0.00	0.00	4	10.4	2.6	0.4
8	11	0.00	0.00	2	11.0	1.9	0.2
9	10	0.00	0.00	4	14.8	5.3	0.4
10	9	0.00	0.00	4	19.4	9.1	0.4
Average:	**10.1**	**0.01**	**0.00**	**3.9**	**14.0**	**5.0**	**0.4**
SEB R on SR 149: Lane ID 33594854							
1	12	0.00	0.00	1	9.7	0.6	0.1
2	9	0.00	0.00	3	10.2	1.0	0.3
3	12	0.00	0.00	0	9.2	0.0	0.0
4	9	0.00	0.00	4	8.6	1.2	0.4
5	11	0.00	0.00	2	8.8	1.0	0.2
6	9	0.00	0.00	2	10.2	1.4	0.2
7	11	0.00	0.00	0	8.0	0.0	0.0
8	8	0.00	0.00	3	8.9	1.3	0.4
9	10	0.00	0.00	3	9.9	1.5	0.3
10	12	0.00	0.00	0	7.6	0.0	0.0
Average:	**10.3**	**0.00**	**0.00**	**1.8**	**9.1**	**0.8**	**0.2**
SEB T on SR 149: Lane ID 33594853							
1	373	0.80	0.20	61	7.4	1.9	0.2
2	364	0.70	0.20	60	6.6	1.7	0.2
3	374	0.60	0.10	46	5.7	1.4	0.1
4	374	0.60	0.10	43	5.7	1.3	0.1
5	366	0.60	0.10	43	5.5	1.3	0.1
6	369	0.70	0.20	52	6.5	1.5	0.1
7	366	0.60	0.10	56	6.3	1.4	0.2
8	371	0.60	0.20	62	6.2	1.6	0.2
9	368	0.60	0.10	49	6.0	1.4	0.1
10	366	0.70	0.20	63	6.7	1.8	0.2
Average:	**369.1**	**0.65**	**0.15**	**53.5**	**6.3**	**1.5**	**0.1**

SR 149 & BOND DR

NODE: 101

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB L on BOND DR: Lane ID 33594836							
1	42	0.70	0.70	38	63.5	59.8	0.9
2	38	0.50	0.50	39	49.7	46.1	1.0
3	42	0.60	0.60	38	54.2	50.6	0.9
4	41	0.60	0.60	34	51.4	49.0	0.8
5	38	0.50	0.50	37	50.3	47.1	1.0
6	39	0.50	0.50	37	49.2	46.4	1.0
7	37	0.40	0.40	26	37.0	34.6	0.7
8	38	0.50	0.50	34	51.3	48.3	0.9
9	37	0.50	0.50	36	50.1	48.9	1.0
10	39	0.50	0.50	39	48.0	45.7	1.0
Average:	**39.1**	**0.53**	**0.53**	**35.8**	**50.5**	**47.7**	**0.9**
WB TR on BOND DR: Lane ID 33594845							
1	19	0.20	0.20	18	37.9	31.8	1.0
2	21	0.10	0.10	17	21.7	19.6	0.8
3	20	0.20	0.10	18	28.2	23.6	0.9
4	21	0.20	0.20	20	42.6	33.7	1.0
5	20	0.10	0.10	18	20.5	17.0	0.9
6	22	0.20	0.20	18	34.9	29.2	0.8
7	19	0.20	0.20	17	34.1	30.8	0.9
8	21	0.20	0.20	16	32.3	26.7	0.8
9	19	0.10	0.10	18	27.7	21.1	1.0
10	21	0.20	0.20	21	37.8	33.3	1.0
Average:	**20.3**	**0.17**	**0.16**	**18.1**	**31.8**	**26.7**	**0.9**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB L on SR 149: Lane ID 33594900							
1	0	0.00	0.00	0	--	--	--
2	0	0.00	0.00	0	--	--	--
3	0	0.00	0.00	0	--	--	--
4	0	0.00	0.00	0	--	--	--
5	0	0.00	0.00	0	--	--	--
6	0	0.00	0.00	0	--	--	--
7	0	0.00	0.00	0	--	--	--
8	0	0.00	0.00	0	--	--	--
9	0	0.00	0.00	0	--	--	--
10	0	0.00	0.00	0	--	--	--
Average:	**0.0**	**0.00**	**0.00**	**0.0**	**--**	**--**	**--**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594901							
1	496	3.70	2.20	256	27.0	15.8	0.5
2	498	3.80	2.10	253	27.7	15.3	0.5
3	496	3.80	2.10	264	27.6	15.2	0.5
4	495	3.60	1.90	248	25.9	14.1	0.5
5	500	4.00	2.50	267	29.1	17.7	0.5
6	500	3.50	1.90	232	25.3	13.6	0.5
7	502	3.70	2.10	264	26.5	15.2	0.5
8	502	3.60	2.10	261	26.0	14.9	0.5
9	495	3.20	1.70	226	23.4	12.3	0.5
10	500	4.30	2.50	289	31.2	18.0	0.6
Average:	**498.4**	**3.72**	**2.11**	**256.0**	**27.0**	**15.2**	**0.5**
NEB LTR on Loves Truck Access: Lane ID 33594898							
1	105	2.70	2.20	140	92.3	76.9	1.3
2	102	2.30	1.90	137	79.8	66.1	1.3
3	105	2.90	2.50	149	100.1	84.7	1.4
4	102	3.20	2.70	202	111.6	94.6	2.0
5	107	2.30	1.90	150	77.3	64.5	1.4
6	100	2.20	1.90	131	80.7	67.4	1.3
7	105	2.20	1.80	152	75.8	61.7	1.5
8	103	2.30	1.90	152	79.7	66.2	1.5
9	104	1.70	1.40	113	58.2	48.1	1.1
10	106	2.50	2.10	153	85.5	71.1	1.4
Average:	**103.9**	**2.43**	**2.03**	**147.9**	**84.1**	**70.1**	**1.4**
SB L on SR 149: Lane ID 33594878							
1	68	0.50	0.30	63	24.6	13.8	0.9
2	71	0.50	0.30	57	23.8	13.3	0.8
3	67	0.50	0.20	57	24.4	13.3	0.9
4	67	0.50	0.20	48	24.4	13.4	0.7
5	70	0.50	0.20	52	23.8	12.1	0.7
6	68	0.40	0.20	54	22.0	11.3	0.8
7	70	0.50	0.20	59	23.2	12.6	0.8
8	68	0.50	0.30	60	26.1	14.8	0.9
9	70	0.50	0.30	64	25.4	15.0	0.9
10	67	0.50	0.30	53	25.3	14.5	0.8
Average:	**68.6**	**0.49**	**0.25**	**56.7**	**24.3**	**13.4**	**0.8**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS

NODE: 107

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB R on SR 149: Lane ID 33594908							
1	89	0.20	0.00	0	8.0	0.0	0.0
2	89	0.20	0.00	2	7.7	0.1	0.0
3	88	0.20	0.00	2	7.6	0.1	0.0
4	88	0.20	0.00	0	7.5	0.0	0.0
5	89	0.20	0.00	0	8.0	0.0	0.0
6	89	0.20	0.00	0	7.4	0.0	0.0
7	87	0.20	0.00	0	8.0	0.0	0.0
8	90	0.20	0.00	1	7.6	0.0	0.0
9	89	0.20	0.00	0	8.4	0.0	0.0
10	88	0.20	0.00	1	7.8	0.1	0.0
Average:	**88.6**	**0.20**	**0.00**	**0.6**	**7.8**	**0.0**	**0.0**
SB T on SR 149: Lane ID 33594907							
1	674	1.00	0.20	27	5.2	0.9	0.0
2	681	1.00	0.20	43	5.2	1.2	0.1
3	677	0.90	0.10	33	4.9	0.8	0.1
4	674	0.80	0.10	24	4.4	0.5	0.0
5	671	0.90	0.10	24	4.9	0.8	0.0
6	678	1.00	0.20	33	5.1	1.0	0.1
7	678	0.90	0.20	37	4.9	1.0	0.1
8	681	1.00	0.20	50	5.1	0.9	0.1
9	673	0.70	0.10	17	3.8	0.4	0.0
10	680	1.00	0.20	34	5.0	0.8	0.1
Average:	**676.7**	**0.92**	**0.16**	**32.2**	**4.8**	**0.8**	**0.0**
WB LTR on Pilot South Access: Lane ID 33594891							
1	91	0.50	0.40	82	20.7	15.3	0.9
2	87	0.30	0.20	73	14.3	9.9	0.8
3	92	0.40	0.30	69	15.2	11.4	0.8
4	90	0.60	0.40	73	22.5	15.6	0.8
5	86	0.50	0.40	73	21.3	15.3	0.9
6	88	0.40	0.30	76	17.8	13.2	0.9
7	90	0.50	0.30	85	18.6	13.1	0.9
8	92	0.70	0.50	87	25.9	18.7	1.0
9	87	0.50	0.40	77	20.4	15.5	0.9
10	91	0.40	0.30	68	15.1	12.2	0.8
Average:	**89.4**	**0.48**	**0.35**	**76.3**	**19.2**	**14.0**	**0.9**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855							
1	49	0.60	0.50	39	45.4	37.2	0.8
2	48	0.60	0.50	39	45.4	37.8	0.8
3	50	0.60	0.50	37	41.0	32.9	0.7
4	54	0.70	0.60	42	47.6	39.4	0.8
5	54	0.60	0.50	42	38.8	30.6	0.8
6	50	0.70	0.50	38	47.1	38.5	0.8
7	52	0.70	0.60	40	49.4	40.8	0.8
8	51	0.60	0.50	38	43.8	36.2	0.8
9	51	0.60	0.50	39	42.3	33.8	0.8
10	51	0.70	0.60	45	48.2	40.1	0.9
Average:	**51.0**	**0.64**	**0.53**	**39.9**	**44.9**	**36.7**	**0.8**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856							
1	222	1.20	0.60	211	19.5	10.5	1.0
2	221	1.20	0.70	218	20.1	11.0	1.0
3	217	1.10	0.60	193	18.3	10.0	0.9
4	217	1.10	0.60	211	18.4	9.9	1.0
5	220	1.20	0.70	203	19.3	10.7	0.9
6	217	1.30	0.80	248	21.6	12.7	1.1
7	218	1.40	0.90	260	23.4	14.2	1.2
8	221	1.50	0.90	238	23.7	14.0	1.1
9	216	1.30	0.80	225	22.1	13.3	1.0
10	219	1.30	0.70	219	21.0	12.3	1.0
Average:	**218.8**	**1.26**	**0.73**	**222.6**	**20.7**	**11.9**	**1.0**
NB R on SR 149: Lane ID 33594874							
1	381	0.60	0.00	0	5.7	0.0	0.0
2	385	0.60	0.00	0	5.6	0.0	0.0
3	386	0.60	0.00	0	5.6	0.0	0.0
4	384	0.60	0.00	0	5.6	0.0	0.0
5	387	0.60	0.00	0	5.5	0.0	0.0
6	382	0.60	0.00	0	5.6	0.0	0.0
7	389	0.60	0.00	0	5.6	0.0	0.0
8	395	0.60	0.00	0	5.5	0.0	0.0
9	387	0.60	0.00	0	5.6	0.0	0.0
10	389	0.60	0.00	0	5.8	0.0	0.0
Average:	**386.5**	**0.60**	**0.00**	**0.0**	**5.6**	**0.0**	**0.0**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB T on SR 149: Lane ID 33594870							
1	168	0.90	0.50	60	18.5	11.4	0.4
2	171	0.90	0.50	72	19.1	11.6	0.4
3	170	0.90	0.50	68	19.1	11.4	0.4
4	170	1.00	0.60	77	20.5	12.8	0.5
5	172	0.90	0.60	67	19.8	12.6	0.4
6	169	1.20	0.80	87	24.7	16.1	0.5
7	172	1.20	0.80	87	25.5	17.3	0.5
8	167	0.90	0.60	69	20.0	12.5	0.4
9	166	0.80	0.50	62	17.6	10.5	0.4
10	170	0.90	0.60	72	19.8	12.2	0.4
Average:	**169.5**	**0.96**	**0.60**	**72.1**	**20.5**	**12.8**	**0.4**
NB T on SR 149: Lane ID 33594924							
1	194	1.30	0.90	102	24.8	17.0	0.5
2	194	1.30	0.80	110	23.4	15.6	0.6
3	198	1.20	0.80	106	22.6	15.2	0.5
4	198	1.30	0.90	113	24.2	16.5	0.6
5	199	1.40	0.90	110	24.7	17.0	0.6
6	197	1.30	0.90	99	22.9	15.6	0.5
7	205	1.30	0.80	111	22.1	14.5	0.5
8	199	1.40	0.90	111	24.9	17.0	0.6
9	195	1.20	0.80	102	21.9	14.6	0.5
10	203	1.30	0.80	116	22.6	14.7	0.6
Average:	**198.2**	**1.30**	**0.85**	**108.0**	**23.4**	**15.8**	**0.5**
SEB L on SR 149: Lane ID 33594926							
1	161	0.70	0.30	91	15.1	6.9	0.6
2	161	0.60	0.30	82	14.1	6.0	0.5
3	161	0.60	0.30	86	14.2	6.1	0.5
4	160	0.70	0.30	89	14.7	6.7	0.6
5	162	0.70	0.30	93	14.5	6.5	0.6
6	163	0.70	0.40	100	16.4	8.2	0.6
7	159	0.60	0.30	78	14.0	5.8	0.5
8	157	0.60	0.30	81	14.5	6.3	0.5
9	160	0.60	0.30	80	14.0	6.0	0.5
10	157	0.60	0.30	74	14.2	6.2	0.5
Average:	**160.1**	**0.64**	**0.31**	**85.4**	**14.6**	**6.5**	**0.5**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB

NODE: 103

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SEB T on SR 149: Lane ID 33594884							
1	421	0.60	0.10	44	5.5	1.0	0.1
2	423	0.60	0.10	27	5.0	0.6	0.1
3	423	0.60	0.10	34	5.2	0.7	0.1
4	419	0.60	0.10	43	5.6	0.9	0.1
5	407	0.80	0.20	64	7.3	1.9	0.2
6	444	0.60	0.10	39	5.1	0.7	0.1
7	421	0.60	0.10	24	4.7	0.6	0.1
8	417	0.60	0.10	41	5.4	0.7	0.1
9	417	0.60	0.10	28	5.5	1.0	0.1
10	416	0.60	0.10	27	4.8	0.5	0.1
Average:	**420.8**	**0.62**	**0.11**	**37.1**	**5.4**	**0.8**	**0.1**
SEB T on SR 149: Lane ID 33594917							
1	289	0.50	0.10	28	5.9	1.2	0.1
2	279	0.40	0.10	15	5.2	0.7	0.1
3	279	0.40	0.00	16	5.0	0.6	0.1
4	290	0.40	0.00	17	4.6	0.5	0.1
5	298	0.50	0.10	23	6.1	1.2	0.1
6	264	0.40	0.10	22	5.3	0.8	0.1
7	281	0.40	0.10	15	4.9	0.9	0.1
8	289	0.40	0.00	20	5.2	0.6	0.1
9	287	0.40	0.10	17	5.6	0.9	0.1
10	291	0.40	0.10	24	5.3	0.9	0.1
Average:	**284.7**	**0.42**	**0.07**	**19.7**	**5.3**	**0.8**	**0.1**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB L on SR 149: Lane ID 33594948							
1	185	2.60	1.80	199	51.1	35.3	1.1
2	190	2.30	1.50	182	43.3	29.2	1.0
3	189	2.10	1.40	181	40.2	26.8	1.0
4	191	2.20	1.50	174	41.7	27.8	0.9
5	192	2.50	1.70	205	46.2	31.2	1.1
6	187	3.10	2.30	215	59.5	43.7	1.2
7	189	3.00	2.20	234	57.9	41.7	1.2
8	189	2.20	1.50	180	41.9	27.7	1.0
9	191	2.10	1.40	177	40.1	26.0	0.9
10	186	2.30	1.60	177	44.5	30.1	1.0
Average:	**188.9**	**2.44**	**1.69**	**192.4**	**46.6**	**32.0**	**1.0**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NWB T on SR 149: Lane ID 33594886							
1	224	1.60	1.10	126	25.3	17.0	0.6
2	222	1.50	1.00	129	24.1	16.1	0.6
3	228	1.60	1.10	127	25.2	17.3	0.6
4	231	1.50	1.00	133	23.9	15.6	0.6
5	232	1.50	1.00	126	24.0	16.2	0.5
6	225	1.60	1.10	135	25.6	17.5	0.6
7	237	1.50	1.00	122	22.4	14.8	0.5
8	230	1.60	1.10	135	25.1	16.8	0.6
9	229	1.60	1.10	136	25.6	17.2	0.6
10	232	1.70	1.20	134	26.4	18.2	0.6
Average:	**229.0**	**1.57**	**1.07**	**130.3**	**24.8**	**16.7**	**0.6**
SEB TR on SR 149: Lane ID 33577633							
1	432	4.10	2.80	295	34.5	23.7	0.7
2	423	3.60	2.50	256	30.6	21.1	0.6
3	430	3.90	2.60	263	32.2	22.1	0.6
4	433	4.00	2.80	275	33.4	23.3	0.6
5	425	3.80	2.70	273	32.3	22.6	0.6
6	428	3.70	2.50	274	30.8	20.6	0.6
7	426	3.70	2.50	266	31.6	21.1	0.6
8	425	3.80	2.60	266	32.1	22.2	0.6
9	428	3.70	2.50	273	31.2	21.3	0.6
10	429	3.50	2.40	251	29.5	20.1	0.6
Average:	**427.9**	**3.78**	**2.59**	**269.2**	**31.8**	**21.8**	**0.6**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913							
1	269	3.30	2.40	195	43.9	32.7	0.7
2	271	3.40	2.60	208	45.8	34.2	0.8
3	263	3.50	2.70	202	47.9	36.5	0.8
4	274	3.60	2.70	207	47.0	35.7	0.8
5	271	3.40	2.50	199	44.8	33.5	0.7
6	281	3.40	2.60	208	44.2	32.7	0.7
7	271	3.40	2.50	200	44.9	33.6	0.7
8	264	3.20	2.40	205	43.8	32.6	0.8
9	267	3.40	2.60	204	45.6	34.6	0.8
10	253	3.40	2.60	202	48.1	36.6	0.8
Average:	**268.4**	**3.40**	**2.56**	**203.0**	**45.6**	**34.3**	**0.8**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB

NODE: 102

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828							
1	250	3.00	2.20	195	43.6	31.6	0.8
2	247	3.10	2.20	186	44.8	32.6	0.8
3	253	3.00	2.10	184	42.1	29.8	0.7
4	242	3.00	2.10	185	44.4	31.9	0.8
5	248	3.00	2.10	171	42.9	30.8	0.7
6	240	2.90	2.10	184	43.4	30.9	0.8
7	241	3.00	2.20	187	44.8	32.9	0.8
8	253	3.00	2.10	190	42.8	30.4	0.8
9	247	3.00	2.20	186	43.4	31.5	0.8
10	264	3.10	2.20	190	42.1	30.4	0.7
Average:	**248.5**	**3.01**	**2.15**	**185.8**	**43.4**	**31.3**	**0.7**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829							
1	178	0.50	0.20	124	10.0	3.7	0.7
2	180	0.50	0.20	121	10.7	4.5	0.7
3	179	0.50	0.20	117	10.7	4.6	0.7
4	181	0.50	0.20	122	10.7	4.6	0.7
5	179	0.50	0.20	120	10.6	4.4	0.7
6	178	0.60	0.30	121	11.4	5.1	0.7
7	181	0.50	0.20	122	10.1	3.9	0.7
8	177	0.50	0.20	119	10.2	3.9	0.7
9	177	0.50	0.20	116	9.7	3.6	0.7
10	176	0.50	0.20	114	10.1	4.1	0.7
Average:	**178.6**	**0.51**	**0.21**	**119.6**	**10.4**	**4.2**	**0.7**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB L on RECO DR: Lane ID 33594918							
1	115	1.40	1.20	92	44.7	39.1	0.8
2	122	1.50	1.30	101	44.8	38.0	0.8
3	120	1.50	1.30	95	45.0	39.1	0.8
4	117	1.40	1.20	91	42.0	36.1	0.8
5	119	1.40	1.30	99	43.8	39.3	0.8
6	118	1.30	1.10	87	38.3	33.1	0.7
7	120	1.30	1.20	98	40.5	35.7	0.8
8	116	1.30	1.10	94	40.2	34.6	0.8
9	118	1.40	1.10	95	41.2	34.5	0.8
10	117	1.50	1.30	95	44.8	39.1	0.8
Average:	**118.2**	**1.40**	**1.21**	**94.7**	**42.5**	**36.9**	**0.8**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
EB TR on RECO DR: Lane ID 33594919							
1	46	0.20	0.10	29	14.5	10.2	0.6
2	46	0.30	0.30	35	24.0	19.9	0.8
3	44	0.20	0.20	31	20.1	16.2	0.7
4	44	0.30	0.20	39	21.2	16.7	0.9
5	46	0.30	0.20	31	21.2	17.6	0.7
6	43	0.20	0.10	29	17.4	12.1	0.7
7	43	0.20	0.20	26	18.8	15.3	0.6
8	42	0.20	0.20	33	17.6	14.8	0.8
9	46	0.20	0.20	36	19.6	15.4	0.8
10	44	0.20	0.20	32	18.9	15.2	0.7
Average:	**44.4**	**0.23**	**0.19**	**32.1**	**19.3**	**15.3**	**0.7**
NB L on SR 149: Lane ID 33594937							
1	51	0.30	0.20	40	23.4	14.7	0.8
2	52	0.30	0.20	40	22.2	13.6	0.8
3	52	0.40	0.30	43	26.8	17.8	0.8
4	50	0.30	0.20	39	21.8	13.0	0.8
5	51	0.40	0.30	42	27.1	18.2	0.8
6	53	0.30	0.20	46	23.7	14.9	0.9
7	54	0.30	0.20	41	22.4	13.7	0.8
8	53	0.30	0.20	44	22.5	13.9	0.8
9	52	0.30	0.10	39	19.0	10.3	0.8
10	54	0.40	0.20	38	23.4	14.7	0.7
Average:	**52.2**	**0.33**	**0.21**	**41.2**	**23.2**	**14.5**	**0.8**
NB T on SR 149: Lane ID 33594938							
1	280	1.30	0.90	99	16.8	11.1	0.4
2	277	1.10	0.70	88	14.8	9.4	0.3
3	283	1.30	0.80	101	16.2	10.5	0.4
4	280	1.30	0.80	96	16.4	10.6	0.3
5	280	1.20	0.80	96	15.7	10.1	0.3
6	279	1.00	0.60	81	13.4	8.2	0.3
7	287	1.20	0.80	98	15.1	9.7	0.3
8	284	1.20	0.80	95	15.5	9.9	0.3
9	275	1.20	0.80	97	15.6	10.2	0.4
10	284	1.30	0.90	106	16.9	11.0	0.4
Average:	**280.9**	**1.21**	**0.79**	**95.7**	**15.6**	**10.1**	**0.3**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
NB TR on SR 149: Lane ID 33594939							
1	308	1.40	0.90	106	16.2	10.4	0.3
2	314	1.30	0.80	95	14.6	9.0	0.3
3	313	1.30	0.80	94	15.3	9.7	0.3
4	310	1.30	0.80	104	15.5	9.8	0.3
5	312	1.30	0.90	102	15.5	9.9	0.3
6	312	1.40	0.90	103	16.2	10.6	0.3
7	317	1.30	0.80	95	15.2	9.5	0.3
8	320	1.40	0.90	102	15.3	9.9	0.3
9	314	1.30	0.80	96	15.3	9.6	0.3
10	317	1.70	1.10	118	18.9	12.5	0.4
Average:	**313.7**	**1.37**	**0.87**	**101.5**	**15.8**	**10.1**	**0.3**
SB L on SR 149: Lane ID 33594911							
1	47	0.30	0.20	37	23.3	12.4	0.8
2	43	0.30	0.20	31	24.9	13.4	0.7
3	49	0.30	0.20	41	23.4	12.8	0.8
4	48	0.30	0.10	34	19.7	8.7	0.7
5	46	0.30	0.20	40	26.5	14.5	0.9
6	51	0.30	0.20	37	21.5	10.8	0.7
7	44	0.30	0.10	40	22.9	11.1	0.9
8	44	0.30	0.20	42	25.7	13.8	1.0
9	46	0.30	0.10	30	21.0	9.1	0.7
10	50	0.30	0.10	34	18.7	7.4	0.7
Average:	**46.8**	**0.30**	**0.16**	**36.6**	**22.7**	**11.4**	**0.8**
SB R on SR 149: Lane ID 33594921							
1	93	0.20	0.10	33	8.3	2.2	0.4
2	90	0.20	0.10	36	8.5	2.2	0.4
3	92	0.20	0.00	28	7.3	1.4	0.3
4	98	0.20	0.00	36	7.5	1.4	0.4
5	95	0.20	0.10	36	9.2	2.5	0.4
6	92	0.20	0.10	37	8.0	2.1	0.4
7	93	0.20	0.00	35	7.9	1.7	0.4
8	96	0.20	0.10	33	8.2	2.1	0.3
9	93	0.20	0.00	32	8.3	1.9	0.3
10	95	0.20	0.00	35	7.4	1.5	0.4
Average:	**93.7**	**0.20**	**0.05**	**34.1**	**8.1**	**1.9**	**0.4**

SR 149, RECO DR & PILOT NORTH ACCESS

NODE: 105

Run	Number of Vehicles	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Delay (sec/veh)	Avg Stopped Time (sec/veh)	Avg Stops/ Veh
SB T on SR 149: Lane ID 33594865							
1	654	3.80	2.10	298	21.2	11.5	0.5
2	668	4.10	2.30	301	21.9	12.6	0.5
3	655	3.70	2.00	289	20.2	11.1	0.4
4	652	3.80	2.00	288	20.8	11.1	0.4
5	653	4.20	2.40	328	23.0	13.3	0.5
6	661	3.40	1.80	270	18.7	9.7	0.4
7	660	3.90	2.10	290	21.0	11.6	0.4
8	655	3.90	2.10	289	21.3	11.4	0.4
9	659	3.80	2.10	295	20.9	11.6	0.5
10	655	3.80	2.10	288	21.0	11.6	0.4
Average:	**657.2**	**3.84**	**2.10**	**293.6**	**21.0**	**11.5**	**0.4**
SB T on SR 149: Lane ID 33594912							
1	129	0.70	0.40	50	19.2	11.3	0.4
2	121	0.70	0.40	46	20.0	12.1	0.4
3	123	0.60	0.30	44	17.7	10.2	0.4
4	126	0.60	0.40	45	18.0	10.3	0.4
5	130	0.70	0.40	54	20.8	12.4	0.4
6	122	0.60	0.30	43	17.7	10.3	0.4
7	122	0.70	0.40	51	20.1	12.3	0.4
8	131	0.70	0.40	49	18.1	10.4	0.4
9	120	0.80	0.50	48	22.6	14.7	0.4
10	125	0.70	0.40	51	20.4	12.6	0.4
Average:	**124.9**	**0.68**	**0.39**	**48.1**	**19.4**	**11.6**	**0.4**
WB LTR on Pilot North Access: Lane ID 33594889							
1	81	0.70	0.60	73	32.1	28.4	0.9
2	75	0.50	0.50	62	26.3	23.7	0.8
3	77	0.80	0.70	78	37.7	32.4	1.0
4	85	0.50	0.40	79	19.7	17.8	0.9
5	81	0.60	0.60	74	27.8	25.4	0.9
6	79	0.50	0.40	75	23.2	19.6	1.0
7	76	0.50	0.50	69	26.0	23.6	0.9
8	82	0.50	0.40	74	21.8	18.4	0.9
9	79	0.60	0.50	72	25.2	21.8	0.9
10	81	0.60	0.60	78	28.4	28.2	1.0
Average:	**79.6**	**0.58**	**0.52**	**73.4**	**26.8**	**23.9**	**0.9**

Delay by Lane - Total Delay

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.4	10
NWB L	33594847	SR 149	0.1	0.0	0.1	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.1	10
NWB T	33594848	SR 149	0.7	0.1	0.6	0.8	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.7	0.1	0.6	0.8	10
WB L	33594836	BOND DR	0.5	0.1	0.4	0.7	10
WB TR	33594845	BOND DR	0.2	0.0	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	3.7	0.3	3.2	4.3	10
NEB LTR	33594898	Loves Truck Access	2.4	0.4	1.7	3.2	10
SB L	33594878	SR 149	0.5	0.0	0.4	0.5	10
SB R	33594908	SR 149	0.2	0.0	0.2	0.2	10
SB T	33594907	SR 149	0.9	0.1	0.7	1.0	10
WB LTR	33594891	Pilot South Access	0.5	0.1	0.3	0.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.6	0.1	0.6	0.7	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.3	0.1	1.1	1.5	10
NB R	33594874	SR 149	0.6	0.0	0.6	0.6	10
NB T	33594870	SR 149	1.0	0.1	0.8	1.2	10
NB T	33594924	SR 149	1.3	0.1	1.2	1.4	10
SEB L	33594926	SR 149	0.6	0.1	0.6	0.7	10
SEB T	33594884	SR 149	0.6	0.1	0.6	0.8	10
SEB T	33594917	SR 149	0.4	0.0	0.4	0.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	2.4	0.4	2.1	3.1	10
NWB T	33594886	SR 149	1.6	0.1	1.5	1.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	3.8	0.2	3.5	4.1	10
WB L	33594913	RAMP I-70 WB TO SR 149	3.4	0.1	3.2	3.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	3.0	0.1	2.9	3.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.5	0.0	0.5	0.6	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.4	0.1	1.3	1.5	10
EB TR	33594919	RECO DR	0.2	0.0	0.2	0.3	10
NB L	33594937	SR 149	0.3	0.0	0.3	0.4	10
NB T	33594938	SR 149	1.2	0.1	1.0	1.3	10
NB TR	33594939	SR 149	1.4	0.1	1.3	1.7	10
SB L	33594911	SR 149	0.3	0.0	0.3	0.3	10
SB R	33594921	SR 149	0.2	0.0	0.2	0.2	10
SB T	33594865	SR 149	3.8	0.2	3.4	4.2	10
SB T	33594912	SR 149	0.7	0.1	0.6	0.8	10
WB LTR	33594889	Pilot North Access	0.6	0.1	0.5	0.8	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Total Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.4	10
NWB L	33594847	SR 149	0.0	0.1	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.2	0.0	0.1	0.2	10
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.2	0.1	0.1	0.2	10
WB L	33594836	BOND DR	0.5	0.1	0.4	0.7	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	2.1	0.3	1.7	2.5	10
NEB LTR	33594898	Loves Truck Access	2.0	0.4	1.4	2.7	10
SB L	33594878	SR 149	0.3	0.1	0.2	0.3	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.2	0.1	0.1	0.2	10
WB LTR	33594891	Pilot South Access	0.4	0.1	0.2	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.0	0.5	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.7	0.1	0.6	0.9	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.6	0.1	0.5	0.8	10
NB T	33594924	SR 149	0.9	0.1	0.8	0.9	10
SEB L	33594926	SR 149	0.3	0.0	0.3	0.4	10
SEB T	33594884	SR 149	0.1	0.0	0.1	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.0	0.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.7	0.3	1.4	2.3	10
NWB T	33594886	SR 149	1.1	0.1	1.0	1.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	2.6	0.1	2.4	2.8	10
WB L	33594913	RAMP I-70 WB TO SR 149	2.6	0.1	2.4	2.7	10
WB LT	33594828	RAMP I-70 WB TO SR 149	2.2	0.1	2.1	2.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.2	0.0	0.2	0.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.2	0.1	1.1	1.3	10
EB TR	33594919	RECO DR	0.2	0.1	0.1	0.3	10
NB L	33594937	SR 149	0.2	0.1	0.1	0.3	10
NB T	33594938	SR 149	0.8	0.1	0.6	0.9	10
NB TR	33594939	SR 149	0.9	0.1	0.8	1.1	10
SB L	33594911	SR 149	0.2	0.1	0.1	0.2	10
SB R	33594921	SR 149	0.1	0.1	0.0	0.1	10
SB T	33594865	SR 149	2.1	0.2	1.8	2.4	10
SB T	33594912	SR 149	0.4	0.1	0.3	0.5	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.4	0.7	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Total Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	8.6	1.4	7.0	11.0	10
EB TR	33594839	BOND DR	28.4	3.0	24.0	34.0	10
NWB L	33594847	SR 149	14.6	3.3	9.0	21.0	10
NWB R	33594849	SR 149	3.1	0.9	2.0	5.0	10
NWB T	33594848	SR 149	56.4	7.3	45.0	67.0	10
SEB L	33594824	SR 149	3.9	1.3	2.0	6.0	10
SEB R	33594854	SR 149	1.8	1.5	0.0	4.0	10
SEB T	33594853	SR 149	53.5	7.9	43.0	63.0	10
WB L	33594836	BOND DR	35.8	3.9	26.0	39.0	10
WB TR	33594845	BOND DR	18.1	1.4	16.0	21.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	256.0	18.0	226.0	289.0	10
NEB LTR	33594898	Loves Truck Access	147.9	22.8	113.0	202.0	10
SB L	33594878	SR 149	56.7	5.0	48.0	64.0	10
SB R	33594908	SR 149	0.6	0.8	0.0	2.0	10
SB T	33594907	SR 149	32.2	9.7	17.0	50.0	10
WB LTR	33594891	Pilot South Access	76.3	6.5	68.0	87.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	39.9	2.4	37.0	45.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	222.6	20.7	193.0	260.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	72.1	9.2	60.0	87.0	10
NB T	33594924	SR 149	108.0	5.5	99.0	116.0	10
SEB L	33594926	SR 149	85.4	7.9	74.0	100.0	10
SEB T	33594884	SR 149	37.1	12.0	24.0	64.0	10
SEB T	33594917	SR 149	19.7	4.4	15.0	28.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	192.4	20.1	174.0	234.0	10
NWB T	33594886	SR 149	130.3	4.9	122.0	136.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	269.2	12.1	251.0	295.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	203.0	4.2	195.0	208.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	185.8	6.2	171.0	195.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	119.6	3.1	114.0	124.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	94.7	4.1	87.0	101.0	10
EB TR	33594919	RECO DR	32.1	3.8	26.0	39.0	10
NB L	33594937	SR 149	41.2	2.5	38.0	46.0	10
NB T	33594938	SR 149	95.7	6.9	81.0	106.0	10
NB TR	33594939	SR 149	101.5	7.2	94.0	118.0	10
SB L	33594911	SR 149	36.6	4.2	30.0	42.0	10
SB R	33594921	SR 149	34.1	2.7	28.0	37.0	10
SB T	33594865	SR 149	293.6	14.7	270.0	328.0	10
SB T	33594912	SR 149	48.1	3.5	43.0	54.0	10
WB LTR	33594889	Pilot North Access	73.4	5.0	62.0	79.0	10

Delay by Lane - Avg Delay

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	48.0	9.9	34.3	62.3	10
EB TR	33594839	BOND DR	29.7	6.9	24.5	46.7	10
NWB L	33594847	SR 149	15.9	1.9	13.8	19.7	10
NWB R	33594849	SR 149	7.4	0.4	6.8	8.3	10
NWB T	33594848	SR 149	7.0	0.4	6.4	7.7	10
SEB L	33594824	SR 149	14.0	3.3	10.4	19.9	10
SEB R	33594854	SR 149	9.1	0.9	7.6	10.2	10
SEB T	33594853	SR 149	6.3	0.6	5.5	7.4	10
WB L	33594836	BOND DR	50.5	6.4	37.0	63.5	10
WB TR	33594845	BOND DR	31.8	7.2	20.5	42.6	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	27.0	2.1	23.4	31.2	10
NEB LTR	33594898	Loves Truck Access	84.1	14.6	58.2	111.6	10
SB L	33594878	SR 149	24.3	1.2	22.0	26.1	10
SB R	33594908	SR 149	7.8	0.3	7.4	8.4	10
SB T	33594907	SR 149	4.8	0.4	3.8	5.2	10
WB LTR	33594891	Pilot South Access	19.2	3.7	14.3	25.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	44.9	3.4	38.8	49.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	20.7	1.9	18.3	23.7	10
NB R	33594874	SR 149	5.6	0.1	5.5	5.8	10
NB T	33594870	SR 149	20.5	2.6	17.6	25.5	10
NB T	33594924	SR 149	23.4	1.1	21.9	24.9	10
SEB L	33594926	SR 149	14.6	0.7	14.0	16.4	10
SEB T	33594884	SR 149	5.4	0.7	4.7	7.3	10
SEB T	33594917	SR 149	5.3	0.4	4.6	6.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	46.6	7.1	40.1	59.5	10
NWB T	33594886	SR 149	24.8	1.2	22.4	26.4	10
SEB TR	33577633	SR 149	31.8	1.4	29.5	34.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	45.6	1.6	43.8	48.1	10
WB LT	33594828	RAMP I-70 WB TO SR 149	43.4	1.0	42.1	44.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	10.4	0.5	9.7	11.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	42.5	2.4	38.3	45.0	10
EB TR	33594919	RECO DR	19.3	2.6	14.5	24.0	10
NB L	33594937	SR 149	23.2	2.4	19.0	27.1	10
NB T	33594938	SR 149	15.6	1.1	13.4	16.9	10
NB TR	33594939	SR 149	15.8	1.2	14.6	18.9	10
SB L	33594911	SR 149	22.7	2.6	18.7	26.5	10
SB R	33594921	SR 149	8.1	0.6	7.3	9.2	10
SB T	33594865	SR 149	21.0	1.1	18.7	23.0	10
SB T	33594912	SR 149	19.4	1.6	17.7	22.6	10
WB LTR	33594889	Pilot North Access	26.8	5.2	19.7	37.7	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Avg Stopped Time

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	44.5	9.6	34.6	58.7	10
EB TR	33594839	BOND DR	25.1	6.9	19.5	42.1	10
NWB L	33594847	SR 149	6.4	1.6	4.7	9.4	10
NWB R	33594849	SR 149	0.5	0.2	0.2	0.8	10
NWB T	33594848	SR 149	1.7	0.3	1.3	2.1	10
SEB L	33594824	SR 149	5.0	2.7	1.9	9.9	10
SEB R	33594854	SR 149	0.8	0.6	0.0	1.5	10
SEB T	33594853	SR 149	1.5	0.2	1.3	1.9	10
WB L	33594836	BOND DR	47.7	6.1	34.6	59.8	10
WB TR	33594845	BOND DR	26.7	6.0	17.0	33.7	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	15.2	1.7	12.3	18.0	10
NEB LTR	33594898	Loves Truck Access	70.1	12.9	48.1	94.6	10
SB L	33594878	SR 149	13.4	1.2	11.3	15.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.1	10
SB T	33594907	SR 149	0.8	0.2	0.4	1.2	10
WB LTR	33594891	Pilot South Access	14.0	2.5	9.9	18.7	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	36.7	3.4	30.6	40.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	11.9	1.6	9.9	14.2	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	12.8	2.2	10.5	17.3	10
NB T	33594924	SR 149	15.8	1.0	14.5	17.0	10
SEB L	33594926	SR 149	6.5	0.7	5.8	8.2	10
SEB T	33594884	SR 149	0.8	0.4	0.5	1.9	10
SEB T	33594917	SR 149	0.8	0.2	0.5	1.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	32.0	6.3	26.0	43.7	10
NWB T	33594886	SR 149	16.7	1.0	14.8	18.2	10
SEB TR	33577633	SR 149	21.8	1.2	20.1	23.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	34.3	1.5	32.6	36.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	31.3	1.0	29.8	32.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	4.2	0.5	3.6	5.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	36.9	2.3	33.1	39.3	10
EB TR	33594919	RECO DR	15.3	2.7	10.2	19.9	10
NB L	33594937	SR 149	14.5	2.3	10.3	18.2	10
NB T	33594938	SR 149	10.1	0.9	8.2	11.1	10
NB TR	33594939	SR 149	10.1	1.0	9.0	12.5	10
SB L	33594911	SR 149	11.4	2.4	7.4	14.5	10
SB R	33594921	SR 149	1.9	0.4	1.4	2.5	10
SB T	33594865	SR 149	11.5	0.9	9.7	13.3	10
SB T	33594912	SR 149	11.6	1.4	10.2	14.7	10
WB LTR	33594889	Pilot North Access	23.9	4.8	17.8	32.4	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Delay by Lane - Avg Num Stops

SR 149 & BOND DR — NODE: 101

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594838	BOND DR	0.9	0.0	0.8	0.9	10
EB TR	33594839	BOND DR	0.9	0.1	0.8	1.0	10
NWB L	33594847	SR 149	0.5	0.1	0.3	0.7	10
NWB R	33594849	SR 149	0.2	0.0	0.1	0.2	10
NWB T	33594848	SR 149	0.2	0.0	0.1	0.2	10
SEB L	33594824	SR 149	0.4	0.1	0.2	0.6	10
SEB R	33594854	SR 149	0.2	0.2	0.0	0.4	10
SEB T	33594853	SR 149	0.1	0.0	0.1	0.2	10
WB L	33594836	BOND DR	0.9	0.1	0.7	1.0	10
WB TR	33594845	BOND DR	0.9	0.1	0.8	1.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NB TR	33594901	SR 149	0.5	0.0	0.5	0.6	10
NEB LTR	33594898	Loves Truck Access	1.4	0.2	1.1	2.0	10
SB L	33594878	SR 149	0.8	0.1	0.7	0.9	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.0	0.0	0.0	0.1	10
WB LTR	33594891	Pilot South Access	0.9	0.1	0.8	1.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.8	0.0	0.7	0.9	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.0	0.1	0.9	1.2	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594870	SR 149	0.4	0.1	0.4	0.5	10
NB T	33594924	SR 149	0.5	0.0	0.5	0.6	10
SEB L	33594926	SR 149	0.5	0.0	0.5	0.6	10
SEB T	33594884	SR 149	0.1	0.0	0.1	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.1	0.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
NWB L	33594948	SR 149	1.0	0.1	0.9	1.2	10
NWB T	33594886	SR 149	0.6	0.0	0.5	0.6	10
SEB TR	33577633	SR 149	0.6	0.0	0.6	0.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594913	RAMP I-70 WB TO SR 149	0.8	0.0	0.7	0.8	10
WB LT	33594828	RAMP I-70 WB TO SR 149	0.7	0.0	0.7	0.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.7	0.0	0.7	0.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movement	Lane ID	Street	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.8	0.0	0.7	0.8	10
EB TR	33594919	RECO DR	0.7	0.1	0.6	0.9	10
NB L	33594937	SR 149	0.8	0.0	0.7	0.9	10
NB T	33594938	SR 149	0.3	0.0	0.3	0.4	10
NB TR	33594939	SR 149	0.3	0.0	0.3	0.4	10
SB L	33594911	SR 149	0.8	0.1	0.7	1.0	10
SB R	33594921	SR 149	0.4	0.0	0.3	0.4	10
SB T	33594865	SR 149	0.4	0.0	0.4	0.5	10
SB T	33594912	SR 149	0.4	0.0	0.4	0.4	10
WB LTR	33594889	Pilot North Access	0.9	0.0	0.8	1.0	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,056.0	1.20	4.2	A
2	1,080.0	1.70	5.6	A
3	1,060.0	1.40	4.7	A
4	1,061.0	1.30	4.4	A
5	1,059.0	1.40	4.8	A
6	1,063.0	1.50	4.9	A
7	1,066.0	1.40	4.6	A
8	1,069.0	1.40	4.6	A
9	1,061.0	1.40	4.7	A
10	1,064.0	1.40	4.8	A
Average:	**1,063.9**	**1.41**	**4.7**	**A**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,361.0	6.10	16.1	B
2	1,360.0	5.40	14.3	B
3	1,349.0	6.00	16.0	B
4	1,343.0	5.70	15.3	B
5	1,348.0	6.00	16.1	B
6	1,358.0	5.70	15.0	B
7	1,352.0	5.60	14.9	B
8	1,362.0	5.20	13.8	B
9	1,340.0	5.30	14.3	B
10	1,356.0	5.30	14.0	B
Average:	**1,352.9**	**5.63**	**15.0**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,829.0	3.60	7.2	A
2	1,833.0	3.60	7.1	A
3	1,818.0	3.60	7.1	A
4	1,807.0	3.60	7.1	A
5	1,817.0	3.70	7.3	A
6	1,836.0	3.60	7.1	A
7	1,837.0	3.90	7.7	A
8	1,821.0	3.60	7.2	A

9	1,816.0	3.60	7.2	A
10	1,844.0	3.90	7.5	A
Average:	**1,825.8**	**3.67**	**7.3**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,395.0	6.20	16.0	B
2	1,411.0	6.30	16.0	B
3	1,399.0	6.00	15.4	B
4	1,396.0	5.90	15.3	B
5	1,393.0	6.30	16.4	B
6	1,405.0	6.20	15.9	B
7	1,401.0	5.90	15.3	B
8	1,398.0	6.10	15.8	B
9	1,403.0	5.70	14.7	B
10	1,408.0	6.00	15.5	B
Average:	**1,400.9**	**6.06**	**15.6**	**B**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,798.0	6.50	13.0	B
2	1,789.0	6.30	12.7	B
3	1,786.0	6.80	13.7	B
4	1,778.0	6.30	12.8	B
5	1,790.0	7.00	14.1	B
6	1,795.0	6.70	13.5	B
7	1,800.0	6.50	13.0	B
8	1,782.0	6.40	12.9	B
9	1,786.0	6.70	13.5	B
10	1,800.0	6.70	13.5	B
Average:	**1,790.4**	**6.59**	**13.3**	**B**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	1.4	0.1	1.2	1.7	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	5.6	0.3	5.2	6.1	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	3.7	0.1	3.6	3.9	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	6.1	0.2	5.7	6.3	10
105	SR 149, RECO DR & Pilot North Access	Actuated	6.6	0.2	6.3	7.0	10

Intersection LOS - Avg Control Delay

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	4.7	0.4	4.2	5.6	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	15.0	0.9	13.8	16.1	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	7.3	0.2	7.1	7.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	15.6	0.5	14.7	16.4	10
105	SR 149, RECO DR & Pilot North Access	Actuated	13.3	0.5	12.7	14.1	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	687.0	1.00	5.5	A
2	687.0	1.10	5.6	A
3	691.0	1.00	5.5	A
4	677.0	1.00	5.1	A
5	689.0	1.20	6.0	A
6	684.0	0.80	4.2	A
7	695.0	1.00	5.1	A
8	694.0	1.00	5.1	A
9	689.0	0.90	4.9	A
10	695.0	1.00	5.0	A
Average:	**688.8**	**1.00**	**5.2**	**A**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,069.0	2.80	9.5	A
2	1,078.0	3.00	10.1	B
3	1,070.0	2.90	9.8	A
4	1,069.0	2.90	9.9	A
5	1,069.0	3.00	10.0	B
6	1,070.0	2.80	9.3	A
7	1,084.0	3.20	10.5	B
8	1,073.0	2.80	9.5	A
9	1,073.0	2.80	9.5	A
10	1,073.0	2.90	9.7	A
Average:	**1,072.8**	**2.91**	**9.8**	**A**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,492.0	2.70	6.5	A
2	1,484.0	2.50	6.0	A
3	1,479.0	2.60	6.4	A
4	1,473.0	2.40	6.0	A
5	1,479.0	2.70	6.5	A
6	1,484.0	2.70	6.5	A
7	1,496.0	2.60	6.3	A
8	1,493.0	2.70	6.6	A

9	1,483.0	2.70	6.6	A
10	1,493.0	2.70	6.4	A
Average:	**1,485.6**	**2.63**	**6.4**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,210.0	7.10	21.1	C
2	1,203.0	6.90	20.5	C
3	1,203.0	7.00	21.0	C
4	1,195.0	6.60	19.8	B
5	1,197.0	7.00	20.9	C
6	1,203.0	7.10	21.3	C
7	1,216.0	7.20	21.3	C
8	1,215.0	7.00	20.9	C
9	1,202.0	6.70	20.1	C
10	1,214.0	7.30	21.6	C
Average:	**1,205.8**	**6.99**	**20.8**	**C**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,501.0	6.60	15.9	B
2	1,498.0	6.30	15.1	B
3	1,487.0	6.20	15.0	B
4	1,495.0	5.90	14.3	B
5	1,497.0	6.90	16.7	B
6	1,496.0	6.40	15.3	B
7	1,509.0	6.70	16.0	B
8	1,491.0	6.00	14.4	B
9	1,491.0	6.50	15.7	B
10	1,498.0	6.80	16.3	B
Average:	**1,496.3**	**6.43**	**15.5**	**B**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	1.0	0.1	0.8	1.2	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	2.9	0.1	2.8	3.2	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	2.6	0.1	2.4	2.7	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	7.0	0.2	6.6	7.3	10
105	SR 149, RECO DR & Pilot North Access	Actuated	6.4	0.3	5.9	6.9	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	5.2	0.5	4.2	6.0	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	9.8	0.4	9.3	10.5	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	6.4	0.2	6.0	6.6	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	20.8	0.5	19.8	21.6	10
105	SR 149, RECO DR & Pilot North Access	Actuated	15.5	0.8	14.3	16.7	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	895.0	2.10	8.3	A
2	885.0	1.70	6.9	A
3	900.0	1.80	7.0	A
4	909.0	1.90	7.3	A
5	899.0	1.60	6.3	A
6	898.0	1.70	6.9	A
7	905.0	1.60	6.2	A
8	900.0	1.70	6.7	A
9	887.0	1.60	6.6	A
10	895.0	1.90	7.6	A
Average:	**897.3**	**1.76**	**7.0**	**A**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,523.0	6.70	15.8	B
2	1,528.0	6.10	14.4	B
3	1,525.0	6.70	15.8	B
4	1,516.0	6.80	16.2	B
5	1,523.0	6.60	15.5	B
6	1,523.0	5.80	13.6	B
7	1,532.0	6.10	14.3	B
8	1,536.0	6.30	14.8	B
9	1,518.0	4.90	11.6	B
10	1,532.0	6.90	16.1	B
Average:	**1,525.6**	**6.29**	**14.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,885.0	4.10	7.8	A
2	1,882.0	9.50	18.3	B
3	1,884.0	3.70	7.2	A
4	1,892.0	4.20	7.9	A
5	1,899.0	4.50	8.5	A
6	1,886.0	4.40	8.4	A
7	1,897.0	4.60	8.7	A
8	1,896.0	4.40	8.3	A

9	1,879.0	7.00	13.4	B
10	1,896.0	4.10	7.8	A
Average:	**1,889.6**	**5.05**	**9.6**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,538.0	13.00	30.5	C
2	1,533.0	12.30	28.8	C
3	1,542.0	12.40	29.0	C
4	1,552.0	12.70	29.6	C
5	1,547.0	12.60	29.3	C
6	1,539.0	13.20	30.8	C
7	1,545.0	13.00	30.4	C
8	1,538.0	12.20	28.6	C
9	1,539.0	12.20	28.7	C
10	1,540.0	12.40	28.9	C
Average:	**1,541.3**	**12.60**	**29.5**	**C**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,804.0	8.90	17.7	B
2	1,808.0	8.80	17.5	B
3	1,808.0	8.80	17.5	B
4	1,810.0	8.30	16.6	B
5	1,813.0	9.40	18.6	B
6	1,810.0	7.70	15.4	B
7	1,816.0	8.50	16.9	B
8	1,823.0	8.50	16.7	B
9	1,802.0	8.50	16.9	B
10	1,822.0	9.10	18.1	B
Average:	**1,811.6**	**8.65**	**17.2**	**B**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	1.8	0.2	1.6	2.1	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	6.3	0.6	4.9	6.9	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	5.1	1.8	3.7	9.5	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	12.6	0.4	12.2	13.2	10
105	SR 149, RECO DR & Pilot North Access	Actuated	8.7	0.5	7.7	9.4	10

Intersection LOS - Avg Control Delay

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
101	SR 149 & BOND DR	Actuated	7.0	0.6	6.2	8.3	10
107	SR 149, Loves Truck Access & Pilot South Access	Actuated	14.8	1.4	11.6	16.2	10
103	SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB	Actuated	9.6	3.5	7.2	18.3	10
102	SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB	Actuated	29.5	0.8	28.6	30.8	10
105	SR 149, RECO DR & Pilot North Access	Actuated	17.2	0.9	15.4	18.6	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	55.0	0.30	20.5	C
2	66.0	0.40	22.6	C
3	56.0	0.30	20.0	C
4	60.0	0.30	16.0	B
5	60.0	0.40	23.2	C
6	58.0	0.30	20.8	C
7	61.0	0.30	20.2	C
8	58.0	0.30	20.8	C
9	55.0	0.40	24.5	C
10	58.0	0.40	22.0	C
Average:	**58.7**	**0.34**	**21.1**	**C**
NWB on SR 149: Superlink ID 720495892				
1	549.0	0.20	1.3	A
2	558.0	0.20	1.3	A
3	558.0	0.20	1.3	A
4	556.0	0.20	1.5	A
5	549.0	0.20	1.0	A
6	559.0	0.20	1.3	A
7	559.0	0.20	1.3	A
8	556.0	0.20	1.1	A
9	558.0	0.20	1.4	A
10	560.0	0.20	1.3	A
Average:	**556.2**	**0.20**	**1.3**	**A**
SEB on SR 149: Superlink ID 720499681				
1	413.0	0.40	3.8	A
2	415.0	0.60	5.4	A
3	406.0	0.50	4.2	A
4	410.0	0.50	4.0	A
5	410.0	0.60	5.3	A
6	406.0	0.60	5.2	A
7	407.0	0.50	4.0	A
8	409.0	0.40	3.8	A
9	412.0	0.50	4.0	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	409.0	0.50	4.2	A
Average:	**409.7**	**0.51**	**4.4**	**A**
WB on BOND DR: Superlink ID 720499685				
1	39.0	0.30	25.9	C
2	41.0	0.50	39.8	D
3	40.0	0.40	35.2	D
4	35.0	0.30	33.6	C
5	40.0	0.30	24.5	C
6	40.0	0.30	30.4	C
7	39.0	0.40	33.9	C
8	46.0	0.40	32.8	C
9	36.0	0.30	34.1	C
10	37.0	0.40	37.5	D
Average:	**39.3**	**0.36**	**32.8**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on SR 149: Superlink ID 720499680				
1	797.0	3.40	15.3	B
2	794.0	3.00	13.6	B
3	795.0	3.20	14.5	B
4	799.0	3.30	15.0	B
5	792.0	3.00	13.8	B
6	798.0	3.20	14.6	B
7	796.0	2.90	13.2	B
8	797.0	2.90	13.1	B
9	794.0	3.00	13.6	B
10	802.0	2.70	12.3	B
Average:	**796.4**	**3.06**	**13.9**	**B**
NEB on Loves Truck Access: Superlink ID 720499698				
1	66.0	1.40	76.8	E
2	63.0	1.10	64.6	E
3	64.0	1.50	83.7	F
4	61.0	1.20	68.0	E
5	66.0	1.60	86.5	F
6	66.0	1.10	62.5	E
7	63.0	1.50	83.5	F
8	63.0	1.00	59.4	E
9	60.0	1.10	64.5	E
10	63.0	1.00	59.8	E
Average:	**63.5**	**1.25**	**70.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499695				
1	439.0	1.10	8.7	A
2	444.0	0.90	7.6	A
3	433.0	1.10	8.8	A
4	428.0	0.90	7.9	A
5	432.0	1.10	8.9	A
6	432.0	1.00	8.0	A
7	437.0	1.00	7.9	A
8	443.0	1.00	8.4	A
9	428.0	0.90	7.9	A
10	434.0	1.20	9.6	A
Average:	**435.0**	**1.02**	**8.4**	**A**
WB on Pilot South Access: Superlink ID 720499697				
1	59.0	0.20	13.6	B
2	59.0	0.30	19.6	B
3	57.0	0.30	15.8	B
4	55.0	0.30	20.1	C
5	58.0	0.30	21.1	C
6	62.0	0.30	19.6	B
7	56.0	0.30	17.3	B
8	59.0	0.20	14.8	B
9	58.0	0.30	18.4	B
10	57.0	0.30	19.2	B
Average:	**58.0**	**0.28**	**17.9**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	227.0	0.90	13.8	B
2	229.0	0.80	13.2	B
3	224.0	0.80	13.5	B
4	219.0	0.60	10.0	A
5	226.0	0.80	12.0	B
6	232.0	0.80	13.0	B
7	231.0	0.80	12.8	B
8	223.0	0.90	14.0	B
9	226.0	0.70	11.5	B
10	232.0	0.90	14.4	B
Average:	**226.9**	**0.80**	**12.8**	**B**
NB on SR 149: Superlink ID 720499689				
1	993.0	1.00	3.7	A
2	991.0	1.00	3.8	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	988.0	1.10	4.2	A
4	982.0	1.10	4.2	A
5	986.0	1.10	4.2	A
6	1,005.0	1.10	3.9	A
7	999.0	1.20	4.3	A
8	993.0	1.10	3.9	A
9	986.0	1.20	4.3	A
10	1,007.0	1.10	4.1	A
Average:	**993.0**	**1.10**	**4.0**	**A**
SEB on SR 149: Superlink ID 720496045				
1	609.0	1.70	10.3	B
2	613.0	1.80	10.4	B
3	606.0	1.60	9.7	A
4	606.0	1.80	10.9	B
5	605.0	1.80	10.8	B
6	599.0	1.70	10.2	B
7	607.0	1.90	11.3	B
8	605.0	1.70	10.0	A
9	604.0	1.70	10.4	B
10	605.0	1.80	10.7	B
Average:	**605.9**	**1.75**	**10.5**	**B**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	539.0	1.50	10.3	B
2	544.0	1.50	10.0	B
3	542.0	1.40	9.1	A
4	538.0	1.30	9.0	A
5	537.0	1.50	9.8	A
6	550.0	1.60	10.3	B
7	547.0	1.30	8.7	A
8	542.0	1.50	9.9	A
9	548.0	1.40	8.9	A
10	554.0	1.60	10.2	B
Average:	**544.1**	**1.46**	**9.6**	**A**
SEB on SR 149: Superlink ID 720495892				
1	395.0	1.70	15.2	B
2	411.0	2.00	17.3	B
3	392.0	1.70	15.3	B
4	397.0	1.90	17.0	B
5	399.0	2.00	18.0	B

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	395.0	1.70	15.8	B
7	397.0	1.70	15.2	B
8	399.0	1.90	17.0	B
9	396.0	1.70	15.0	B
10	396.0	1.70	15.2	B
Average:	**397.7**	**1.80**	**16.1**	**B**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	461.0	3.00	23.4	C
2	456.0	2.80	22.0	C
3	465.0	3.00	22.9	C
4	461.0	2.70	21.1	C
5	457.0	2.90	22.8	C
6	460.0	2.90	22.5	C
7	457.0	2.90	23.1	C
8	457.0	2.80	21.7	C
9	459.0	2.70	21.4	C
10	458.0	2.80	22.1	C
Average:	**459.1**	**2.85**	**22.3**	**C**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	275.0	1.40	18.7	B
2	272.0	1.40	18.3	B
3	274.0	1.40	18.3	B
4	273.0	1.40	18.4	B
5	273.0	1.40	18.4	B
6	272.0	1.40	18.1	B
7	277.0	1.30	16.9	B
8	275.0	1.40	18.8	B
9	277.0	1.50	19.3	B
10	279.0	1.30	17.3	B
Average:	**274.7**	**1.39**	**18.2**	**B**
NB on SR 149: Superlink ID 720499695				
1	847.0	2.90	12.4	B
2	842.0	2.90	12.5	B
3	841.0	3.00	12.6	B
4	838.0	2.80	11.9	B
5	844.0	3.40	14.3	B
6	852.0	3.10	13.0	B
7	846.0	3.00	12.6	B
8	844.0	2.80	12.0	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	842.0	3.00	12.7	B
10	849.0	3.40	14.3	B
Average:	**844.5**	**3.03**	**12.8**	**B**
SB on SR 149: Superlink ID 720499689				
1	608.0	1.80	10.6	B
2	608.0	1.70	9.9	A
3	601.0	2.00	12.1	B
4	597.0	1.70	10.3	B
5	603.0	1.90	11.4	B
6	604.0	1.90	11.3	B
7	606.0	1.80	10.8	B
8	598.0	1.80	10.8	B
9	596.0	1.80	10.9	B
10	600.0	1.60	9.5	A
Average:	**602.1**	**1.80**	**10.7**	**B**
WB on Pilot North Access: Superlink ID 720499696				
1	68.0	0.40	19.3	B
2	67.0	0.30	18.6	B
3	70.0	0.50	23.3	C
4	70.0	0.40	22.9	C
5	70.0	0.40	19.3	B
6	67.0	0.40	20.7	C
7	71.0	0.40	20.9	C
8	65.0	0.30	18.5	B
9	71.0	0.40	21.1	C
10	72.0	0.40	21.3	C
Average:	**69.1**	**0.39**	**20.6**	**C**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	0.3	0.1	0.3	0.4	10
NWB	SR 149	720495892	0.2	0.0	0.2	0.2	10
SEB	SR 149	720499681	0.5	0.1	0.4	0.6	10
WB	BOND DR	720499685	0.4	0.1	0.3	0.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	3.1	0.2	2.7	3.4	10
NEB	Loves Truck Access	720499698	1.3	0.2	1.0	1.6	10
SB	SR 149	720499695	1.0	0.1	0.9	1.2	10
WB	Pilot South Access	720499697	0.3	0.0	0.2	0.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	0.8	0.1	0.6	0.9	10
NB	SR 149	720499689	1.1	0.1	1.0	1.2	10
SEB	SR 149	720496045	1.8	0.1	1.6	1.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	1.5	0.1	1.3	1.6	10
SEB	SR 149	720495892	1.8	0.1	1.7	2.0	10
WB	RAMP I-70 WB TO SR 149	720496067	2.9	0.1	2.7	3.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	1.4	0.1	1.3	1.5	10
NB	SR 149	720499695	3.0	0.2	2.8	3.4	10
SB	SR 149	720499689	1.8	0.1	1.6	2.0	10
WB	Pilot North Access	720499696	0.4	0.1	0.3	0.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	21.1	2.3	16.0	24.5	10
NWB	SR 149	720495892	1.3	0.1	1.0	1.5	10
SEB	SR 149	720499681	4.4	0.6	3.8	5.4	10
WB	BOND DR	720499685	32.8	4.7	24.5	39.8	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	13.9	0.9	12.3	15.3	10
NEB	Loves Truck Access	720499698	70.9	10.6	59.4	86.5	10
SB	SR 149	720499695	8.4	0.6	7.6	9.6	10
WB	Pilot South Access	720499697	17.9	2.5	13.6	21.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	12.8	1.3	10.0	14.4	10
NB	SR 149	720499689	4.0	0.2	3.7	4.3	10
SEB	SR 149	720496045	10.5	0.5	9.7	11.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	9.6	0.6	8.7	10.3	10
SEB	SR 149	720495892	16.1	1.1	15.0	18.0	10
WB	RAMP I-70 WB TO SR 149	720496067	22.3	0.8	21.1	23.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	18.2	0.7	16.9	19.3	10
NB	SR 149	720499695	12.8	0.8	11.9	14.3	10
SB	SR 149	720499689	10.7	0.7	9.5	12.1	10
WB	Pilot North Access	720499696	20.6	1.7	18.5	23.3	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	63.0	0.40	23.5	C
2	64.0	0.40	25.2	C
3	61.0	0.50	28.7	C
4	56.0	0.40	26.3	C
5	62.0	0.40	24.6	C
6	62.0	0.30	16.8	B
7	55.0	0.40	26.0	C
8	63.0	0.40	23.5	C
9	60.0	0.40	23.1	C
10	61.0	0.30	19.5	B
Average:	**60.7**	**0.39**	**23.7**	**C**
NWB on SR 149: Superlink ID 720495892				
1	330.0	0.20	1.7	A
2	337.0	0.10	1.6	A
3	340.0	0.10	1.2	A
4	329.0	0.10	1.2	A
5	331.0	0.20	1.7	A
6	340.0	0.10	1.2	A
7	344.0	0.10	1.4	A
8	344.0	0.10	1.4	A
9	335.0	0.10	1.0	A
10	343.0	0.20	1.7	A
Average:	**337.3**	**0.13**	**1.4**	**A**
SEB on SR 149: Superlink ID 720499681				
1	265.0	0.20	3.1	A
2	259.0	0.20	3.3	A
3	261.0	0.20	2.2	A
4	263.0	0.10	1.6	A
5	264.0	0.20	3.2	A
6	255.0	0.20	2.1	A
7	265.0	0.20	2.6	A
8	260.0	0.20	2.4	A
9	262.0	0.20	2.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	260.0	0.20	2.6	A
Average:	**261.4**	**0.19**	**2.6**	**A**
WB on BOND DR: Superlink ID 720499685				
1	29.0	0.30	31.8	C
2	27.0	0.20	30.9	C
3	29.0	0.30	36.1	D
4	29.0	0.30	40.0	D
5	32.0	0.30	37.8	D
6	27.0	0.20	33.0	C
7	31.0	0.30	30.9	C
8	27.0	0.30	35.0	D
9	32.0	0.30	28.4	C
10	31.0	0.30	33.0	C
Average:	**29.4**	**0.28**	**33.7**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on SR 149: Superlink ID 720499680				
1	419.0	1.30	11.0	B
2	425.0	1.60	13.2	B
3	419.0	1.50	12.5	B
4	415.0	1.50	13.2	B
5	412.0	1.50	13.2	B
6	417.0	1.40	12.2	B
7	428.0	1.60	13.7	B
8	421.0	1.40	12.1	B
9	418.0	1.20	10.5	B
10	419.0	1.30	11.0	B
Average:	**419.3**	**1.43**	**12.3**	**B**
NEB on Loves Truck Access: Superlink ID 720499698				
1	28.0	0.30	39.7	D
2	29.0	0.30	34.6	C
3	30.0	0.40	42.2	D
4	28.0	0.30	32.7	C
5	28.0	0.30	39.2	D
6	29.0	0.30	33.3	C
7	31.0	0.30	35.2	D
8	31.0	0.30	36.7	D
9	33.0	0.30	35.0	D
10	30.0	0.30	39.7	D
Average:	**29.7**	**0.31**	**36.8**	**D**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499695				
1	542.0	1.00	6.3	A
2	545.0	0.80	5.5	A
3	544.0	0.80	5.3	A
4	549.0	0.80	5.1	A
5	546.0	0.90	5.6	A
6	547.0	0.80	5.0	A
7	546.0	0.90	5.9	A
8	541.0	0.70	5.0	A
9	542.0	0.80	5.6	A
10	542.0	0.90	6.1	A
Average:	**544.4**	**0.84**	**5.5**	**A**
WB on Pilot South Access: Superlink ID 720499697				
1	80.0	0.30	12.3	B
2	79.0	0.40	16.3	B
3	77.0	0.30	15.1	B
4	77.0	0.40	18.2	B
5	83.0	0.30	13.2	B
6	77.0	0.30	14.8	B
7	79.0	0.30	14.7	B
8	80.0	0.40	15.8	B
9	80.0	0.50	20.6	C
10	82.0	0.40	16.6	B
Average:	**79.4**	**0.36**	**15.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	207.0	0.80	14.7	B
2	206.0	0.80	14.0	B
3	207.0	0.80	13.6	B
4	208.0	0.70	12.4	B
5	212.0	0.70	12.6	B
6	211.0	0.80	14.2	B
7	209.0	0.90	15.9	B
8	211.0	0.90	14.6	B
9	216.0	0.80	13.3	B
10	213.0	0.90	15.0	B
Average:	**210.0**	**0.81**	**14.0**	**B**
NB on SR 149: Superlink ID 720499689				
1	649.0	1.10	6.2	A
2	649.0	1.00	5.8	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	644.0	1.10	6.1	A
4	639.0	1.00	5.8	A
5	637.0	1.10	6.1	A
6	647.0	1.10	6.2	A
7	657.0	1.10	6.0	A
8	651.0	1.10	6.0	A
9	637.0	1.10	6.0	A
10	654.0	1.10	6.0	A
Average:	**646.4**	**1.08**	**6.0**	**A**
SEB on SR 149: Superlink ID 720496045				
1	636.0	0.70	4.2	A
2	629.0	0.60	3.7	A
3	628.0	0.80	4.4	A
4	626.0	0.70	4.0	A
5	630.0	0.80	4.8	A
6	626.0	0.70	4.2	A
7	630.0	0.60	3.5	A
8	631.0	0.80	4.5	A
9	630.0	0.90	5.0	A
10	626.0	0.70	3.9	A
Average:	**629.2**	**0.73**	**4.2**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	360.0	1.30	13.2	B
2	359.0	1.30	12.8	B
3	356.0	1.30	12.9	B
4	352.0	1.10	11.3	B
5	350.0	1.40	14.2	B
6	362.0	1.20	11.9	B
7	364.0	1.30	13.1	B
8	364.0	1.20	12.0	B
9	352.0	1.20	11.8	B
10	364.0	1.40	14.2	B
Average:	**358.3**	**1.27**	**12.7**	**B**
SEB on SR 149: Superlink ID 720495892				
1	293.0	1.30	15.6	B
2	283.0	1.10	13.7	B
3	285.0	1.10	14.3	B
4	286.0	1.20	15.4	B
5	294.0	1.00	12.3	B

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	280.0	1.30	16.1	B
7	290.0	1.10	14.2	B
8	290.0	1.10	14.1	B
9	289.0	1.20	14.7	B
10	293.0	1.20	14.6	B
Average:	**288.3**	**1.16**	**14.5**	**B**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	557.0	4.50	29.0	C
2	561.0	4.50	28.9	C
3	562.0	4.60	29.4	C
4	557.0	4.30	27.5	C
5	553.0	4.60	29.8	C
6	561.0	4.70	29.9	C
7	562.0	4.70	30.2	C
8	561.0	4.70	30.1	C
9	561.0	4.40	28.1	C
10	557.0	4.60	30.0	C
Average:	**559.2**	**4.56**	**29.3**	**C**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	242.0	1.70	25.0	C
2	246.0	1.80	25.6	C
3	240.0	1.90	27.9	C
4	244.0	1.50	22.7	C
5	243.0	2.00	29.6	C
6	240.0	1.80	27.0	C
7	246.0	1.80	25.8	C
8	242.0	1.80	26.3	C
9	240.0	1.70	25.6	C
10	243.0	1.80	27.3	C
Average:	**242.6**	**1.78**	**26.3**	**C**
NB on SR 149: Superlink ID 720499695				
1	497.0	1.40	10.5	B
2	501.0	1.80	12.7	B
3	493.0	1.70	12.1	B
4	492.0	1.50	11.3	B
5	493.0	1.60	12.0	B
6	496.0	1.60	11.4	B
7	505.0	1.80	12.6	B
8	500.0	1.50	10.8	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	495.0	1.80	13.1	B
10	500.0	1.80	12.9	B
Average:	**497.2**	**1.65**	**11.9**	**B**
SB on SR 149: Superlink ID 720499689				
1	690.0	2.80	14.8	B
2	682.0	2.20	11.6	B
3	685.0	2.10	11.1	B
4	690.0	2.30	12.0	B
5	690.0	2.70	14.1	B
6	684.0	2.50	13.4	B
7	686.0	2.60	13.9	B
8	680.0	2.30	12.3	B
9	687.0	2.60	13.8	B
10	685.0	2.80	14.5	B
Average:	**685.9**	**2.49**	**13.1**	**B**
WB on Pilot North Access: Superlink ID 720499696				
1	72.0	0.60	32.3	C
2	69.0	0.60	29.2	C
3	69.0	0.60	29.3	C
4	69.0	0.60	29.1	C
5	71.0	0.60	29.9	C
6	76.0	0.40	21.3	C
7	72.0	0.50	27.0	C
8	69.0	0.40	18.9	B
9	69.0	0.30	18.2	B
10	70.0	0.40	19.1	B
Average:	**70.6**	**0.50**	**25.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	0.4	0.1	0.3	0.5	10
NWB	SR 149	720495892	0.1	0.0	0.1	0.2	10
SEB	SR 149	720499681	0.2	0.0	0.1	0.2	10
WB	BOND DR	720499685	0.3	0.0	0.2	0.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	1.4	0.1	1.2	1.6	10
NEB	Loves Truck Access	720499698	0.3	0.0	0.3	0.4	10
SB	SR 149	720499695	0.8	0.1	0.7	1.0	10
WB	Pilot South Access	720499697	0.4	0.1	0.3	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	0.8	0.1	0.7	0.9	10
NB	SR 149	720499689	1.1	0.0	1.0	1.1	10
SEB	SR 149	720496045	0.7	0.1	0.6	0.9	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	1.3	0.1	1.1	1.4	10
SEB	SR 149	720495892	1.2	0.1	1.0	1.3	10
WB	RAMP I-70 WB TO SR 149	720496067	4.6	0.1	4.3	4.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	1.8	0.1	1.5	2.0	10
NB	SR 149	720499695	1.7	0.2	1.4	1.8	10
SB	SR 149	720499689	2.5	0.3	2.1	2.8	10
WB	Pilot North Access	720499696	0.5	0.1	0.3	0.6	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	23.7	3.4	16.8	28.7	10
NWB	SR 149	720495892	1.4	0.2	1.0	1.7	10
SEB	SR 149	720499681	2.6	0.5	1.6	3.3	10
WB	BOND DR	720499685	33.7	3.5	28.4	40.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	12.3	1.1	10.5	13.7	10
NEB	Loves Truck Access	720499698	36.8	3.2	32.7	42.2	10
SB	SR 149	720499695	5.5	0.5	5.0	6.3	10
WB	Pilot South Access	720499697	15.8	2.4	12.3	20.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	14.0	1.1	12.4	15.9	10
NB	SR 149	720499689	6.0	0.1	5.8	6.2	10
SEB	SR 149	720496045	4.2	0.5	3.5	5.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	12.7	1.0	11.3	14.2	10
SEB	SR 149	720495892	14.5	1.1	12.3	16.1	10
WB	RAMP I-70 WB TO SR 149	720496067	29.3	0.9	27.5	30.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	26.3	1.9	22.7	29.6	10
NB	SR 149	720499695	11.9	0.9	10.5	13.1	10
SB	SR 149	720499689	13.1	1.3	11.1	14.8	10
WB	Pilot North Access	720499696	25.4	5.4	18.2	32.3	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BOND DR: Superlink ID 720499684				
1	41.0	0.50	42.9	D
2	38.0	0.40	35.2	D
3	39.0	0.40	39.2	D
4	43.0	0.30	29.2	C
5	43.0	0.30	25.5	C
6	41.0	0.30	25.4	C
7	44.0	0.30	24.5	C
8	42.0	0.30	23.9	C
9	41.0	0.30	27.5	C
10	44.0	0.40	33.6	C
Average:	**41.6**	**0.35**	**30.7**	**C**
NWB on SR 149: Superlink ID 720495892				
1	400.0	0.30	2.8	A
2	405.0	0.40	3.4	A
3	404.0	0.30	2.9	A
4	411.0	0.50	4.0	A
5	409.0	0.40	3.4	A
6	406.0	0.40	3.4	A
7	418.0	0.40	3.3	A
8	409.0	0.40	3.4	A
9	402.0	0.40	3.3	A
10	404.0	0.40	3.6	A
Average:	**406.8**	**0.39**	**3.4**	**A**
SEB on SR 149: Superlink ID 720499681				
1	393.0	0.40	3.3	A
2	383.0	0.30	3.1	A
3	395.0	0.30	2.5	A
4	393.0	0.30	2.6	A
5	389.0	0.30	2.6	A
6	390.0	0.30	3.2	A
7	387.0	0.30	3.2	A
8	390.0	0.30	3.0	A
9	388.0	0.30	3.0	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	387.0	0.40	3.4	A
Average:	**389.5**	**0.32**	**3.0**	**A**
WB on BOND DR: Superlink ID 720499685				
1	61.0	0.90	52.1	D
2	59.0	0.60	37.6	D
3	62.0	0.70	42.8	D
4	62.0	0.80	44.5	D
5	58.0	0.60	37.5	D
6	61.0	0.70	41.1	D
7	56.0	0.50	34.3	C
8	59.0	0.70	41.3	D
9	56.0	0.60	40.6	D
10	60.0	0.70	42.4	D
Average:	**59.4**	**0.68**	**41.4**	**D**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB on SR 149: Superlink ID 720499680				
1	496.0	3.00	21.6	C
2	498.0	3.00	21.5	C
3	496.0	2.90	21.0	C
4	495.0	2.80	20.3	C
5	500.0	3.30	23.7	C
6	500.0	2.70	19.2	B
7	502.0	3.00	21.2	C
8	502.0	2.90	20.8	C
9	495.0	2.40	17.7	B
10	500.0	3.50	24.9	C
Average:	**498.4**	**2.95**	**21.2**	**C**
NEB on Loves Truck Access: Superlink ID 720499698				
1	105.0	2.50	85.8	F
2	102.0	2.10	74.0	E
3	105.0	2.70	93.6	F
4	102.0	3.00	105.3	F
5	107.0	2.10	72.2	E
6	100.0	2.10	74.1	E
7	105.0	2.00	68.7	E
8	103.0	2.10	72.9	E
9	104.0	1.50	53.6	D
10	106.0	2.30	79.0	E
Average:	**103.9**	**2.24**	**77.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB on SR 149: Superlink ID 720499695				
1	831.0	0.80	3.3	A
2	841.0	0.80	3.3	A
3	832.0	0.70	3.2	A
4	829.0	0.60	2.7	A
5	830.0	0.70	3.1	A
6	835.0	0.70	3.0	A
7	835.0	0.70	3.2	A
8	839.0	0.80	3.4	A
9	832.0	0.50	2.3	A
10	835.0	0.70	3.2	A
Average:	**833.9**	**0.70**	**3.1**	**A**
WB on Pilot South Access: Superlink ID 720499697				
1	91.0	0.40	16.9	B
2	87.0	0.30	10.9	B
3	92.0	0.30	12.4	B
4	90.0	0.40	17.2	B
5	86.0	0.40	17.4	B
6	88.0	0.40	14.6	B
7	90.0	0.40	14.6	B
8	92.0	0.50	21.1	C
9	87.0	0.40	17.0	B
10	91.0	0.30	13.2	B
Average:	**89.4**	**0.38**	**15.5**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	271.0	1.40	18.8	B
2	269.0	1.40	19.4	B
3	267.0	1.30	17.4	B
4	271.0	1.40	18.9	B
5	274.0	1.40	18.0	B
6	267.0	1.60	21.1	C
7	270.0	1.70	23.3	C
8	272.0	1.70	22.1	C
9	267.0	1.50	20.7	C
10	270.0	1.60	21.0	C
Average:	**269.8**	**1.50**	**20.1**	**C**
NB on SR 149: Superlink ID 720499689				
1	743.0	1.80	8.6	A
2	750.0	1.70	8.3	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	754.0	1.70	8.2	A
4	752.0	1.90	9.1	A
5	758.0	1.90	9.1	A
6	748.0	2.00	9.6	A
7	766.0	2.10	9.7	A
8	761.0	1.90	8.8	A
9	748.0	1.60	7.6	A
10	762.0	1.80	8.3	A
Average:	**754.2**	**1.84**	**8.7**	**A**
SEB on SR 149: Superlink ID 720496045				
1	871.0	0.90	3.5	A
2	863.0	6.40	26.6	C
3	863.0	0.70	3.1	A
4	869.0	0.80	3.5	A
5	867.0	1.20	5.1	A
6	871.0	0.90	3.6	A
7	861.0	0.80	3.2	A
8	863.0	0.80	3.5	A
9	864.0	3.90	16.2	B
10	864.0	0.80	3.2	A
Average:	**865.6**	**1.72**	**7.1**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB on SR 149: Superlink ID 720496045				
1	409.0	3.60	31.7	C
2	412.0	3.20	27.6	C
3	417.0	3.10	26.5	C
4	422.0	3.10	26.5	C
5	424.0	3.40	29.1	C
6	412.0	4.10	35.8	D
7	426.0	3.90	33.1	C
8	419.0	3.20	27.3	C
9	420.0	3.10	26.9	C
10	418.0	3.40	29.1	C
Average:	**417.9**	**3.41**	**29.4**	**C**
SEB on SR 149: Superlink ID 720495892				
1	432.0	3.60	30.4	C
2	423.0	3.10	26.6	C
3	430.0	3.40	28.5	C
4	433.0	3.60	29.6	C
5	425.0	3.40	28.4	C

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	428.0	3.20	27.1	C
7	426.0	3.20	27.4	C
8	425.0	3.30	28.2	C
9	428.0	3.30	27.7	C
10	429.0	3.10	25.6	C
Average:	**427.9**	**3.32**	**27.9**	**C**
WB on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	697.0	5.80	29.8	C
2	698.0	6.00	31.0	C
3	695.0	6.00	30.9	C
4	697.0	6.10	31.4	C
5	698.0	5.80	29.9	C
6	699.0	5.90	30.2	C
7	693.0	5.90	30.5	C
8	694.0	5.70	29.6	C
9	691.0	5.80	30.3	C
10	693.0	5.90	30.8	C
Average:	**695.5**	**5.89**	**30.4**	**C**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on RECO DR: Superlink ID 720499683				
1	161.0	1.40	32.0	C
2	168.0	1.60	34.1	C
3	164.0	1.50	34.0	C
4	161.0	1.40	31.8	C
5	165.0	1.60	34.4	C
6	161.0	1.30	28.4	C
7	163.0	1.40	31.4	C
8	158.0	1.30	30.2	C
9	164.0	1.40	30.2	C
10	161.0	1.50	33.6	C
Average:	**162.6**	**1.44**	**32.0**	**C**
NB on SR 149: Superlink ID 720499695				
1	639.0	2.50	14.1	B
2	643.0	2.20	12.3	B
3	648.0	2.40	13.6	B
4	640.0	2.40	13.3	B
5	643.0	2.40	13.5	B
6	644.0	2.20	12.5	B
7	658.0	2.30	12.8	B
8	657.0	2.40	13.1	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	641.0	2.30	13.0	B
10	655.0	2.80	15.3	B
Average:	**646.8**	**2.39**	**13.3**	**B**
SB on SR 149: Superlink ID 720499689				
1	923.0	4.30	16.7	B
2	922.0	4.50	17.6	B
3	919.0	4.10	15.9	B
4	924.0	4.10	16.0	B
5	924.0	4.80	18.6	B
6	926.0	3.80	14.7	B
7	919.0	4.30	16.7	B
8	926.0	4.30	16.8	B
9	918.0	4.30	16.9	B
10	925.0	4.20	16.4	B
Average:	**922.6**	**4.27**	**16.6**	**B**
WB on Pilot North Access: Superlink ID 720499696				
1	81.0	0.70	29.0	C
2	75.0	0.50	24.4	C
3	77.0	0.70	33.2	C
4	85.0	0.40	18.0	B
5	81.0	0.60	26.3	C
6	79.0	0.40	19.7	B
7	76.0	0.50	24.0	C
8	82.0	0.40	18.7	B
9	79.0	0.50	22.0	C
10	81.0	0.60	28.7	C
Average:	**79.6**	**0.53**	**24.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	0.4	0.1	0.3	0.5	10
NWB	SR 149	720495892	0.4	0.1	0.3	0.5	10
SEB	SR 149	720499681	0.3	0.0	0.3	0.4	10
WB	BOND DR	720499685	0.7	0.1	0.5	0.9	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	3.0	0.3	2.4	3.5	10
NEB	Loves Truck Access	720499698	2.2	0.4	1.5	3.0	10
SB	SR 149	720499695	0.7	0.1	0.5	0.8	10
WB	Pilot South Access	720499697	0.4	0.1	0.3	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	1.5	0.1	1.3	1.7	10
NB	SR 149	720499689	1.8	0.2	1.6	2.1	10
SEB	SR 149	720496045	1.7	1.9	0.7	6.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	3.4	0.4	3.1	4.1	10
SEB	SR 149	720495892	3.3	0.2	3.1	3.6	10
WB	RAMP I-70 WB TO SR 149	720496067	5.9	0.1	5.7	6.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	1.4	0.1	1.3	1.6	10
NB	SR 149	720499695	2.4	0.2	2.2	2.8	10
SB	SR 149	720499689	4.3	0.3	3.8	4.8	10
WB	Pilot North Access	720499696	0.5	0.1	0.4	0.7	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	BOND DR	720499684	30.7	6.7	23.9	42.9	10
NWB	SR 149	720495892	3.4	0.3	2.8	4.0	10
SEB	SR 149	720499681	3.0	0.3	2.5	3.4	10
WB	BOND DR	720499685	41.4	4.8	34.3	52.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB	SR 149	720499680	21.2	2.1	17.7	24.9	10
NEB	Loves Truck Access	720499698	77.9	14.2	53.6	105.3	10
SB	SR 149	720499695	3.1	0.3	2.3	3.4	10
WB	Pilot South Access	720499697	15.5	3.0	10.9	21.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RAMP I-70 EB TO SR 149	720496046	20.1	1.9	17.4	23.3	10
NB	SR 149	720499689	8.7	0.6	7.6	9.7	10
SEB	SR 149	720496045	7.1	7.9	3.1	26.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB	SR 149	720496045	29.4	3.2	26.5	35.8	10
SEB	SR 149	720495892	27.9	1.4	25.6	30.4	10
WB	RAMP I-70 WB TO SR 149	720496067	30.4	0.6	29.6	31.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB	RECO DR	720499683	32.0	2.0	28.4	34.4	10
NB	SR 149	720499695	13.3	0.9	12.3	15.3	10
SB	SR 149	720499689	16.6	1.0	14.7	18.6	10
WB	Pilot North Access	720499696	24.4	5.0	18.0	33.2	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	8.0	0.10	35.6	D
2	10.0	0.10	34.5	C
3	9.0	0.10	46.5	D
4	10.0	0.00	15.9	B
5	11.0	0.20	52.6	D
6	10.0	0.10	26.7	C
7	12.0	0.10	41.6	D
8	10.0	0.10	29.4	C
9	10.0	0.10	40.7	D
10	8.0	0.10	62.4	E
Average:	**9.8**	**0.10**	**38.6**	**D**
EB TR on BOND DR: Superlink ID 720499684				
1	47.0	0.20	17.9	B
2	56.0	0.30	20.5	C
3	47.0	0.20	15.0	B
4	50.0	0.20	16.0	B
5	49.0	0.20	16.5	B
6	48.0	0.30	19.6	B
7	49.0	0.20	15.0	B
8	48.0	0.30	19.0	B
9	45.0	0.30	20.9	C
10	50.0	0.20	15.6	B
Average:	**48.9**	**0.24**	**17.6**	**B**
NWB L on SR 149: Superlink ID 720495892				
1	8.0	0.00	7.1	A
2	7.0	0.00	11.0	B
3	9.0	0.00	5.3	A
4	6.0	0.00	10.6	B
5	7.0	0.00	4.8	A
6	7.0	0.00	2.9	A
7	11.0	0.00	1.9	A
8	8.0	0.00	8.0	A
9	8.0	0.00	3.1	A
10	11.0	0.00	3.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**8.2**	**0.00**	**5.8**	**A**
NWB R on SR 149: Superlink ID 720495892				
1	166.0	0.00	0.9	A
2	169.0	0.00	1.0	A
3	170.0	0.10	1.1	A
4	170.0	0.10	1.4	A
5	166.0	0.00	0.9	A
6	169.0	0.00	1.0	A
7	171.0	0.00	1.0	A
8	173.0	0.00	0.9	A
9	170.0	0.00	1.0	A
10	172.0	0.10	1.2	A
Average:	**169.6**	**0.03**	**1.0**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	375.0	0.10	1.4	A
2	382.0	0.10	1.2	A
3	379.0	0.10	1.3	A
4	380.0	0.10	1.4	A
5	376.0	0.10	1.0	A
6	383.0	0.10	1.4	A
7	377.0	0.10	1.4	A
8	375.0	0.10	1.1	A
9	380.0	0.20	1.5	A
10	377.0	0.10	1.3	A
Average:	**378.4**	**0.11**	**1.3**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	60.0	0.20	11.1	B
2	60.0	0.20	13.0	B
3	60.0	0.20	13.2	B
4	60.0	0.20	10.5	B
5	60.0	0.20	12.4	B
6	59.0	0.20	11.6	B
7	60.0	0.20	12.8	B
8	60.0	0.20	9.8	A
9	59.0	0.20	13.8	B
10	59.0	0.20	12.4	B
Average:	**59.7**	**0.20**	**12.1**	**B**
SEB R on SR 149: Superlink ID 720499681				
1	10.0	0.00	1.3	A
2	11.0	0.00	1.8	A
3	11.0	0.00	0.2	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	2.0	A
5	9.0	0.00	1.7	A
6	10.0	0.00	1.9	A
7	9.0	0.00	0.6	A
8	10.0	0.00	0.8	A
9	9.0	0.00	1.0	A
10	11.0	0.00	0.7	A
Average:	**9.9**	**0.00**	**1.2**	**A**
SEB T on SR 149: Superlink ID 720499681				
1	343.0	0.20	2.6	A
2	344.0	0.40	4.2	A
3	335.0	0.20	2.7	A
4	341.0	0.30	3.0	A
5	341.0	0.40	4.1	A
6	337.0	0.40	4.2	A
7	338.0	0.20	2.6	A
8	339.0	0.30	2.8	A
9	344.0	0.20	2.5	A
10	339.0	0.30	2.9	A
Average:	**340.1**	**0.29**	**3.1**	**A**
WB L on BOND DR: Superlink ID 720499685				
1	17.0	0.20	33.1	C
2	24.0	0.30	45.0	D
3	21.0	0.20	40.6	D
4	16.0	0.20	38.1	D
5	21.0	0.20	29.3	C
6	19.0	0.20	37.3	D
7	19.0	0.20	45.9	D
8	24.0	0.20	37.2	D
9	18.0	0.20	34.7	C
10	19.0	0.20	44.9	D
Average:	**19.8**	**0.21**	**38.6**	**D**
WB TR on BOND DR: Superlink ID 720499685				
1	22.0	0.10	20.3	C
2	17.0	0.20	32.5	C
3	19.0	0.20	29.2	C
4	19.0	0.20	29.9	C
5	19.0	0.10	19.2	B
6	21.0	0.10	24.2	C
7	20.0	0.10	22.4	C
8	22.0	0.20	28.1	C
9	18.0	0.20	33.4	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	18.0	0.10	29.6	C
Average:	**19.5**	**0.15**	**26.9**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Superlink ID 720499680				
1	53.0	0.10	8.6	A
2	55.0	0.10	9.3	A
3	55.0	0.10	9.2	A
4	55.0	0.20	12.1	B
5	54.0	0.10	7.9	A
6	55.0	0.20	10.0	A
7	53.0	0.20	11.6	B
8	54.0	0.20	10.0	B
9	54.0	0.20	11.4	B
10	53.0	0.10	7.5	A
Average:	**54.1**	**0.15**	**9.8**	**A**
NB TR on SR 149: Superlink ID 720499680				
1	744.0	3.30	15.8	B
2	739.0	2.90	13.9	B
3	740.0	3.10	14.9	B
4	744.0	3.10	15.2	B
5	738.0	2.90	14.2	B
6	743.0	3.10	14.9	B
7	743.0	2.80	13.3	B
8	743.0	2.80	13.4	B
9	740.0	2.80	13.8	B
10	749.0	2.60	12.7	B
Average:	**742.3**	**2.94**	**14.2**	**B**
NEB LTR on Loves Truck Access: Superlink ID 720499698				
1	66.0	1.40	76.8	E
2	63.0	1.10	64.6	E
3	64.0	1.50	83.7	F
4	61.0	1.20	68.0	E
5	66.0	1.60	86.5	F
6	66.0	1.10	62.5	E
7	63.0	1.50	83.5	F
8	63.0	1.00	59.4	E
9	60.0	1.10	64.5	E
10	63.0	1.00	59.8	E
Average:	**63.5**	**1.25**	**70.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Superlink ID 720499695				
1	53.0	0.20	15.9	B
2	51.0	0.20	14.5	B
3	46.0	0.20	13.6	B
4	48.0	0.20	14.2	B
5	51.0	0.20	14.6	B
6	48.0	0.20	13.4	B
7	52.0	0.20	13.3	B
8	50.0	0.20	13.9	B
9	46.0	0.20	12.3	B
10	48.0	0.20	13.6	B
Average:	**49.3**	**0.20**	**13.9**	**B**
SB R on SR 149: Superlink ID 720499695				
1	10.0	0.00	0.5	A
2	10.0	0.00	1.0	A
3	9.0	0.00	0.6	A
4	10.0	0.00	0.7	A
5	10.0	0.00	1.1	A
6	8.0	0.00	1.4	A
7	10.0	0.00	1.1	A
8	9.0	0.00	1.1	A
9	9.0	0.00	1.0	A
10	9.0	0.00	0.5	A
Average:	**9.4**	**0.00**	**0.9**	**A**
SB T on SR 149: Superlink ID 720499695				
1	376.0	0.80	7.9	A
2	383.0	0.70	6.9	A
3	378.0	0.90	8.4	A
4	370.0	0.70	7.3	A
5	371.0	0.90	8.3	A
6	376.0	0.80	7.5	A
7	375.0	0.80	7.3	A
8	384.0	0.80	7.9	A
9	373.0	0.80	7.5	A
10	377.0	1.00	9.4	A
Average:	**376.3**	**0.82**	**7.8**	**A**
WB LTR on Pilot South Access: Superlink ID 720499697				
1	59.0	0.20	13.6	B
2	59.0	0.30	19.6	B
3	57.0	0.30	15.8	B
4	55.0	0.30	20.1	C
5	58.0	0.30	21.1	C

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	62.0	0.30	19.6	B
7	56.0	0.30	17.3	B
8	59.0	0.20	14.8	B
9	58.0	0.30	18.4	B
10	57.0	0.30	19.2	B
Average:	**58.0**	**0.28**	**17.9**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	57.0	0.50	28.5	C
2	62.0	0.40	23.2	C
3	60.0	0.40	23.1	C
4	57.0	0.30	19.3	B
5	58.0	0.40	23.0	C
6	60.0	0.40	26.7	C
7	62.0	0.40	23.7	C
8	58.0	0.50	30.2	C
9	61.0	0.40	23.6	C
10	63.0	0.50	28.7	C
Average:	**59.8**	**0.42**	**25.0**	**C**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	170.0	0.40	8.9	A
2	167.0	0.40	9.5	A
3	164.0	0.50	10.0	A
4	162.0	0.30	6.7	A
5	168.0	0.40	8.2	A
6	172.0	0.40	8.3	A
7	169.0	0.40	8.8	A
8	165.0	0.40	8.3	A
9	165.0	0.30	7.1	A
10	169.0	0.40	9.0	A
Average:	**167.1**	**0.39**	**8.5**	**A**
NB R on SR 149: Superlink ID 720499689				
1	510.0	0.00	0.0	A
2	507.0	0.00	0.0	A
3	507.0	0.00	0.0	A
4	501.0	0.00	0.0	A
5	507.0	0.00	0.0	A
6	509.0	0.00	0.0	A
7	510.0	0.00	0.0	A
8	505.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	503.0	0.00	0.0	A
10	513.0	0.00	0.0	A
Average:	**507.2**	**0.00**	**0.0**	**A**
NB T on SR 149: Superlink ID 720499689				
1	483.0	1.00	7.6	A
2	484.0	1.00	7.7	A
3	481.0	1.10	8.6	A
4	481.0	1.10	8.5	A
5	479.0	1.10	8.6	A
6	496.0	1.10	7.8	A
7	489.0	1.20	8.8	A
8	488.0	1.10	8.0	A
9	483.0	1.20	8.7	A
10	494.0	1.10	8.3	A
Average:	**485.8**	**1.10**	**8.2**	**A**
SEB L on SR 149: Superlink ID 720496045				
1	168.0	0.70	14.4	B
2	169.0	0.70	14.0	B
3	165.0	0.60	13.6	B
4	170.0	0.70	15.5	B
5	169.0	0.80	16.2	B
6	165.0	0.60	13.3	B
7	172.0	0.80	16.6	B
8	171.0	0.70	13.9	B
9	168.0	0.70	15.0	B
10	172.0	0.80	15.9	B
Average:	**168.9**	**0.71**	**14.8**	**B**
SEB T on SR 149: Superlink ID 720496045				
1	441.0	1.10	8.8	A
2	444.0	1.10	9.0	A
3	441.0	1.00	8.2	A
4	436.0	1.10	9.1	A
5	436.0	1.10	8.7	A
6	434.0	1.10	9.1	A
7	435.0	1.10	9.2	A
8	434.0	1.00	8.4	A
9	436.0	1.00	8.7	A
10	433.0	1.00	8.6	A
Average:	**437.0**	**1.06**	**8.8**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Superlink ID 720496045				
1	168.0	1.30	28.8	C
2	165.0	1.30	29.0	C
3	164.0	1.20	25.4	C
4	162.0	1.20	26.6	C
5	166.0	1.30	28.4	C
6	172.0	1.40	28.9	C
7	165.0	1.10	25.0	C
8	164.0	1.30	29.4	C
9	168.0	1.10	23.4	C
10	172.0	1.40	28.7	C
Average:	**166.6**	**1.26**	**27.3**	**C**
NWB T on SR 149: Superlink ID 720496045				
1	371.0	0.20	1.9	A
2	379.0	0.20	1.8	A
3	378.0	0.20	2.1	A
4	376.0	0.10	1.4	A
5	371.0	0.10	1.4	A
6	378.0	0.20	1.8	A
7	382.0	0.20	1.7	A
8	378.0	0.20	1.5	A
9	380.0	0.30	2.5	A
10	382.0	0.20	1.8	A
Average:	**377.5**	**0.19**	**1.8**	**A**
SEB TR on SR 149: Superlink ID 720495892				
1	395.0	1.70	15.2	B
2	411.0	2.00	17.3	B
3	392.0	1.70	15.3	B
4	397.0	1.90	17.0	B
5	399.0	2.00	18.0	B
6	395.0	1.70	15.8	B
7	397.0	1.70	15.2	B
8	399.0	1.90	17.0	B
9	396.0	1.70	15.0	B
10	396.0	1.70	15.2	B
Average:	**397.7**	**1.80**	**16.1**	**B**
WB L on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	148.0	1.30	31.4	C
2	148.0	1.30	32.1	C
3	152.0	1.30	31.8	C
4	151.0	1.20	29.5	C
5	137.0	1.30	33.4	C

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	137.0	1.20	32.2	C
7	141.0	1.20	31.1	C
8	155.0	1.10	26.5	C
9	154.0	1.30	31.0	C
10	154.0	1.30	29.8	C
Average:	**147.7**	**1.25**	**30.9**	**C**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	134.0	1.20	33.1	C
2	130.0	1.00	28.8	C
3	131.0	1.20	32.1	C
4	131.0	1.10	29.3	C
5	141.0	1.10	29.0	C
6	143.0	1.20	29.5	C
7	139.0	1.20	32.3	C
8	124.0	1.10	31.4	C
9	126.0	1.00	28.5	C
10	127.0	1.10	31.1	C
Average:	**132.6**	**1.12**	**30.5**	**C**
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	179.0	0.50	9.4	A
2	178.0	0.40	8.5	A
3	182.0	0.50	9.0	A
4	179.0	0.40	8.1	A
5	179.0	0.50	9.9	A
6	180.0	0.50	9.6	A
7	177.0	0.50	9.5	A
8	178.0	0.50	10.9	B
9	179.0	0.40	8.1	A
10	177.0	0.40	9.0	A
Average:	**178.8**	**0.46**	**9.2**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Superlink ID 720499683				
1	164.0	1.20	26.2	C
2	163.0	1.10	25.0	C
3	164.0	1.10	24.2	C
4	163.0	1.20	25.9	C
5	163.0	1.10	24.8	C
6	163.0	1.20	26.1	C
7	168.0	1.10	24.3	C
8	166.0	1.20	26.1	C

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	167.0	1.20	26.4	C
10	168.0	1.10	23.6	C
Average:	**164.9**	**1.15**	**25.3**	**C**
EB TR on RECO DR: Superlink ID 720499683				
1	111.0	0.20	7.7	A
2	109.0	0.30	8.3	A
3	110.0	0.30	9.4	A
4	110.0	0.20	7.2	A
5	110.0	0.30	8.9	A
6	109.0	0.20	6.3	A
7	109.0	0.20	5.3	A
8	109.0	0.20	7.7	A
9	110.0	0.30	8.6	A
10	111.0	0.20	7.9	A
Average:	**109.8**	**0.24**	**7.7**	**A**
NB L on SR 149: Superlink ID 720499695				
1	49.0	0.30	19.1	B
2	51.0	0.30	19.1	B
3	51.0	0.30	23.7	C
4	51.0	0.30	22.7	C
5	51.0	0.30	24.3	C
6	51.0	0.30	20.4	C
7	51.0	0.30	18.4	B
8	50.0	0.20	16.0	B
9	51.0	0.30	23.7	C
10	49.0	0.30	21.1	C
Average:	**50.5**	**0.29**	**20.9**	**C**
NB T on SR 149: Superlink ID 720499695				
1	385.0	1.50	13.8	B
2	378.0	1.40	13.0	B
3	376.0	1.30	12.2	B
4	379.0	1.30	12.3	B
5	381.0	1.60	15.4	B
6	389.0	1.50	13.7	B
7	383.0	1.40	13.3	B
8	384.0	1.40	13.0	B
9	381.0	1.30	12.3	B
10	384.0	1.70	15.6	B
Average:	**382.0**	**1.44**	**13.5**	**B**
NB TR on SR 149: Superlink ID 720499695				
1	413.0	1.20	10.2	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	413.0	1.30	11.3	B
3	414.0	1.30	11.6	B
4	408.0	1.20	10.2	B
5	412.0	1.40	12.1	B
6	412.0	1.30	11.4	B
7	412.0	1.30	11.3	B
8	410.0	1.20	10.7	B
9	410.0	1.30	11.7	B
10	416.0	1.40	12.2	B
Average:	**412.0**	**1.29**	**11.3**	**B**
SB L on SR 149: Superlink ID 720499689				
1	52.0	0.30	21.2	C
2	57.0	0.30	20.6	C
3	56.0	0.40	25.4	C
4	52.0	0.30	23.2	C
5	54.0	0.30	19.9	B
6	58.0	0.40	22.4	C
7	52.0	0.30	19.9	B
8	49.0	0.30	22.2	C
9	53.0	0.30	21.7	C
10	54.0	0.30	21.4	C
Average:	**53.7**	**0.32**	**21.8**	**C**
SB R on SR 149: Superlink ID 720499689				
1	230.0	0.10	2.0	A
2	228.0	0.10	1.5	A
3	225.0	0.10	1.6	A
4	228.0	0.10	2.0	A
5	226.0	0.10	1.7	A
6	224.0	0.10	1.6	A
7	226.0	0.10	1.6	A
8	222.0	0.10	1.9	A
9	225.0	0.10	1.7	A
10	227.0	0.10	1.4	A
Average:	**226.1**	**0.10**	**1.7**	**A**
SB T on SR 149: Superlink ID 720499689				
1	326.0	1.40	14.9	B
2	323.0	1.20	13.9	B
3	320.0	1.50	17.2	B
4	317.0	1.20	14.2	B
5	323.0	1.50	16.6	B
6	322.0	1.40	15.9	B
7	328.0	1.40	15.6	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	327.0	1.40	15.1	B
9	318.0	1.40	15.7	B
10	319.0	1.20	13.3	B
Average:	**322.3**	**1.36**	**15.2**	**B**
WB LTR on Pilot North Access: Superlink ID 720499696				
1	68.0	0.40	19.3	B
2	67.0	0.30	18.6	B
3	70.0	0.50	23.3	C
4	70.0	0.40	22.9	C
5	70.0	0.40	19.3	B
6	67.0	0.40	20.7	C
7	71.0	0.40	20.9	C
8	65.0	0.30	18.5	B
9	71.0	0.40	21.1	C
10	72.0	0.40	21.3	C
Average:	**69.1**	**0.39**	**20.6**	**C**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.1	0.0	0.0	0.2	10
EB TR	BOND DR	720499684	0.2	0.1	0.2	0.3	10
NWB L	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB R	SR 149	720495892	0.0	0.0	0.0	0.1	10
NWB T	SR 149	720495892	0.1	0.0	0.1	0.2	10
SEB L	SR 149	720499681	0.2	0.0	0.2	0.2	10
SEB R	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB T	SR 149	720499681	0.3	0.1	0.2	0.4	10
WB L	BOND DR	720499685	0.2	0.0	0.2	0.3	10
WB TR	BOND DR	720499685	0.2	0.1	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	SR 149	720499680	0.2	0.1	0.1	0.2	10
NB TR	SR 149	720499680	2.9	0.2	2.6	3.3	10
NEB LTR	Loves Truck Access	720499698	1.3	0.2	1.0	1.6	10
SB L	SR 149	720499695	0.2	0.0	0.2	0.2	10
SB R	SR 149	720499695	0.0	0.0	0.0	0.0	10
SB T	SR 149	720499695	0.8	0.1	0.7	1.0	10
WB LTR	Pilot South Access	720499697	0.3	0.0	0.2	0.3	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	0.4	0.1	0.3	0.5	10
EB R	RAMP I-70 EB TO SR 149	720496046	0.4	0.1	0.3	0.5	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	1.1	0.1	1.0	1.2	10
SEB L	SR 149	720496045	0.7	0.1	0.6	0.8	10
SEB T	SR 149	720496045	1.1	0.1	1.0	1.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	1.3	0.1	1.1	1.4	10
NWB T	SR 149	720496045	0.2	0.1	0.1	0.3	10
SEB TR	SR 149	720495892	1.8	0.1	1.7	2.0	10
WB L	RAMP I-70 WB TO SR 149	720496067	1.3	0.1	1.1	1.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB LT	RAMP I-70 WB TO SR 149	720496067	1.1	0.1	1.0	1.2	10
WB R	RAMP I-70 WB TO SR 149	720496067	0.5	0.1	0.4	0.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	1.2	0.1	1.1	1.2	10
EB TR	RECO DR	720499683	0.2	0.1	0.2	0.3	10
NB L	SR 149	720499695	0.3	0.0	0.2	0.3	10
NB T	SR 149	720499695	1.4	0.1	1.3	1.7	10
NB TR	SR 149	720499695	1.3	0.1	1.2	1.4	10
SB L	SR 149	720499689	0.3	0.0	0.3	0.4	10
SB R	SR 149	720499689	0.1	0.0	0.1	0.1	10
SB T	SR 149	720499689	1.4	0.1	1.2	1.5	10
WB LTR	Pilot North Access	720499696	0.4	0.1	0.3	0.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	38.6	13.4	15.9	62.4	10
EB TR	BOND DR	720499684	17.6	2.3	15.0	20.9	10
NWB L	SR 149	720495892	5.8	3.2	1.9	11.0	10
NWB R	SR 149	720495892	1.0	0.2	0.9	1.4	10
NWB T	SR 149	720495892	1.3	0.2	1.0	1.5	10
SEB L	SR 149	720499681	12.1	1.3	9.8	13.8	10
SEB R	SR 149	720499681	1.2	0.6	0.2	2.0	10
SEB T	SR 149	720499681	3.1	0.7	2.5	4.2	10
WB L	BOND DR	720499685	38.6	5.5	29.3	45.9	10
WB TR	BOND DR	720499685	26.9	5.0	19.2	33.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	SR 149	720499680	9.8	1.6	7.5	12.1	10
NB TR	SR 149	720499680	14.2	1.0	12.7	15.8	10
NEB LTR	Loves Truck Access	720499698	70.9	10.6	59.4	86.5	10
SB L	SR 149	720499695	13.9	1.0	12.3	15.9	10
SB R	SR 149	720499695	0.9	0.3	0.5	1.4	10
SB T	SR 149	720499695	7.8	0.7	6.9	9.4	10
WB LTR	Pilot South Access	720499697	17.9	2.5	13.6	21.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	25.0	3.4	19.3	30.2	10
EB R	RAMP I-70 EB TO SR 149	720496046	8.5	1.0	6.7	10.0	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	8.2	0.4	7.6	8.8	10
SEB L	SR 149	720496045	14.8	1.2	13.3	16.6	10
SEB T	SR 149	720496045	8.8	0.3	8.2	9.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	27.3	2.1	23.4	29.4	10
NWB T	SR 149	720496045	1.8	0.3	1.4	2.5	10
SEB TR	SR 149	720495892	16.1	1.1	15.0	18.0	10
WB L	RAMP I-70 WB TO SR 149	720496067	30.9	1.9	26.5	33.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB LT	RAMP I-70 WB TO SR 149	720496067	30.5	1.7	28.5	33.1	10
WB R	RAMP I-70 WB TO SR 149	720496067	9.2	0.9	8.1	10.9	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	25.3	1.0	23.6	26.4	10
EB TR	RECO DR	720499683	7.7	1.2	5.3	9.4	10
NB L	SR 149	720499695	20.9	2.7	16.0	24.3	10
NB T	SR 149	720499695	13.5	1.2	12.2	15.6	10
NB TR	SR 149	720499695	11.3	0.7	10.2	12.2	10
SB L	SR 149	720499689	21.8	1.6	19.9	25.4	10
SB R	SR 149	720499689	1.7	0.2	1.4	2.0	10
SB T	SR 149	720499689	15.2	1.2	13.3	17.2	10
WB LTR	Pilot North Access	720499696	20.6	1.7	18.5	23.3	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	11.0	0.20	49.5	D
2	10.0	0.10	53.0	D
3	11.0	0.20	49.9	D
4	11.0	0.20	58.6	E
5	11.0	0.20	55.6	E
6	11.0	0.10	34.9	C
7	9.0	0.10	43.9	D
8	9.0	0.10	40.7	D
9	9.0	0.20	70.6	E
10	9.0	0.10	47.1	D
Average:	**10.1**	**0.15**	**50.4**	**D**
EB TR on BOND DR: Superlink ID 720499684				
1	52.0	0.30	18.0	B
2	54.0	0.30	20.1	C
3	50.0	0.30	24.0	C
4	45.0	0.20	18.5	B
5	51.0	0.30	17.9	B
6	51.0	0.20	12.9	B
7	46.0	0.30	22.5	C
8	54.0	0.30	20.7	C
9	51.0	0.20	14.7	B
10	52.0	0.20	14.7	B
Average:	**50.6**	**0.26**	**18.4**	**B**
NWB L on SR 149: Superlink ID 720495892				
1	17.0	0.00	9.5	A
2	16.0	0.00	3.3	A
3	24.0	0.00	5.5	A
4	16.0	0.00	5.2	A
5	17.0	0.00	6.2	A
6	24.0	0.00	4.1	A
7	23.0	0.00	6.0	A
8	21.0	0.00	2.0	A
9	21.0	0.00	4.1	A
10	23.0	0.00	6.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**20.2**	**0.00**	**5.3**	**A**
NWB R on SR 149: Superlink ID 720495892				
1	21.0	0.00	0.3	A
2	21.0	0.00	0.7	A
3	18.0	0.00	0.3	A
4	20.0	0.00	1.0	A
5	21.0	0.00	0.2	A
6	18.0	0.00	0.8	A
7	21.0	0.00	1.1	A
8	21.0	0.00	0.3	A
9	18.0	0.00	0.3	A
10	24.0	0.00	1.0	A
Average:	**20.3**	**0.00**	**0.6**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	292.0	0.10	1.3	A
2	300.0	0.10	1.6	A
3	298.0	0.10	0.9	A
4	293.0	0.10	1.0	A
5	293.0	0.10	1.6	A
6	298.0	0.10	1.0	A
7	300.0	0.10	1.1	A
8	302.0	0.10	1.4	A
9	296.0	0.10	0.9	A
10	296.0	0.10	1.3	A
Average:	**296.8**	**0.10**	**1.2**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	12.0	0.00	10.9	B
2	11.0	0.00	13.4	B
3	10.0	0.00	6.6	A
4	12.0	0.00	3.0	A
5	10.0	0.00	3.7	A
6	9.0	0.00	8.0	A
7	11.0	0.00	8.1	A
8	11.0	0.00	12.4	B
9	11.0	0.00	10.2	B
10	10.0	0.00	6.2	A
Average:	**10.7**	**0.00**	**8.3**	**A**
SEB R on SR 149: Superlink ID 720499681				
1	9.0	0.00	1.0	A
2	9.0	0.00	1.4	A
3	11.0	0.00	1.4	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	10.0	0.00	0.2	A
5	10.0	0.00	1.3	A
6	10.0	0.00	0.4	A
7	8.0	0.00	2.1	A
8	9.0	0.00	1.1	A
9	11.0	0.00	0.6	A
10	8.0	0.00	1.4	A
Average:	**9.5**	**0.00**	**1.1**	**A**
SEB T on SR 149: Superlink ID 720499681				
1	244.0	0.20	2.8	A
2	239.0	0.20	2.9	A
3	240.0	0.10	2.1	A
4	241.0	0.10	1.6	A
5	244.0	0.20	3.2	A
6	236.0	0.10	2.0	A
7	246.0	0.20	2.4	A
8	240.0	0.10	2.0	A
9	240.0	0.20	2.6	A
10	242.0	0.20	2.5	A
Average:	**241.2**	**0.16**	**2.4**	**A**
WB L on BOND DR: Superlink ID 720499685				
1	8.0	0.10	54.5	D
2	8.0	0.10	51.8	D
3	9.0	0.10	33.1	C
4	11.0	0.20	60.4	E
5	12.0	0.10	44.5	D
6	7.0	0.10	43.8	D
7	13.0	0.10	34.4	C
8	6.0	0.10	49.5	D
9	11.0	0.10	39.7	D
10	12.0	0.20	46.1	D
Average:	**9.7**	**0.12**	**45.8**	**D**
WB TR on BOND DR: Superlink ID 720499685				
1	21.0	0.10	23.2	C
2	19.0	0.10	22.1	C
3	20.0	0.20	37.5	D
4	18.0	0.10	27.5	C
5	20.0	0.20	33.8	C
6	20.0	0.20	29.2	C
7	18.0	0.10	28.4	C
8	21.0	0.20	30.9	C
9	21.0	0.10	22.5	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	19.0	0.10	24.7	C
Average:	**19.7**	**0.14**	**28.0**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Superlink ID 720499680				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	**0.0**	**0.00**	**--**	**--**
NB TR on SR 149: Superlink ID 720499680				
1	419.0	1.30	11.0	B
2	425.0	1.60	13.2	B
3	419.0	1.50	12.5	B
4	415.0	1.50	13.2	B
5	412.0	1.50	13.2	B
6	417.0	1.40	12.2	B
7	428.0	1.60	13.7	B
8	421.0	1.40	12.1	B
9	418.0	1.20	10.5	B
10	419.0	1.30	11.0	B
Average:	**419.3**	**1.43**	**12.3**	**B**
NEB LTR on Loves Truck Access: Superlink ID 720499698				
1	28.0	0.30	39.7	D
2	29.0	0.30	34.6	C
3	30.0	0.40	42.2	D
4	28.0	0.30	32.7	C
5	28.0	0.30	39.2	D
6	29.0	0.30	33.3	C
7	31.0	0.30	35.2	D
8	31.0	0.30	36.7	D
9	33.0	0.30	35.0	D
10	30.0	0.30	39.7	D
Average:	**29.7**	**0.31**	**36.8**	**D**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Superlink ID 720499695				
1	85.0	0.40	14.8	B
2	89.0	0.30	12.1	B
3	87.0	0.30	11.6	B
4	90.0	0.20	9.5	A
5	87.0	0.30	13.5	B
6	86.0	0.30	12.4	B
7	85.0	0.30	14.7	B
8	84.0	0.20	10.5	B
9	87.0	0.30	12.4	B
10	89.0	0.40	14.6	B
Average:	**86.9**	**0.30**	**12.6**	**B**
SB R on SR 149: Superlink ID 720499695				
1	26.0	0.00	0.3	A
2	24.0	0.00	0.6	A
3	28.0	0.00	0.2	A
4	27.0	0.00	0.3	A
5	27.0	0.00	0.0	A
6	27.0	0.00	0.5	A
7	28.0	0.00	0.1	A
8	24.0	0.00	0.5	A
9	29.0	0.00	0.7	A
10	27.0	0.00	0.9	A
Average:	**26.7**	**0.00**	**0.4**	**A**
SB T on SR 149: Superlink ID 720499695				
1	431.0	0.60	5.0	A
2	432.0	0.50	4.4	A
3	429.0	0.50	4.3	A
4	432.0	0.50	4.4	A
5	432.0	0.50	4.4	A
6	434.0	0.50	3.8	A
7	433.0	0.60	4.6	A
8	433.0	0.50	4.1	A
9	426.0	0.50	4.5	A
10	426.0	0.50	4.6	A
Average:	**430.8**	**0.52**	**4.4**	**A**
WB LTR on Pilot South Access: Superlink ID 720499697				
1	80.0	0.30	12.3	B
2	79.0	0.40	16.3	B
3	77.0	0.30	15.1	B
4	77.0	0.40	18.2	B
5	83.0	0.30	13.2	B

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	77.0	0.30	14.8	B
7	79.0	0.30	14.7	B
8	80.0	0.40	15.8	B
9	80.0	0.50	20.6	C
10	82.0	0.40	16.6	B
Average:	**79.4**	**0.36**	**15.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	41.0	0.40	34.4	C
2	40.0	0.30	31.3	C
3	40.0	0.40	34.1	C
4	41.0	0.40	32.2	C
5	42.0	0.30	29.6	C
6	43.0	0.40	37.2	D
7	41.0	0.50	42.8	D
8	43.0	0.50	40.5	D
9	44.0	0.40	30.7	C
10	43.0	0.50	41.1	D
Average:	**41.8**	**0.41**	**35.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	166.0	0.50	9.8	A
2	166.0	0.50	9.9	A
3	167.0	0.40	8.7	A
4	167.0	0.40	7.6	A
5	170.0	0.40	8.4	A
6	168.0	0.40	8.3	A
7	168.0	0.40	9.4	A
8	168.0	0.40	8.0	A
9	172.0	0.40	8.8	A
10	170.0	0.40	8.4	A
Average:	**168.2**	**0.42**	**8.7**	**A**
NB R on SR 149: Superlink ID 720499689				
1	329.0	0.00	0.0	A
2	331.0	0.00	0.0	A
3	327.0	0.00	0.0	A
4	329.0	0.00	0.0	A
5	327.0	0.00	0.0	A
6	326.0	0.00	0.0	A
7	332.0	0.00	0.0	A
8	328.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	326.0	0.00	0.0	A
10	330.0	0.00	0.0	A
Average:	**328.5**	**0.00**	**0.0**	**A**
NB T on SR 149: Superlink ID 720499689				
1	320.0	1.10	12.5	B
2	318.0	1.00	11.8	B
3	317.0	1.10	12.4	B
4	310.0	1.00	12.0	B
5	310.0	1.10	12.5	B
6	321.0	1.10	12.5	B
7	325.0	1.10	12.1	B
8	323.0	1.10	12.1	B
9	311.0	1.10	12.2	B
10	324.0	1.10	12.1	B
Average:	**317.9**	**1.08**	**12.2**	**B**
SEB L on SR 149: Superlink ID 720496045				
1	112.0	0.20	5.9	A
2	112.0	0.20	6.6	A
3	111.0	0.20	5.2	A
4	105.0	0.20	6.8	A
5	110.0	0.20	6.5	A
6	109.0	0.20	8.2	A
7	109.0	0.20	7.0	A
8	112.0	0.20	5.8	A
9	109.0	0.20	6.4	A
10	110.0	0.20	5.3	A
Average:	**109.9**	**0.20**	**6.4**	**A**
SEB T on SR 149: Superlink ID 720496045				
1	524.0	0.60	3.8	A
2	517.0	0.40	3.0	A
3	517.0	0.60	4.2	A
4	521.0	0.50	3.4	A
5	520.0	0.60	4.4	A
6	517.0	0.50	3.4	A
7	521.0	0.40	2.7	A
8	519.0	0.60	4.2	A
9	521.0	0.70	4.7	A
10	516.0	0.50	3.7	A
Average:	**519.3**	**0.54**	**3.8**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Superlink ID 720496045				
1	182.0	1.10	22.0	C
2	179.0	1.10	21.4	C
3	176.0	1.10	22.5	C
4	177.0	0.90	19.2	B
5	174.0	1.20	24.7	C
6	180.0	1.00	20.2	C
7	180.0	1.10	22.8	C
8	179.0	1.00	20.0	B
9	176.0	1.00	20.0	B
10	182.0	1.20	24.3	C
Average:	**178.5**	**1.07**	**21.7**	**C**
NWB T on SR 149: Superlink ID 720496045				
1	178.0	0.20	4.2	A
2	180.0	0.20	4.3	A
3	180.0	0.20	3.6	A
4	175.0	0.20	3.4	A
5	176.0	0.20	3.8	A
6	182.0	0.20	3.7	A
7	184.0	0.20	3.6	A
8	185.0	0.20	4.2	A
9	176.0	0.20	3.6	A
10	182.0	0.20	4.1	A
Average:	**179.8**	**0.20**	**3.8**	**A**
SEB TR on SR 149: Superlink ID 720495892				
1	293.0	1.30	15.6	B
2	283.0	1.10	13.7	B
3	285.0	1.10	14.3	B
4	286.0	1.20	15.4	B
5	294.0	1.00	12.3	B
6	280.0	1.30	16.1	B
7	290.0	1.10	14.2	B
8	290.0	1.10	14.1	B
9	289.0	1.20	14.7	B
10	293.0	1.20	14.6	B
Average:	**288.3**	**1.16**	**14.5**	**B**
WB L on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	213.0	2.20	36.7	D
2	209.0	2.30	39.4	D
3	196.0	2.20	41.3	D
4	200.0	2.00	36.6	D
5	194.0	2.10	39.7	D

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	197.0	2.30	41.2	D
7	206.0	2.40	41.6	D
8	203.0	2.20	39.7	D
9	208.0	2.10	36.8	D
10	210.0	2.30	39.8	D
Average:	**203.6**	**2.21**	**39.3**	**D**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	187.0	2.10	40.2	D
2	194.0	2.00	36.5	D
3	204.0	2.00	36.0	D
4	200.0	2.00	35.2	D
5	202.0	2.10	38.1	D
6	204.0	2.10	37.1	D
7	195.0	2.10	38.2	D
8	196.0	2.20	39.6	D
9	193.0	1.90	36.2	D
10	184.0	2.00	39.8	D
Average:	**195.9**	**2.05**	**37.7**	**D**
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	157.0	0.20	5.4	A
2	158.0	0.20	5.5	A
3	162.0	0.30	6.9	A
4	157.0	0.30	6.1	A
5	157.0	0.30	7.0	A
6	160.0	0.30	6.8	A
7	161.0	0.30	6.0	A
8	162.0	0.30	6.5	A
9	160.0	0.30	7.0	A
10	163.0	0.30	6.5	A
Average:	**159.7**	**0.28**	**6.4**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Superlink ID 720499683				
1	182.0	1.50	29.9	C
2	184.0	1.60	31.6	C
3	178.0	1.70	34.1	C
4	183.0	1.30	26.4	C
5	182.0	1.80	36.0	D
6	179.0	1.70	33.4	C
7	184.0	1.60	30.6	C
8	181.0	1.60	32.1	C

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	178.0	1.60	31.4	C
10	182.0	1.70	33.9	C
Average:	**181.3**	**1.61**	**32.0**	**C**
EB TR on RECO DR: Superlink ID 720499683				
1	60.0	0.20	10.1	B
2	62.0	0.10	7.9	A
3	62.0	0.20	10.0	B
4	61.0	0.20	11.6	B
5	61.0	0.20	10.5	B
6	61.0	0.10	8.2	A
7	62.0	0.20	11.5	B
8	61.0	0.20	9.1	A
9	62.0	0.10	8.7	A
10	61.0	0.10	7.8	A
Average:	**61.3**	**0.16**	**9.5**	**A**
NB L on SR 149: Superlink ID 720499695				
1	50.0	0.20	14.2	B
2	51.0	0.20	14.6	B
3	50.0	0.20	14.3	B
4	51.0	0.20	14.2	B
5	51.0	0.20	17.2	B
6	50.0	0.20	13.2	B
7	52.0	0.20	16.6	B
8	52.0	0.20	12.4	B
9	51.0	0.20	14.8	B
10	51.0	0.20	16.4	B
Average:	**50.9**	**0.20**	**14.8**	**B**
NB T on SR 149: Superlink ID 720499695				
1	208.0	0.60	10.9	B
2	208.0	0.80	13.3	B
3	206.0	0.70	12.0	B
4	201.0	0.70	11.9	B
5	201.0	0.70	12.4	B
6	206.0	0.60	11.3	B
7	211.0	0.80	13.1	B
8	210.0	0.60	10.5	B
9	204.0	0.70	12.4	B
10	210.0	0.80	14.1	B
Average:	**206.5**	**0.70**	**12.2**	**B**
NB TR on SR 149: Superlink ID 720499695				
1	239.0	0.60	9.3	A

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	242.0	0.80	11.8	B
3	237.0	0.80	11.7	B
4	240.0	0.70	10.1	B
5	241.0	0.70	10.5	B
6	240.0	0.70	11.2	B
7	242.0	0.80	11.4	B
8	238.0	0.70	10.7	B
9	240.0	0.90	13.3	B
10	239.0	0.70	11.1	B
Average:	**239.8**	**0.74**	**11.1**	**B**
SB L on SR 149: Superlink ID 720499689				
1	39.0	0.10	12.7	B
2	33.0	0.10	13.8	B
3	37.0	0.10	10.1	B
4	33.0	0.20	17.8	B
5	37.0	0.20	16.9	B
6	38.0	0.10	12.9	B
7	38.0	0.20	18.3	B
8	36.0	0.20	15.6	B
9	36.0	0.10	13.1	B
10	35.0	0.20	17.1	B
Average:	**36.2**	**0.15**	**14.8**	**B**
SB R on SR 149: Superlink ID 720499689				
1	172.0	0.20	3.2	A
2	170.0	0.10	2.3	A
3	167.0	0.10	2.0	A
4	170.0	0.10	2.6	A
5	170.0	0.10	2.6	A
6	165.0	0.10	2.2	A
7	170.0	0.10	2.3	A
8	167.0	0.10	2.4	A
9	171.0	0.10	3.0	A
10	171.0	0.10	2.7	A
Average:	**169.3**	**0.11**	**2.5**	**A**
SB T on SR 149: Superlink ID 720499689				
1	479.0	2.60	19.2	B
2	479.0	2.00	14.7	B
3	481.0	1.90	14.4	B
4	487.0	2.00	14.9	B
5	483.0	2.40	17.9	B
6	481.0	2.30	17.3	B
7	478.0	2.30	17.7	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	477.0	2.10	15.6	B
9	480.0	2.40	17.7	B
10	479.0	2.50	18.6	B
Average:	**480.4**	**2.25**	**16.8**	**B**
WB LTR on Pilot North Access: Superlink ID 720499696				
1	72.0	0.60	32.3	C
2	69.0	0.60	29.2	C
3	69.0	0.60	29.3	C
4	69.0	0.60	29.1	C
5	71.0	0.60	29.9	C
6	76.0	0.40	21.3	C
7	72.0	0.50	27.0	C
8	69.0	0.40	18.9	B
9	69.0	0.30	18.2	B
10	70.0	0.40	19.1	B
Average:	**70.6**	**0.50**	**25.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.2	0.1	0.1	0.2	10
EB TR	BOND DR	720499684	0.3	0.1	0.2	0.3	10
NWB L	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB R	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB T	SR 149	720495892	0.1	0.0	0.1	0.1	10
SEB L	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB R	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB T	SR 149	720499681	0.2	0.1	0.1	0.2	10
WB L	BOND DR	720499685	0.1	0.0	0.1	0.2	10
WB TR	BOND DR	720499685	0.1	0.1	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	SR 149	720499680	0.0	0.0	0.0	0.0	10
NB TR	SR 149	720499680	1.4	0.1	1.2	1.6	10
NEB LTR	Loves Truck Access	720499698	0.3	0.0	0.3	0.4	10
SB L	SR 149	720499695	0.3	0.1	0.2	0.4	10
SB R	SR 149	720499695	0.0	0.0	0.0	0.0	10
SB T	SR 149	720499695	0.5	0.0	0.5	0.6	10
WB LTR	Pilot South Access	720499697	0.4	0.1	0.3	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	0.4	0.1	0.3	0.5	10
EB R	RAMP I-70 EB TO SR 149	720496046	0.4	0.0	0.4	0.5	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	1.1	0.0	1.0	1.1	10
SEB L	SR 149	720496045	0.2	0.0	0.2	0.2	10
SEB T	SR 149	720496045	0.5	0.1	0.4	0.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	1.1	0.1	0.9	1.2	10
NWB T	SR 149	720496045	0.2	0.0	0.2	0.2	10
SEB TR	SR 149	720495892	1.2	0.1	1.0	1.3	10
WB L	RAMP I-70 WB TO SR 149	720496067	2.2	0.1	2.0	2.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB LT	RAMP I-70 WB TO SR 149	720496067	2.1	0.1	1.9	2.2	10
WB R	RAMP I-70 WB TO SR 149	720496067	0.3	0.0	0.2	0.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	1.6	0.1	1.3	1.8	10
EB TR	RECO DR	720499683	0.2	0.1	0.1	0.2	10
NB L	SR 149	720499695	0.2	0.0	0.2	0.2	10
NB T	SR 149	720499695	0.7	0.1	0.6	0.8	10
NB TR	SR 149	720499695	0.7	0.1	0.6	0.9	10
SB L	SR 149	720499689	0.2	0.1	0.1	0.2	10
SB R	SR 149	720499689	0.1	0.0	0.1	0.2	10
SB T	SR 149	720499689	2.3	0.2	1.9	2.6	10
WB LTR	Pilot North Access	720499696	0.5	0.1	0.3	0.6	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	50.4	10.0	34.9	70.6	10
EB TR	BOND DR	720499684	18.4	3.6	12.9	24.0	10
NWB L	SR 149	720495892	5.3	2.1	2.0	9.5	10
NWB R	SR 149	720495892	0.6	0.4	0.2	1.1	10
NWB T	SR 149	720495892	1.2	0.3	0.9	1.6	10
SEB L	SR 149	720499681	8.3	3.5	3.0	13.4	10
SEB R	SR 149	720499681	1.1	0.6	0.2	2.1	10
SEB T	SR 149	720499681	2.4	0.5	1.6	3.2	10
WB L	BOND DR	720499685	45.8	8.6	33.1	60.4	10
WB TR	BOND DR	720499685	28.0	5.1	22.1	37.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	SR 149	720499680	12.3	1.1	10.5	13.7	10
NEB LTR	Loves Truck Access	720499698	36.8	3.2	32.7	42.2	10
SB L	SR 149	720499695	12.6	1.8	9.5	14.8	10
SB R	SR 149	720499695	0.4	0.3	0.0	0.9	10
SB T	SR 149	720499695	4.4	0.3	3.8	5.0	10
WB LTR	Pilot South Access	720499697	15.8	2.4	12.3	20.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	35.4	4.7	29.6	42.8	10
EB R	RAMP I-70 EB TO SR 149	720496046	8.7	0.8	7.6	9.9	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	12.2	0.3	11.8	12.5	10
SEB L	SR 149	720496045	6.4	0.9	5.2	8.2	10
SEB T	SR 149	720496045	3.8	0.6	2.7	4.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	21.7	1.9	19.2	24.7	10
NWB T	SR 149	720496045	3.8	0.3	3.4	4.3	10
SEB TR	SR 149	720495892	14.5	1.1	12.3	16.1	10
WB L	RAMP I-70 WB TO SR 149	720496067	39.3	2.0	36.6	41.6	10
WB LT	RAMP I-70 WB TO SR 149	720496067	37.7	1.8	35.2	40.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	RAMP I-70 WB TO SR 149	720496067	6.4	0.6	5.4	7.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	32.0	2.7	26.4	36.0	10
EB TR	RECO DR	720499683	9.5	1.4	7.8	11.6	10
NB L	SR 149	720499695	14.8	1.5	12.4	17.2	10
NB T	SR 149	720499695	12.2	1.1	10.5	14.1	10
NB TR	SR 149	720499695	11.1	1.1	9.3	13.3	10
SB L	SR 149	720499689	14.8	2.7	10.1	18.3	10
SB R	SR 149	720499689	2.5	0.4	2.0	3.2	10
SB T	SR 149	720499689	16.8	1.7	14.4	19.2	10
WB LTR	Pilot North Access	720499696	25.4	5.4	18.2	32.3	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Superlink ID 720499684				
1	10.0	0.10	41.1	D
2	10.0	0.20	56.1	E
3	12.0	0.20	59.1	E
4	12.0	0.10	34.8	C
5	10.0	0.10	36.5	D
6	9.0	0.10	37.8	D
7	9.0	0.10	40.0	D
8	8.0	0.10	36.1	D
9	9.0	0.10	48.4	D
10	9.0	0.10	56.9	E
Average:	**9.8**	**0.12**	**44.7**	**D**
EB TR on BOND DR: Superlink ID 720499684				
1	31.0	0.40	43.5	D
2	28.0	0.20	27.8	C
3	27.0	0.20	30.3	C
4	31.0	0.20	27.0	C
5	33.0	0.20	22.2	C
6	32.0	0.20	21.9	C
7	35.0	0.20	20.5	C
8	34.0	0.20	21.0	C
9	32.0	0.20	21.7	C
10	35.0	0.30	27.6	C
Average:	**31.8**	**0.23**	**26.3**	**C**
NWB L on SR 149: Superlink ID 720495892				
1	28.0	0.10	8.6	A
2	32.0	0.10	10.9	B
3	29.0	0.10	8.7	A
4	31.0	0.10	13.4	B
5	30.0	0.10	11.4	B
6	26.0	0.10	8.8	A
7	29.0	0.10	9.8	A
8	30.0	0.10	8.0	A
9	29.0	0.10	10.7	B
10	27.0	0.10	7.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**29.1**	**0.10**	**9.8**	**A**
NWB R on SR 149: Superlink ID 720495892				
1	18.0	0.00	0.8	A
2	18.0	0.00	1.6	A
3	22.0	0.00	0.9	A
4	26.0	0.00	1.4	A
5	21.0	0.00	1.3	A
6	22.0	0.00	2.4	A
7	21.0	0.00	1.7	A
8	19.0	0.00	1.1	A
9	17.0	0.00	1.5	A
10	22.0	0.00	2.3	A
Average:	**20.6**	**0.00**	**1.5**	**A**
NWB T on SR 149: Superlink ID 720495892				
1	354.0	0.20	2.5	A
2	355.0	0.30	2.9	A
3	353.0	0.20	2.5	A
4	354.0	0.30	3.3	A
5	358.0	0.30	2.9	A
6	358.0	0.30	3.1	A
7	368.0	0.30	2.9	A
8	360.0	0.30	3.2	A
9	356.0	0.30	2.8	A
10	355.0	0.30	3.4	A
Average:	**357.1**	**0.28**	**2.9**	**A**
SEB L on SR 149: Superlink ID 720499681				
1	8.0	0.00	6.0	A
2	10.0	0.00	8.6	A
3	9.0	0.00	8.8	A
4	10.0	0.00	9.4	A
5	12.0	0.00	14.0	B
6	12.0	0.00	8.5	A
7	10.0	0.00	6.2	A
8	11.0	0.00	5.2	A
9	10.0	0.00	9.2	A
10	9.0	0.00	13.5	B
Average:	**10.1**	**0.00**	**8.9**	**A**
SEB R on SR 149: Superlink ID 720499681				
1	12.0	0.00	0.4	A
2	9.0	0.00	1.5	A
3	12.0	0.00	0.7	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	2.7	A
5	11.0	0.00	1.6	A
6	9.0	0.00	2.2	A
7	11.0	0.00	0.3	A
8	8.0	0.00	2.2	A
9	10.0	0.00	1.2	A
10	12.0	0.00	0.3	A
Average:	**10.3**	**0.00**	**1.3**	**A**
SEB T on SR 149: Superlink ID 720499681				
1	373.0	0.40	3.4	A
2	364.0	0.30	2.9	A
3	374.0	0.20	2.4	A
4	374.0	0.20	2.4	A
5	366.0	0.20	2.3	A
6	369.0	0.30	3.0	A
7	366.0	0.30	3.2	A
8	371.0	0.30	3.0	A
9	368.0	0.30	2.8	A
10	366.0	0.30	3.3	A
Average:	**369.1**	**0.28**	**2.9**	**A**
WB L on BOND DR: Superlink ID 720499685				
1	42.0	0.70	60.8	E
2	38.0	0.50	46.8	D
3	42.0	0.60	51.3	D
4	41.0	0.60	49.9	D
5	38.0	0.50	47.6	D
6	39.0	0.50	47.4	D
7	37.0	0.40	35.4	D
8	38.0	0.50	48.9	D
9	37.0	0.50	50.1	D
10	39.0	0.50	46.8	D
Average:	**39.1**	**0.53**	**48.5**	**D**
WB TR on BOND DR: Superlink ID 720499685				
1	19.0	0.20	32.8	C
2	21.0	0.10	20.9	C
3	20.0	0.10	24.9	C
4	21.0	0.20	34.1	C
5	20.0	0.10	18.3	B
6	22.0	0.20	30.0	C
7	19.0	0.20	32.1	C
8	21.0	0.20	27.6	C
9	19.0	0.10	22.0	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	21.0	0.20	34.4	C
Average:	**20.3**	**0.16**	**27.7**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Superlink ID 720499680				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	**0.0**	**0.00**	**--**	**--**
NB TR on SR 149: Superlink ID 720499680				
1	496.0	3.00	21.6	C
2	498.0	3.00	21.5	C
3	496.0	2.90	21.0	C
4	495.0	2.80	20.3	C
5	500.0	3.30	23.7	C
6	500.0	2.70	19.2	B
7	502.0	3.00	21.2	C
8	502.0	2.90	20.8	C
9	495.0	2.40	17.7	B
10	500.0	3.50	24.9	C
Average:	**498.4**	**2.95**	**21.2**	**C**
NEB LTR on Loves Truck Access: Superlink ID 720499698				
1	105.0	2.50	85.8	F
2	102.0	2.10	74.0	E
3	105.0	2.70	93.6	F
4	102.0	3.00	105.3	F
5	107.0	2.10	72.2	E
6	100.0	2.10	74.1	E
7	105.0	2.00	68.7	E
8	103.0	2.10	72.9	E
9	104.0	1.50	53.6	D
10	106.0	2.30	79.0	E
Average:	**103.9**	**2.24**	**77.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Superlink ID 720499695				
1	68.0	0.30	15.2	B
2	71.0	0.30	14.0	B
3	67.0	0.30	14.6	B
4	67.0	0.30	14.5	B
5	70.0	0.30	14.1	B
6	68.0	0.20	12.5	B
7	70.0	0.30	13.5	B
8	68.0	0.30	15.9	B
9	70.0	0.30	14.9	B
10	67.0	0.30	15.5	B
Average:	**68.6**	**0.29**	**14.5**	**B**
SB R on SR 149: Superlink ID 720499695				
1	89.0	0.00	0.0	A
2	89.0	0.00	0.2	A
3	88.0	0.00	0.1	A
4	88.0	0.00	0.0	A
5	89.0	0.00	0.0	A
6	89.0	0.00	0.0	A
7	87.0	0.00	0.1	A
8	90.0	0.00	0.1	A
9	89.0	0.00	0.0	A
10	88.0	0.00	0.1	A
Average:	**88.6**	**0.00**	**0.1**	**A**
SB T on SR 149: Superlink ID 720499695				
1	674.0	0.50	2.5	A
2	681.0	0.50	2.6	A
3	677.0	0.50	2.4	A
4	674.0	0.40	1.9	A
5	671.0	0.40	2.3	A
6	678.0	0.40	2.4	A
7	678.0	0.50	2.5	A
8	681.0	0.50	2.6	A
9	673.0	0.20	1.2	A
10	680.0	0.50	2.4	A
Average:	**676.7**	**0.44**	**2.3**	**A**
WB LTR on Pilot South Access: Superlink ID 720499697				
1	91.0	0.40	16.9	B
2	87.0	0.30	10.9	B
3	92.0	0.30	12.4	B
4	90.0	0.40	17.2	B
5	86.0	0.40	17.4	B

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	88.0	0.40	14.6	B
7	90.0	0.40	14.6	B
8	92.0	0.50	21.1	C
9	87.0	0.40	17.0	B
10	91.0	0.30	13.2	B
Average:	**89.4**	**0.38**	**15.5**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	49.0	0.50	39.9	D
2	48.0	0.50	40.5	D
3	50.0	0.50	35.5	D
4	54.0	0.60	42.0	D
5	54.0	0.50	33.2	C
6	50.0	0.60	41.1	D
7	52.0	0.60	43.6	D
8	51.0	0.50	38.8	D
9	51.0	0.50	36.6	D
10	51.0	0.60	42.9	D
Average:	**51.0**	**0.54**	**39.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Superlink ID 720496046				
1	222.0	0.90	14.2	B
2	221.0	0.90	14.8	B
3	217.0	0.80	13.3	B
4	217.0	0.80	13.2	B
5	220.0	0.90	14.3	B
6	217.0	1.00	16.5	B
7	218.0	1.10	18.4	B
8	221.0	1.10	18.2	B
9	216.0	1.00	16.9	B
10	219.0	1.00	15.9	B
Average:	**218.8**	**0.95**	**15.6**	**B**
NB R on SR 149: Superlink ID 720499689				
1	381.0	0.00	0.0	A
2	385.0	0.00	0.0	A
3	386.0	0.00	0.0	A
4	384.0	0.00	0.0	A
5	387.0	0.00	0.0	A
6	382.0	0.00	0.0	A
7	389.0	0.00	0.0	A
8	395.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	387.0	0.00	0.0	A
10	389.0	0.00	0.0	A
Average:	**386.5**	**0.00**	**0.0**	**A**
NB T on SR 149: Superlink ID 720499689				
1	362.0	1.80	17.7	B
2	365.0	1.70	17.0	B
3	368.0	1.70	16.8	B
4	368.0	1.90	18.6	B
5	371.0	1.90	18.6	B
6	366.0	2.00	19.6	B
7	377.0	2.10	19.6	B
8	366.0	1.90	18.3	B
9	361.0	1.60	15.8	B
10	373.0	1.80	17.0	B
Average:	**367.7**	**1.84**	**17.9**	**B**
SEB L on SR 149: Superlink ID 720496045				
1	161.0	0.40	8.1	A
2	161.0	0.30	7.2	A
3	161.0	0.30	7.4	A
4	160.0	0.40	8.0	A
5	162.0	0.30	7.6	A
6	163.0	0.40	9.6	A
7	159.0	0.30	7.3	A
8	157.0	0.30	7.6	A
9	160.0	0.30	7.3	A
10	157.0	0.30	7.6	A
Average:	**160.1**	**0.33**	**7.8**	**A**
SEB T on SR 149: Superlink ID 720496045				
1	710.0	0.50	2.5	A
2	702.0	6.10	31.0	C
3	702.0	0.40	2.1	A
4	709.0	0.50	2.5	A
5	705.0	0.90	4.5	A
6	708.0	0.40	2.2	A
7	702.0	0.40	2.3	A
8	706.0	0.50	2.6	A
9	704.0	3.60	18.2	B
10	707.0	0.40	2.2	A
Average:	**705.5**	**1.37**	**7.0**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Superlink ID 720496045				
1	185.0	2.20	43.1	D
2	190.0	1.90	35.2	D
3	189.0	1.70	31.9	C
4	191.0	1.80	33.4	C
5	192.0	2.00	38.2	D
6	187.0	2.70	51.7	D
7	189.0	2.60	50.2	D
8	189.0	1.80	34.0	C
9	191.0	1.70	32.2	C
10	186.0	1.90	36.5	D
Average:	**188.9**	**2.03**	**38.6**	**D**
NWB T on SR 149: Superlink ID 720496045				
1	224.0	1.40	22.3	C
2	222.0	1.30	21.0	C
3	228.0	1.40	22.1	C
4	231.0	1.30	20.8	C
5	232.0	1.40	21.6	C
6	225.0	1.40	22.6	C
7	237.0	1.30	19.5	B
8	230.0	1.40	21.9	C
9	229.0	1.40	22.6	C
10	232.0	1.50	23.2	C
Average:	**229.0**	**1.38**	**21.8**	**C**
SEB TR on SR 149: Superlink ID 720495892				
1	432.0	3.60	30.4	C
2	423.0	3.10	26.6	C
3	430.0	3.40	28.5	C
4	433.0	3.60	29.6	C
5	425.0	3.40	28.4	C
6	428.0	3.20	27.1	C
7	426.0	3.20	27.4	C
8	425.0	3.30	28.2	C
9	428.0	3.30	27.7	C
10	429.0	3.10	25.6	C
Average:	**427.9**	**3.32**	**27.9**	**C**
WB L on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	269.0	2.90	38.4	D
2	271.0	3.00	40.2	D
3	263.0	3.10	42.5	D
4	274.0	3.20	41.6	D
5	271.0	3.00	39.4	D

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	281.0	3.00	38.8	D
7	271.0	3.00	39.6	D
8	264.0	2.80	38.4	D
9	267.0	3.00	40.2	D
10	253.0	3.00	42.7	D
Average:	**268.4**	**3.00**	**40.2**	**D**
WB LT on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	250.0	2.60	37.3	D
2	247.0	2.60	38.5	D
3	253.0	2.50	35.9	D
4	242.0	2.60	38.2	D
5	248.0	2.50	36.4	D
6	240.0	2.50	37.0	D
7	241.0	2.60	38.6	D
8	253.0	2.60	36.6	D
9	247.0	2.50	37.2	D
10	264.0	2.60	35.9	D
Average:	**248.5**	**2.56**	**37.2**	**D**
WB R on RAMP I-70 WB TO SR 149: Superlink ID 720496067				
1	178.0	0.30	6.2	A
2	180.0	0.30	6.7	A
3	179.0	0.30	6.7	A
4	181.0	0.30	6.8	A
5	179.0	0.30	6.7	A
6	178.0	0.40	7.4	A
7	181.0	0.30	6.2	A
8	177.0	0.30	6.3	A
9	177.0	0.30	5.9	A
10	176.0	0.30	6.3	A
Average:	**178.6**	**0.31**	**6.5**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Superlink ID 720499683				
1	115.0	1.30	40.8	D
2	122.0	1.30	39.5	D
3	120.0	1.40	40.7	D
4	117.0	1.20	37.7	D
5	119.0	1.40	40.9	D
6	118.0	1.10	34.5	C
7	120.0	1.20	37.2	D
8	116.0	1.20	35.9	D

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	118.0	1.20	36.0	D
10	117.0	1.30	40.5	D
Average:	**118.2**	**1.26**	**38.4**	**D**
EB TR on RECO DR: Superlink ID 720499683				
1	46.0	0.10	10.0	B
2	46.0	0.30	19.7	B
3	44.0	0.20	15.9	B
4	44.0	0.20	16.2	B
5	46.0	0.20	17.4	B
6	43.0	0.10	11.7	B
7	43.0	0.20	15.2	B
8	42.0	0.20	14.5	B
9	46.0	0.20	15.2	B
10	44.0	0.20	15.0	B
Average:	**44.4**	**0.19**	**15.1**	**B**
NB L on SR 149: Superlink ID 720499695				
1	51.0	0.30	18.0	B
2	52.0	0.20	16.7	B
3	52.0	0.30	21.4	C
4	50.0	0.20	16.1	B
5	51.0	0.30	21.7	C
6	53.0	0.30	18.2	B
7	54.0	0.30	17.0	B
8	53.0	0.30	17.3	B
9	52.0	0.20	13.8	B
10	54.0	0.30	17.8	B
Average:	**52.2**	**0.27**	**17.8**	**B**
NB T on SR 149: Superlink ID 720499695				
1	280.0	1.10	14.3	B
2	277.0	0.90	12.2	B
3	283.0	1.10	13.7	B
4	280.0	1.10	13.7	B
5	280.0	1.00	13.0	B
6	279.0	0.80	10.6	B
7	287.0	1.00	12.6	B
8	284.0	1.00	12.9	B
9	275.0	1.00	13.5	B
10	284.0	1.10	14.3	B
Average:	**280.9**	**1.01**	**13.1**	**B**
NB TR on SR 149: Superlink ID 720499695				
1	308.0	1.10	13.4	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	314.0	1.00	11.5	B
3	313.0	1.10	12.3	B
4	310.0	1.10	12.6	B
5	312.0	1.10	12.7	B
6	312.0	1.20	13.3	B
7	317.0	1.10	12.2	B
8	320.0	1.10	12.5	B
9	314.0	1.10	12.4	B
10	317.0	1.40	15.8	B
Average:	**313.7**	**1.13**	**12.9**	**B**
SB L on SR 149: Superlink ID 720499689				
1	47.0	0.20	18.4	B
2	43.0	0.20	19.6	B
3	49.0	0.20	18.3	B
4	48.0	0.20	14.3	B
5	46.0	0.30	21.5	C
6	51.0	0.20	16.0	B
7	44.0	0.20	18.5	B
8	44.0	0.30	21.1	C
9	46.0	0.20	16.1	B
10	50.0	0.20	13.2	B
Average:	**46.8**	**0.22**	**17.7**	**B**
SB R on SR 149: Superlink ID 720499689				
1	93.0	0.10	3.2	A
2	90.0	0.10	3.9	A
3	92.0	0.10	2.8	A
4	98.0	0.10	2.9	A
5	95.0	0.10	4.4	A
6	92.0	0.10	3.5	A
7	93.0	0.10	3.0	A
8	96.0	0.10	3.6	A
9	93.0	0.10	3.4	A
10	95.0	0.10	2.7	A
Average:	**93.7**	**0.10**	**3.3**	**A**
SB T on SR 149: Superlink ID 720499689				
1	783.0	4.00	18.2	B
2	789.0	4.20	19.1	B
3	778.0	3.70	17.3	B
4	778.0	3.80	17.7	B
5	783.0	4.40	20.2	C
6	783.0	3.50	15.9	B
7	782.0	4.00	18.3	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	786.0	4.00	18.2	B
9	779.0	4.00	18.6	B
10	780.0	4.00	18.3	B
Average:	**782.1**	**3.96**	**18.2**	**B**
WB LTR on Pilot North Access: Superlink ID 720499696				
1	81.0	0.70	29.0	C
2	75.0	0.50	24.4	C
3	77.0	0.70	33.2	C
4	85.0	0.40	18.0	B
5	81.0	0.60	26.3	C
6	79.0	0.40	19.7	B
7	76.0	0.50	24.0	C
8	82.0	0.40	18.7	B
9	79.0	0.50	22.0	C
10	81.0	0.60	28.7	C
Average:	**79.6**	**0.53**	**24.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	0.1	0.0	0.1	0.2	10
EB TR	BOND DR	720499684	0.2	0.1	0.2	0.4	10
NWB L	SR 149	720495892	0.1	0.0	0.1	0.1	10
NWB R	SR 149	720495892	0.0	0.0	0.0	0.0	10
NWB T	SR 149	720495892	0.3	0.0	0.2	0.3	10
SEB L	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB R	SR 149	720499681	0.0	0.0	0.0	0.0	10
SEB T	SR 149	720499681	0.3	0.1	0.2	0.4	10
WB L	BOND DR	720499685	0.5	0.1	0.4	0.7	10
WB TR	BOND DR	720499685	0.2	0.1	0.1	0.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	SR 149	720499680	0.0	0.0	0.0	0.0	10
NB TR	SR 149	720499680	3.0	0.3	2.4	3.5	10
NEB LTR	Loves Truck Access	720499698	2.2	0.4	1.5	3.0	10
SB L	SR 149	720499695	0.3	0.0	0.2	0.3	10
SB R	SR 149	720499695	0.0	0.0	0.0	0.0	10
SB T	SR 149	720499695	0.4	0.1	0.2	0.5	10
WB LTR	Pilot South Access	720499697	0.4	0.1	0.3	0.5	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	0.5	0.1	0.5	0.6	10
EB R	RAMP I-70 EB TO SR 149	720496046	1.0	0.1	0.8	1.1	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	1.8	0.2	1.6	2.1	10
SEB L	SR 149	720496045	0.3	0.0	0.3	0.4	10
SEB T	SR 149	720496045	1.4	1.9	0.4	6.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	2.0	0.4	1.7	2.7	10
NWB T	SR 149	720496045	1.4	0.1	1.3	1.5	10
SEB TR	SR 149	720495892	3.3	0.2	3.1	3.6	10
WB L	RAMP I-70 WB TO SR 149	720496067	3.0	0.1	2.8	3.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB LT	RAMP I-70 WB TO SR 149	720496067	2.6	0.1	2.5	2.6	10
WB R	RAMP I-70 WB TO SR 149	720496067	0.3	0.0	0.3	0.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	1.3	0.1	1.1	1.4	10
EB TR	RECO DR	720499683	0.2	0.1	0.1	0.3	10
NB L	SR 149	720499695	0.3	0.0	0.2	0.3	10
NB T	SR 149	720499695	1.0	0.1	0.8	1.1	10
NB TR	SR 149	720499695	1.1	0.1	1.0	1.4	10
SB L	SR 149	720499689	0.2	0.0	0.2	0.3	10
SB R	SR 149	720499689	0.1	0.0	0.1	0.1	10
SB T	SR 149	720499689	4.0	0.3	3.5	4.4	10
WB LTR	Pilot North Access	720499696	0.5	0.1	0.4	0.7	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BOND DR	720499684	44.7	9.6	34.8	59.1	10
EB TR	BOND DR	720499684	26.3	7.0	20.5	43.5	10
NWB L	SR 149	720495892	9.8	1.8	7.8	13.4	10
NWB R	SR 149	720495892	1.5	0.5	0.8	2.4	10
NWB T	SR 149	720495892	2.9	0.3	2.5	3.4	10
SEB L	SR 149	720499681	8.9	2.9	5.2	14.0	10
SEB R	SR 149	720499681	1.3	0.9	0.3	2.7	10
SEB T	SR 149	720499681	2.9	0.4	2.3	3.4	10
WB L	BOND DR	720499685	48.5	6.2	35.4	60.8	10
WB TR	BOND DR	720499685	27.7	5.9	18.3	34.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	SR 149	720499680	21.2	2.1	17.7	24.9	10
NEB LTR	Loves Truck Access	720499698	77.9	14.2	53.6	105.3	10
SB L	SR 149	720499695	14.5	1.0	12.5	15.9	10
SB R	SR 149	720499695	0.1	0.1	0.0	0.2	10
SB T	SR 149	720499695	2.3	0.4	1.2	2.6	10
WB LTR	Pilot South Access	720499697	15.5	3.0	10.9	21.1	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	RAMP I-70 EB TO SR 149	720496046	39.4	3.4	33.2	43.6	10
EB R	RAMP I-70 EB TO SR 149	720496046	15.6	1.9	13.2	18.4	10
NB R	SR 149	720499689	0.0	0.0	0.0	0.0	10
NB T	SR 149	720499689	17.9	1.3	15.8	19.6	10
SEB L	SR 149	720496045	7.8	0.7	7.2	9.6	10
SEB T	SR 149	720496045	7.0	9.8	2.1	31.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NWB L	SR 149	720496045	38.6	7.3	31.9	51.7	10
NWB T	SR 149	720496045	21.8	1.1	19.5	23.2	10
SEB TR	SR 149	720495892	27.9	1.4	25.6	30.4	10
WB L	RAMP I-70 WB TO SR 149	720496067	40.2	1.6	38.4	42.7	10
WB LT	RAMP I-70 WB TO SR 149	720496067	37.2	1.0	35.9	38.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	RAMP I-70 WB TO SR 149	720496067	6.5	0.4	5.9	7.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	RECO DR	720499683	38.4	2.4	34.5	40.9	10
EB TR	RECO DR	720499683	15.1	2.7	10.0	19.7	10
NB L	SR 149	720499695	17.8	2.3	13.8	21.7	10
NB T	SR 149	720499695	13.1	1.1	10.6	14.3	10
NB TR	SR 149	720499695	12.9	1.2	11.5	15.8	10
SB L	SR 149	720499689	17.7	2.8	13.2	21.5	10
SB R	SR 149	720499689	3.3	0.5	2.7	4.4	10
SB T	SR 149	720499689	18.2	1.1	15.9	20.2	10
WB LTR	Pilot North Access	720499696	24.4	5.0	18.0	33.2	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	8.0	0.10	35.6	D
2	10.0	0.10	34.5	C
3	9.0	0.10	46.5	D
4	10.0	0.00	15.9	B
5	11.0	0.20	52.6	D
6	10.0	0.10	26.7	C
7	12.0	0.10	41.6	D
8	10.0	0.10	29.4	C
9	10.0	0.10	40.7	D
10	8.0	0.10	62.4	E
Average:	**9.0**	**0.10**	**38.6**	**D**
EB TR on BOND DR: Lane ID 33594839				
1	47.0	0.20	17.9	B
2	56.0	0.30	20.5	C
3	47.0	0.20	15.0	B
4	50.0	0.20	16.0	B
5	49.0	0.20	16.5	B
6	48.0	0.30	19.6	B
7	49.0	0.20	15.0	B
8	48.0	0.30	19.0	B
9	45.0	0.30	20.9	C
10	50.0	0.20	15.6	B
Average:	**48.0**	**0.24**	**17.6**	**B**
NWB L on SR 149: Lane ID 33594847				
1	8.0	0.00	7.1	A
2	7.0	0.00	11.0	B
3	9.0	0.00	5.3	A
4	6.0	0.00	10.6	B
5	7.0	0.00	4.8	A
6	7.0	0.00	2.9	A
7	11.0	0.00	1.9	A
8	8.0	0.00	8.0	A
9	8.0	0.00	3.1	A
10	11.0	0.00	3.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**8.0**	**0.00**	**5.8**	**A**
NWB R on SR 149: Lane ID 33594849				
1	166.0	0.00	0.9	A
2	169.0	0.00	1.0	A
3	170.0	0.10	1.1	A
4	170.0	0.10	1.4	A
5	166.0	0.00	0.9	A
6	169.0	0.00	1.0	A
7	171.0	0.00	1.0	A
8	173.0	0.00	0.9	A
9	170.0	0.00	1.0	A
10	172.0	0.10	1.2	A
Average:	**169.0**	**0.03**	**1.0**	**A**
NWB T on SR 149: Lane ID 33594848				
1	375.0	0.10	1.4	A
2	382.0	0.10	1.2	A
3	379.0	0.10	1.3	A
4	380.0	0.10	1.4	A
5	376.0	0.10	1.0	A
6	383.0	0.10	1.4	A
7	377.0	0.10	1.4	A
8	375.0	0.10	1.1	A
9	380.0	0.20	1.5	A
10	377.0	0.10	1.3	A
Average:	**378.0**	**0.11**	**1.3**	**A**
SEB L on SR 149: Lane ID 33594824				
1	60.0	0.20	11.1	B
2	60.0	0.20	13.0	B
3	60.0	0.20	13.2	B
4	60.0	0.20	10.5	B
5	60.0	0.20	12.4	B
6	59.0	0.20	11.6	B
7	60.0	0.20	12.8	B
8	60.0	0.20	9.8	A
9	59.0	0.20	13.8	B
10	59.0	0.20	12.4	B
Average:	**59.0**	**0.20**	**12.1**	**B**
SEB R on SR 149: Lane ID 33594854				
1	10.0	0.00	1.3	A
2	11.0	0.00	1.8	A
3	11.0	0.00	0.2	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	2.0	A
5	9.0	0.00	1.7	A
6	10.0	0.00	1.9	A
7	9.0	0.00	0.6	A
8	10.0	0.00	0.8	A
9	9.0	0.00	1.0	A
10	11.0	0.00	0.7	A
Average:	**9.0**	**0.00**	**1.2**	**A**
SEB T on SR 149: Lane ID 33594853				
1	343.0	0.20	2.6	A
2	344.0	0.40	4.2	A
3	335.0	0.20	2.7	A
4	341.0	0.30	3.0	A
5	341.0	0.40	4.1	A
6	337.0	0.40	4.2	A
7	338.0	0.20	2.6	A
8	339.0	0.30	2.8	A
9	344.0	0.20	2.5	A
10	339.0	0.30	2.9	A
Average:	**340.0**	**0.29**	**3.1**	**A**
WB L on BOND DR: Lane ID 33594836				
1	17.0	0.20	33.1	C
2	24.0	0.30	45.0	D
3	21.0	0.20	40.6	D
4	16.0	0.20	38.1	D
5	21.0	0.20	29.3	C
6	19.0	0.20	37.3	D
7	19.0	0.20	45.9	D
8	24.0	0.20	37.2	D
9	18.0	0.20	34.7	C
10	19.0	0.20	44.9	D
Average:	**19.0**	**0.21**	**38.6**	**D**
WB TR on BOND DR: Lane ID 33594845				
1	22.0	0.10	20.3	C
2	17.0	0.20	32.5	C
3	19.0	0.20	29.2	C
4	19.0	0.20	29.9	C
5	19.0	0.10	19.2	B
6	21.0	0.10	24.2	C
7	20.0	0.10	22.4	C
8	22.0	0.20	28.1	C
9	18.0	0.20	33.4	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	18.0	0.10	29.6	C
Average:	**19.0**	**0.15**	**26.9**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594900				
1	53.0	0.10	8.6	A
2	55.0	0.10	9.3	A
3	55.0	0.10	9.2	A
4	55.0	0.20	12.1	B
5	54.0	0.10	7.9	A
6	55.0	0.20	10.0	A
7	53.0	0.20	11.6	B
8	54.0	0.20	10.0	B
9	54.0	0.20	11.4	B
10	53.0	0.10	7.5	A
Average:	**54.0**	**0.15**	**9.8**	**A**
NB TR on SR 149: Lane ID 33594901				
1	744.0	3.30	15.8	B
2	739.0	2.90	13.9	B
3	740.0	3.10	14.9	B
4	744.0	3.10	15.2	B
5	738.0	2.90	14.2	B
6	743.0	3.10	14.9	B
7	743.0	2.80	13.3	B
8	743.0	2.80	13.4	B
9	740.0	2.80	13.8	B
10	749.0	2.60	12.7	B
Average:	**742.0**	**2.94**	**14.2**	**B**
NEB LTR on Loves Truck Access: Lane ID 33594898				
1	66.0	1.40	76.8	E
2	63.0	1.10	64.6	E
3	64.0	1.50	83.7	F
4	61.0	1.20	68.0	E
5	66.0	1.60	86.5	F
6	66.0	1.10	62.5	E
7	63.0	1.50	83.5	F
8	63.0	1.00	59.4	E
9	60.0	1.10	64.5	E
10	63.0	1.00	59.8	E
Average:	**63.0**	**1.25**	**70.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Lane ID 33594878				
1	53.0	0.20	15.9	B
2	51.0	0.20	14.5	B
3	46.0	0.20	13.6	B
4	48.0	0.20	14.2	B
5	51.0	0.20	14.6	B
6	48.0	0.20	13.4	B
7	52.0	0.20	13.3	B
8	50.0	0.20	13.9	B
9	46.0	0.20	12.3	B
10	48.0	0.20	13.6	B
Average:	**49.0**	**0.20**	**13.9**	**B**
SB R on SR 149: Lane ID 33594908				
1	10.0	0.00	0.5	A
2	10.0	0.00	1.0	A
3	9.0	0.00	0.6	A
4	10.0	0.00	0.7	A
5	10.0	0.00	1.1	A
6	8.0	0.00	1.4	A
7	10.0	0.00	1.1	A
8	9.0	0.00	1.1	A
9	9.0	0.00	1.0	A
10	9.0	0.00	0.5	A
Average:	**9.0**	**0.00**	**0.9**	**A**
SB T on SR 149: Lane ID 33594907				
1	376.0	0.80	7.9	A
2	383.0	0.70	6.9	A
3	378.0	0.90	8.4	A
4	370.0	0.70	7.3	A
5	371.0	0.90	8.3	A
6	376.0	0.80	7.5	A
7	375.0	0.80	7.3	A
8	384.0	0.80	7.9	A
9	373.0	0.80	7.5	A
10	377.0	1.00	9.4	A
Average:	**376.0**	**0.82**	**7.8**	**A**
WB LTR on Pilot South Access: Lane ID 33594891				
1	59.0	0.20	13.6	B
2	59.0	0.30	19.6	B
3	57.0	0.30	15.8	B
4	55.0	0.30	20.1	C
5	58.0	0.30	21.1	C

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	62.0	0.30	19.6	B
7	56.0	0.30	17.3	B
8	59.0	0.20	14.8	B
9	58.0	0.30	18.4	B
10	57.0	0.30	19.2	B
Average:	**58.0**	**0.28**	**17.9**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	57.0	0.50	28.5	C
2	62.0	0.40	23.2	C
3	60.0	0.40	23.1	C
4	57.0	0.30	19.3	B
5	58.0	0.40	23.0	C
6	60.0	0.40	26.7	C
7	62.0	0.40	23.7	C
8	58.0	0.50	30.2	C
9	61.0	0.40	23.6	C
10	63.0	0.50	28.7	C
Average:	**59.0**	**0.42**	**25.0**	**C**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	170.0	0.40	8.9	A
2	167.0	0.40	9.5	A
3	164.0	0.50	10.0	A
4	162.0	0.30	6.7	A
5	168.0	0.40	8.2	A
6	172.0	0.40	8.3	A
7	169.0	0.40	8.8	A
8	165.0	0.40	8.3	A
9	165.0	0.30	7.1	A
10	169.0	0.40	9.0	A
Average:	**167.0**	**0.39**	**8.5**	**A**
NB R on SR 149: Lane ID 33594874				
1	510.0	0.00	0.0	A
2	507.0	0.00	0.0	A
3	507.0	0.00	0.0	A
4	501.0	0.00	0.0	A
5	507.0	0.00	0.0	A
6	509.0	0.00	0.0	A
7	510.0	0.00	0.0	A
8	505.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	503.0	0.00	0.0	A
10	513.0	0.00	0.0	A
Average:	**507.0**	**0.00**	**0.0**	**A**
NB T on SR 149: Lane ID 33594870				
1	154.0	0.30	6.1	A
2	151.0	0.20	5.4	A
3	151.0	0.30	7.7	A
4	148.0	0.30	7.0	A
5	153.0	0.30	6.4	A
6	160.0	0.30	5.9	A
7	156.0	0.30	8.1	A
8	154.0	0.30	6.5	A
9	152.0	0.30	6.8	A
10	158.0	0.30	7.0	A
Average:	**153.0**	**0.29**	**6.7**	**A**
NB T on SR 149: Lane ID 33594924				
1	329.0	0.80	8.2	A
2	333.0	0.80	8.7	A
3	330.0	0.80	8.9	A
4	333.0	0.80	9.1	A
5	326.0	0.90	9.6	A
6	336.0	0.80	8.7	A
7	333.0	0.80	9.1	A
8	334.0	0.80	8.7	A
9	331.0	0.90	9.6	A
10	336.0	0.80	8.9	A
Average:	**332.0**	**0.82**	**9.0**	**A**
SEB L on SR 149: Lane ID 33594926				
1	168.0	0.70	14.4	B
2	169.0	0.70	14.0	B
3	165.0	0.60	13.6	B
4	170.0	0.70	15.5	B
5	169.0	0.80	16.2	B
6	165.0	0.60	13.3	B
7	172.0	0.80	16.6	B
8	171.0	0.70	13.9	B
9	168.0	0.70	15.0	B
10	172.0	0.80	15.9	B
Average:	**168.0**	**0.71**	**14.8**	**B**
SEB T on SR 149: Lane ID 33594884				
1	196.0	0.40	8.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	193.0	0.50	9.5	A
3	196.0	0.40	7.5	A
4	197.0	0.50	10.0	A
5	191.0	0.50	9.2	A
6	183.0	0.50	9.1	A
7	189.0	0.50	9.7	A
8	199.0	0.40	7.9	A
9	197.0	0.50	8.9	A
10	185.0	0.40	7.9	A
Average:	**192.0**	**0.46**	**8.8**	**A**
SEB T on SR 149: Lane ID 33594917				
1	245.0	0.60	9.5	A
2	251.0	0.60	8.5	A
3	245.0	0.60	8.8	A
4	239.0	0.60	8.4	A
5	245.0	0.60	8.4	A
6	251.0	0.60	9.1	A
7	246.0	0.60	8.8	A
8	235.0	0.60	8.9	A
9	239.0	0.60	8.5	A
10	248.0	0.60	9.1	A
Average:	**244.0**	**0.60**	**8.8**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Lane ID 33594948				
1	168.0	1.30	28.8	C
2	165.0	1.30	29.0	C
3	164.0	1.20	25.4	C
4	162.0	1.20	26.6	C
5	166.0	1.30	28.4	C
6	172.0	1.40	28.9	C
7	165.0	1.10	25.0	C
8	164.0	1.30	29.4	C
9	168.0	1.10	23.4	C
10	172.0	1.40	28.7	C
Average:	**166.0**	**1.26**	**27.3**	**C**
NWB T on SR 149: Lane ID 33594886				
1	371.0	0.20	1.9	A
2	379.0	0.20	1.8	A
3	378.0	0.20	2.1	A
4	376.0	0.10	1.4	A

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	371.0	0.10	1.4	A
6	378.0	0.20	1.8	A
7	382.0	0.20	1.7	A
8	378.0	0.20	1.5	A
9	380.0	0.30	2.5	A
10	382.0	0.20	1.8	A
Average:	**377.0**	**0.19**	**1.8**	**A**
SEB TR on SR 149: Lane ID 33577633				
1	395.0	1.70	15.2	B
2	411.0	2.00	17.3	B
3	392.0	1.70	15.3	B
4	397.0	1.90	17.0	B
5	399.0	2.00	18.0	B
6	395.0	1.70	15.8	B
7	397.0	1.70	15.2	B
8	399.0	1.90	17.0	B
9	396.0	1.70	15.0	B
10	396.0	1.70	15.2	B
Average:	**397.0**	**1.80**	**16.1**	**B**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913				
1	148.0	1.30	31.4	C
2	148.0	1.30	32.1	C
3	152.0	1.30	31.8	C
4	151.0	1.20	29.5	C
5	137.0	1.30	33.4	C
6	137.0	1.20	32.2	C
7	141.0	1.20	31.1	C
8	155.0	1.10	26.5	C
9	154.0	1.30	31.0	C
10	154.0	1.30	29.8	C
Average:	**147.0**	**1.25**	**30.9**	**C**
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	134.0	1.20	33.1	C
2	130.0	1.00	28.8	C
3	131.0	1.20	32.1	C
4	131.0	1.10	29.3	C
5	141.0	1.10	29.0	C
6	143.0	1.20	29.5	C
7	139.0	1.20	32.3	C
8	124.0	1.10	31.4	C
9	126.0	1.00	28.5	C
10	127.0	1.10	31.1	C

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**132.0**	**1.12**	**30.5**	**C**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	179.0	0.50	9.4	A
2	178.0	0.40	8.5	A
3	182.0	0.50	9.0	A
4	179.0	0.40	8.1	A
5	179.0	0.50	9.9	A
6	180.0	0.50	9.6	A
7	177.0	0.50	9.5	A
8	178.0	0.50	10.9	B
9	179.0	0.40	8.1	A
10	177.0	0.40	9.0	A
Average:	**178.0**	**0.46**	**9.2**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Lane ID 33594918				
1	164.0	1.20	26.2	C
2	163.0	1.10	25.0	C
3	164.0	1.10	24.2	C
4	163.0	1.20	25.9	C
5	163.0	1.10	24.8	C
6	163.0	1.20	26.1	C
7	168.0	1.10	24.3	C
8	166.0	1.20	26.1	C
9	167.0	1.20	26.4	C
10	168.0	1.10	23.6	C
Average:	**164.0**	**1.15**	**25.3**	**C**
EB TR on RECO DR: Lane ID 33594919				
1	111.0	0.20	7.7	A
2	109.0	0.30	8.3	A
3	110.0	0.30	9.4	A
4	110.0	0.20	7.2	A
5	110.0	0.30	8.9	A
6	109.0	0.20	6.3	A
7	109.0	0.20	5.3	A
8	109.0	0.20	7.7	A
9	110.0	0.30	8.6	A
10	111.0	0.20	7.9	A
Average:	**109.0**	**0.24**	**7.7**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED — NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594937				
1	49.0	0.30	19.1	B
2	51.0	0.30	19.1	B
3	51.0	0.30	23.7	C
4	51.0	0.30	22.7	C
5	51.0	0.30	24.3	C
6	51.0	0.30	20.4	C
7	51.0	0.30	18.4	B
8	50.0	0.20	16.0	B
9	51.0	0.30	23.7	C
10	49.0	0.30	21.1	C
Average:	**50.0**	**0.29**	**20.9**	**C**
NB T on SR 149: Lane ID 33594938				
1	385.0	1.50	13.8	B
2	378.0	1.40	13.0	B
3	376.0	1.30	12.2	B
4	379.0	1.30	12.3	B
5	381.0	1.60	15.4	B
6	389.0	1.50	13.7	B
7	383.0	1.40	13.3	B
8	384.0	1.40	13.0	B
9	381.0	1.30	12.3	B
10	384.0	1.70	15.6	B
Average:	**382.0**	**1.44**	**13.5**	**B**
NB TR on SR 149: Lane ID 33594939				
1	413.0	1.20	10.2	B
2	413.0	1.30	11.3	B
3	414.0	1.30	11.6	B
4	408.0	1.20	10.2	B
5	412.0	1.40	12.1	B
6	412.0	1.30	11.4	B
7	412.0	1.30	11.3	B
8	410.0	1.20	10.7	B
9	410.0	1.30	11.7	B
10	416.0	1.40	12.2	B
Average:	**412.0**	**1.29**	**11.3**	**B**
SB L on SR 149: Lane ID 33594911				
1	52.0	0.30	21.2	C
2	57.0	0.30	20.6	C
3	56.0	0.40	25.4	C
4	52.0	0.30	23.2	C
5	54.0	0.30	19.9	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	58.0	0.40	22.4	C
7	52.0	0.30	19.9	B
8	49.0	0.30	22.2	C
9	53.0	0.30	21.7	C
10	54.0	0.30	21.4	C
Average:	**53.0**	**0.32**	**21.8**	**C**
SB R on SR 149: Lane ID 33594921				
1	230.0	0.10	2.0	A
2	228.0	0.10	1.5	A
3	225.0	0.10	1.6	A
4	228.0	0.10	2.0	A
5	226.0	0.10	1.7	A
6	224.0	0.10	1.6	A
7	226.0	0.10	1.6	A
8	222.0	0.10	1.9	A
9	225.0	0.10	1.7	A
10	227.0	0.10	1.4	A
Average:	**226.0**	**0.10**	**1.7**	**A**
SB T on SR 149: Lane ID 33594865				
1	309.0	1.30	14.8	B
2	310.0	1.20	14.0	B
3	303.0	1.50	17.4	B
4	301.0	1.20	14.3	B
5	305.0	1.40	17.1	B
6	311.0	1.40	15.8	B
7	311.0	1.40	15.7	B
8	312.0	1.30	15.2	B
9	306.0	1.30	15.6	B
10	305.0	1.10	13.2	B
Average:	**307.0**	**1.31**	**15.3**	**B**
SB T on SR 149: Lane ID 33594912				
1	17.0	0.10	17.0	B
2	13.0	0.00	11.3	B
3	17.0	0.10	15.0	B
4	16.0	0.10	11.7	B
5	18.0	0.00	9.5	A
6	11.0	0.10	20.0	B
7	17.0	0.10	14.2	B
8	15.0	0.10	14.3	B
9	12.0	0.10	17.0	B
10	14.0	0.10	15.8	B
Average:	**15.0**	**0.08**	**14.6**	**B**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LTR on Pilot North Access: Lane ID 33594889				
1	68.0	0.40	19.3	B
2	67.0	0.30	18.6	B
3	70.0	0.50	23.3	C
4	70.0	0.40	22.9	C
5	70.0	0.40	19.3	B
6	67.0	0.40	20.7	C
7	71.0	0.40	20.9	C
8	65.0	0.30	18.5	B
9	71.0	0.40	21.1	C
10	72.0	0.40	21.3	C
Average:	**69.0**	**0.39**	**20.6**	**C**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.2	0.0	0.2	0.2	10
WB L	33594836	BOND DR	0.2	0.0	0.2	0.3	10
EB L	33594838	BOND DR	0.1	0.0	0.0	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.3	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.1	10
SEB T	33594853	SR 149	0.3	0.1	0.2	0.4	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.2	0.0	0.2	0.2	10
WB LTR	33594891	Pilot South Access	0.3	0.0	0.2	0.3	10
NEB LTR	33594898	Loves Truck Access	1.3	0.2	1.0	1.6	10
NB L	33594900	SR 149	0.2	0.1	0.1	0.2	10
NB TR	33594901	SR 149	2.9	0.2	2.6	3.3	10
SB T	33594907	SR 149	0.8	0.1	0.7	1.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
NB T	33594870	SR 149	0.3	0.0	0.2	0.3	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.5	0.1	0.4	0.5	10
SEB T	33594917	SR 149	0.6	0.0	0.6	0.6	10
NB T	33594924	SR 149	0.8	0.0	0.8	0.9	10
SEB L	33594926	SR 149	0.7	0.1	0.6	0.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	1.8	0.1	1.7	2.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	1.1	0.1	1.0	1.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33594829	RAMP I-70 WB TO SR 149	0.5	0.1	0.4	0.5	10
NWB T	33594886	SR 149	0.2	0.1	0.1	0.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	1.3	0.1	1.1	1.3	10
NWB L	33594948	SR 149	1.3	0.1	1.1	1.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	1.3	0.1	1.1	1.5	10
WB LTR	33594889	Pilot North Access	0.4	0.1	0.3	0.5	10
SB L	33594911	SR 149	0.3	0.0	0.3	0.4	10
SB T	33594912	SR 149	0.1	0.0	0.0	0.1	10
EB L	33594918	RECO DR	1.2	0.1	1.1	1.2	10
EB TR	33594919	RECO DR	0.2	0.1	0.2	0.3	10
SB R	33594921	SR 149	0.1	0.0	0.1	0.1	10
NB L	33594937	SR 149	0.3	0.0	0.2	0.3	10
NB T	33594938	SR 149	1.4	0.1	1.3	1.7	10
NB TR	33594939	SR 149	1.3	0.1	1.2	1.4	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	12.1	1.3	9.8	13.8	10
WB L	33594836	BOND DR	38.6	5.5	29.3	45.9	10
EB L	33594838	BOND DR	38.6	13.4	15.9	62.4	10
EB TR	33594839	BOND DR	17.6	2.3	15.0	20.9	10
WB TR	33594845	BOND DR	26.9	5.0	19.2	33.4	10
NWB L	33594847	SR 149	5.8	3.2	1.9	11.0	10
NWB T	33594848	SR 149	1.3	0.2	1.0	1.5	10
NWB R	33594849	SR 149	1.0	0.2	0.9	1.4	10
SEB T	33594853	SR 149	3.1	0.7	2.5	4.2	10
SEB R	33594854	SR 149	1.2	0.6	0.2	2.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	13.9	1.0	12.3	15.9	10
WB LTR	33594891	Pilot South Access	17.9	2.5	13.6	21.1	10
NEB LTR	33594898	Loves Truck Access	70.9	10.6	59.4	86.5	10
NB L	33594900	SR 149	9.8	1.6	7.5	12.1	10
NB TR	33594901	SR 149	14.2	1.0	12.7	15.8	10
SB T	33594907	SR 149	7.8	0.7	6.9	9.4	10
SB R	33594908	SR 149	0.9	0.3	0.5	1.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	25.0	3.4	19.3	30.2	10
EB R	33594856	RAMP I-70 EB TO SR 149	8.5	1.0	6.7	10.0	10
NB T	33594870	SR 149	6.7	0.8	5.4	8.1	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	8.8	0.9	7.5	10.0	10
SEB T	33594917	SR 149	8.8	0.4	8.4	9.5	10
NB T	33594924	SR 149	9.0	0.4	8.2	9.6	10
SEB L	33594926	SR 149	14.8	1.2	13.3	16.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	16.1	1.1	15.0	18.0	10
WB LT	33594828	RAMP I-70 WB TO SR 149	30.5	1.7	28.5	33.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33594829	RAMP I-70 WB TO SR 149	9.2	0.9	8.1	10.9	10
NWB T	33594886	SR 149	1.8	0.3	1.4	2.5	10
WB L	33594913	RAMP I-70 WB TO SR 149	30.9	1.9	26.5	33.4	10
NWB L	33594948	SR 149	27.3	2.1	23.4	29.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	15.3	1.3	13.2	17.4	10
WB LTR	33594889	Pilot North Access	20.6	1.7	18.5	23.3	10
SB L	33594911	SR 149	21.8	1.6	19.9	25.4	10
SB T	33594912	SR 149	14.6	3.1	9.5	20.0	10
EB L	33594918	RECO DR	25.3	1.0	23.6	26.4	10
EB TR	33594919	RECO DR	7.7	1.2	5.3	9.4	10
SB R	33594921	SR 149	1.7	0.2	1.4	2.0	10
NB L	33594937	SR 149	20.9	2.7	16.0	24.3	10
NB T	33594938	SR 149	13.5	1.2	12.2	15.6	10
NB TR	33594939	SR 149	11.3	0.7	10.2	12.2	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	11.0	0.20	49.5	D
2	10.0	0.10	53.0	D
3	11.0	0.20	49.9	D
4	11.0	0.20	58.6	E
5	11.0	0.20	55.6	E
6	11.0	0.10	34.9	C
7	9.0	0.10	43.9	D
8	9.0	0.10	40.7	D
9	9.0	0.20	70.6	E
10	9.0	0.10	47.1	D
Average:	**10.0**	**0.15**	**50.4**	**D**
EB TR on BOND DR: Lane ID 33594839				
1	52.0	0.30	18.0	B
2	54.0	0.30	20.1	C
3	50.0	0.30	24.0	C
4	45.0	0.20	18.5	B
5	51.0	0.30	17.9	B
6	51.0	0.20	12.9	B
7	46.0	0.30	22.5	C
8	54.0	0.30	20.7	C
9	51.0	0.20	14.7	B
10	52.0	0.20	14.7	B
Average:	**50.0**	**0.26**	**18.4**	**B**
NWB L on SR 149: Lane ID 33594847				
1	17.0	0.00	9.5	A
2	16.0	0.00	3.3	A
3	24.0	0.00	5.5	A
4	16.0	0.00	5.2	A
5	17.0	0.00	6.2	A
6	24.0	0.00	4.1	A
7	23.0	0.00	6.0	A
8	21.0	0.00	2.0	A
9	21.0	0.00	4.1	A
10	23.0	0.00	6.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**20.0**	**0.00**	**5.3**	**A**
NWB R on SR 149: Lane ID 33594849				
1	21.0	0.00	0.3	A
2	21.0	0.00	0.7	A
3	18.0	0.00	0.3	A
4	20.0	0.00	1.0	A
5	21.0	0.00	0.2	A
6	18.0	0.00	0.8	A
7	21.0	0.00	1.1	A
8	21.0	0.00	0.3	A
9	18.0	0.00	0.3	A
10	24.0	0.00	1.0	A
Average:	**20.0**	**0.00**	**0.6**	**A**
NWB T on SR 149: Lane ID 33594848				
1	292.0	0.10	1.3	A
2	300.0	0.10	1.6	A
3	298.0	0.10	0.9	A
4	293.0	0.10	1.0	A
5	293.0	0.10	1.6	A
6	298.0	0.10	1.0	A
7	300.0	0.10	1.1	A
8	302.0	0.10	1.4	A
9	296.0	0.10	0.9	A
10	296.0	0.10	1.3	A
Average:	**296.0**	**0.10**	**1.2**	**A**
SEB L on SR 149: Lane ID 33594824				
1	12.0	0.00	10.9	B
2	11.0	0.00	13.4	B
3	10.0	0.00	6.6	A
4	12.0	0.00	3.0	A
5	10.0	0.00	3.7	A
6	9.0	0.00	8.0	A
7	11.0	0.00	8.1	A
8	11.0	0.00	12.4	B
9	11.0	0.00	10.2	B
10	10.0	0.00	6.2	A
Average:	**10.0**	**0.00**	**8.3**	**A**
SEB R on SR 149: Lane ID 33594854				
1	9.0	0.00	1.0	A
2	9.0	0.00	1.4	A
3	11.0	0.00	1.4	A

SR 149 & BOND DR -- SIGNALIZED NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	10.0	0.00	0.2	A
5	10.0	0.00	1.3	A
6	10.0	0.00	0.4	A
7	8.0	0.00	2.1	A
8	9.0	0.00	1.1	A
9	11.0	0.00	0.6	A
10	8.0	0.00	1.4	A
Average:	**9.0**	**0.00**	**1.1**	**A**
SEB T on SR 149: Lane ID 33594853				
1	244.0	0.20	2.8	A
2	239.0	0.20	2.9	A
3	240.0	0.10	2.1	A
4	241.0	0.10	1.6	A
5	244.0	0.20	3.2	A
6	236.0	0.10	2.0	A
7	246.0	0.20	2.4	A
8	240.0	0.10	2.0	A
9	240.0	0.20	2.6	A
10	242.0	0.20	2.5	A
Average:	**241.0**	**0.16**	**2.4**	**A**
WB L on BOND DR: Lane ID 33594836				
1	8.0	0.10	54.5	D
2	8.0	0.10	51.8	D
3	9.0	0.10	33.1	C
4	11.0	0.20	60.4	E
5	12.0	0.10	44.5	D
6	7.0	0.10	43.8	D
7	13.0	0.10	34.4	C
8	6.0	0.10	49.5	D
9	11.0	0.10	39.7	D
10	12.0	0.20	46.1	D
Average:	**9.0**	**0.12**	**45.8**	**D**
WB TR on BOND DR: Lane ID 33594845				
1	21.0	0.10	23.2	C
2	19.0	0.10	22.1	C
3	20.0	0.20	37.5	D
4	18.0	0.10	27.5	C
5	20.0	0.20	33.8	C
6	20.0	0.20	29.2	C
7	18.0	0.10	28.4	C
8	21.0	0.20	30.9	C
9	21.0	0.10	22.5	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	19.0	0.10	24.7	C
Average:	**19.0**	**0.14**	**28.0**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594900				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	**0.0**	**0.00**	**--**	**--**
NB TR on SR 149: Lane ID 33594901				
1	419.0	1.30	11.0	B
2	425.0	1.60	13.2	B
3	419.0	1.50	12.5	B
4	415.0	1.50	13.2	B
5	412.0	1.50	13.2	B
6	417.0	1.40	12.2	B
7	428.0	1.60	13.7	B
8	421.0	1.40	12.1	B
9	418.0	1.20	10.5	B
10	419.0	1.30	11.0	B
Average:	**419.0**	**1.43**	**12.3**	**B**
NEB LTR on Loves Truck Access: Lane ID 33594898				
1	28.0	0.30	39.7	D
2	29.0	0.30	34.6	C
3	30.0	0.40	42.2	D
4	28.0	0.30	32.7	C
5	28.0	0.30	39.2	D
6	29.0	0.30	33.3	C
7	31.0	0.30	35.2	D
8	31.0	0.30	36.7	D
9	33.0	0.30	35.0	D
10	30.0	0.30	39.7	D
Average:	**29.0**	**0.31**	**36.8**	**D**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Lane ID 33594878				
1	85.0	0.40	14.8	B
2	89.0	0.30	12.1	B
3	87.0	0.30	11.6	B
4	90.0	0.20	9.5	A
5	87.0	0.30	13.5	B
6	86.0	0.30	12.4	B
7	85.0	0.30	14.7	B
8	84.0	0.20	10.5	B
9	87.0	0.30	12.4	B
10	89.0	0.40	14.6	B
Average:	**86.0**	**0.30**	**12.6**	**B**
SB R on SR 149: Lane ID 33594908				
1	26.0	0.00	0.3	A
2	24.0	0.00	0.6	A
3	28.0	0.00	0.2	A
4	27.0	0.00	0.3	A
5	27.0	0.00	0.0	A
6	27.0	0.00	0.5	A
7	28.0	0.00	0.1	A
8	24.0	0.00	0.5	A
9	29.0	0.00	0.7	A
10	27.0	0.00	0.9	A
Average:	**26.0**	**0.00**	**0.4**	**A**
SB T on SR 149: Lane ID 33594907				
1	431.0	0.60	5.0	A
2	432.0	0.50	4.4	A
3	429.0	0.50	4.3	A
4	432.0	0.50	4.4	A
5	432.0	0.50	4.4	A
6	434.0	0.50	3.8	A
7	433.0	0.60	4.6	A
8	433.0	0.50	4.1	A
9	426.0	0.50	4.5	A
10	426.0	0.50	4.6	A
Average:	**430.0**	**0.52**	**4.4**	**A**
WB LTR on Pilot South Access: Lane ID 33594891				
1	80.0	0.30	12.3	B
2	79.0	0.40	16.3	B
3	77.0	0.30	15.1	B
4	77.0	0.40	18.2	B
5	83.0	0.30	13.2	B

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	77.0	0.30	14.8	B
7	79.0	0.30	14.7	B
8	80.0	0.40	15.8	B
9	80.0	0.50	20.6	C
10	82.0	0.40	16.6	B
Average:	**79.0**	**0.36**	**15.8**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	41.0	0.40	34.4	C
2	40.0	0.30	31.3	C
3	40.0	0.40	34.1	C
4	41.0	0.40	32.2	C
5	42.0	0.30	29.6	C
6	43.0	0.40	37.2	D
7	41.0	0.50	42.8	D
8	43.0	0.50	40.5	D
9	44.0	0.40	30.7	C
10	43.0	0.50	41.1	D
Average:	**41.0**	**0.41**	**35.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	166.0	0.50	9.8	A
2	166.0	0.50	9.9	A
3	167.0	0.40	8.7	A
4	167.0	0.40	7.6	A
5	170.0	0.40	8.4	A
6	168.0	0.40	8.3	A
7	168.0	0.40	9.4	A
8	168.0	0.40	8.0	A
9	172.0	0.40	8.8	A
10	170.0	0.40	8.4	A
Average:	**168.0**	**0.42**	**8.7**	**A**
NB R on SR 149: Lane ID 33594874				
1	329.0	0.00	0.0	A
2	331.0	0.00	0.0	A
3	327.0	0.00	0.0	A
4	329.0	0.00	0.0	A
5	327.0	0.00	0.0	A
6	326.0	0.00	0.0	A
7	332.0	0.00	0.0	A
8	328.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	326.0	0.00	0.0	A
10	330.0	0.00	0.0	A
Average:	**328.0**	**0.00**	**0.0**	**A**
NB T on SR 149: Lane ID 33594870				
1	163.0	0.50	11.8	B
2	157.0	0.50	10.4	B
3	157.0	0.50	12.0	B
4	154.0	0.50	11.1	B
5	154.0	0.50	11.7	B
6	159.0	0.50	11.9	B
7	160.0	0.50	11.9	B
8	160.0	0.50	10.9	B
9	155.0	0.50	11.6	B
10	161.0	0.50	11.2	B
Average:	**158.0**	**0.50**	**11.4**	**B**
NB T on SR 149: Lane ID 33594924				
1	157.0	0.60	13.3	B
2	161.0	0.60	13.1	B
3	160.0	0.60	12.9	B
4	156.0	0.60	12.8	B
5	156.0	0.60	13.3	B
6	162.0	0.60	13.0	B
7	165.0	0.60	12.4	B
8	163.0	0.60	13.3	B
9	156.0	0.60	12.9	B
10	163.0	0.60	13.0	B
Average:	**159.0**	**0.60**	**13.0**	**B**
SEB L on SR 149: Lane ID 33594926				
1	112.0	0.20	5.9	A
2	112.0	0.20	6.6	A
3	111.0	0.20	5.2	A
4	105.0	0.20	6.8	A
5	110.0	0.20	6.5	A
6	109.0	0.20	8.2	A
7	109.0	0.20	7.0	A
8	112.0	0.20	5.8	A
9	109.0	0.20	6.4	A
10	110.0	0.20	5.3	A
Average:	**109.0**	**0.20**	**6.4**	**A**
SEB T on SR 149: Lane ID 33594884				
1	258.0	0.30	4.6	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	256.0	0.20	3.2	A
3	256.0	0.30	4.9	A
4	264.0	0.30	3.4	A
5	264.0	0.40	4.8	A
6	253.0	0.30	4.2	A
7	265.0	0.20	3.0	A
8	254.0	0.40	5.1	A
9	258.0	0.40	5.7	A
10	254.0	0.30	4.3	A
Average:	**258.0**	**0.31**	**4.3**	**A**
SEB T on SR 149: Lane ID 33594917				
1	266.0	0.20	3.1	A
2	261.0	0.20	2.8	A
3	261.0	0.30	3.6	A
4	257.0	0.20	3.5	A
5	256.0	0.30	4.0	A
6	264.0	0.20	2.7	A
7	256.0	0.20	2.5	A
8	265.0	0.20	3.3	A
9	263.0	0.30	3.8	A
10	262.0	0.20	3.1	A
Average:	**261.0**	**0.23**	**3.2**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Lane ID 33594948				
1	182.0	1.10	22.0	C
2	179.0	1.10	21.4	C
3	176.0	1.10	22.5	C
4	177.0	0.90	19.2	B
5	174.0	1.20	24.7	C
6	180.0	1.00	20.2	C
7	180.0	1.10	22.8	C
8	179.0	1.00	20.0	B
9	176.0	1.00	20.0	B
10	182.0	1.20	24.3	C
Average:	**178.0**	**1.07**	**21.7**	**C**
NWB T on SR 149: Lane ID 33594886				
1	178.0	0.20	4.2	A
2	180.0	0.20	4.3	A
3	180.0	0.20	3.6	A
4	175.0	0.20	3.4	A

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	176.0	0.20	3.8	A
6	182.0	0.20	3.7	A
7	184.0	0.20	3.6	A
8	185.0	0.20	4.2	A
9	176.0	0.20	3.6	A
10	182.0	0.20	4.1	A
Average:	**179.0**	**0.20**	**3.8**	**A**
SEB TR on SR 149: Lane ID 33577633				
1	293.0	1.30	15.6	B
2	283.0	1.10	13.7	B
3	285.0	1.10	14.3	B
4	286.0	1.20	15.4	B
5	294.0	1.00	12.3	B
6	280.0	1.30	16.1	B
7	290.0	1.10	14.2	B
8	290.0	1.10	14.1	B
9	289.0	1.20	14.7	B
10	293.0	1.20	14.6	B
Average:	**288.0**	**1.16**	**14.5**	**B**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913				
1	213.0	2.20	36.7	D
2	209.0	2.30	39.4	D
3	196.0	2.20	41.3	D
4	200.0	2.00	36.6	D
5	194.0	2.10	39.7	D
6	197.0	2.30	41.2	D
7	206.0	2.40	41.6	D
8	203.0	2.20	39.7	D
9	208.0	2.10	36.8	D
10	210.0	2.30	39.8	D
Average:	**203.0**	**2.21**	**39.3**	**D**
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	187.0	2.10	40.2	D
2	194.0	2.00	36.5	D
3	204.0	2.00	36.0	D
4	200.0	2.00	35.2	D
5	202.0	2.10	38.1	D
6	204.0	2.10	37.1	D
7	195.0	2.10	38.2	D
8	196.0	2.20	39.6	D
9	193.0	1.90	36.2	D
10	184.0	2.00	39.8	D

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**195.0**	**2.05**	**37.7**	**D**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	157.0	0.20	5.4	A
2	158.0	0.20	5.5	A
3	162.0	0.30	6.9	A
4	157.0	0.30	6.1	A
5	157.0	0.30	7.0	A
6	160.0	0.30	6.8	A
7	161.0	0.30	6.0	A
8	162.0	0.30	6.5	A
9	160.0	0.30	7.0	A
10	163.0	0.30	6.5	A
Average:	**159.0**	**0.28**	**6.4**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Lane ID 33594918				
1	182.0	1.50	29.9	C
2	184.0	1.60	31.6	C
3	178.0	1.70	34.1	C
4	183.0	1.30	26.4	C
5	182.0	1.80	36.0	D
6	179.0	1.70	33.4	C
7	184.0	1.60	30.6	C
8	181.0	1.60	32.1	C
9	178.0	1.60	31.4	C
10	182.0	1.70	33.9	C
Average:	**181.0**	**1.61**	**32.0**	**C**
EB TR on RECO DR: Lane ID 33594919				
1	60.0	0.20	10.1	B
2	62.0	0.10	7.9	A
3	62.0	0.20	10.0	B
4	61.0	0.20	11.6	B
5	61.0	0.20	10.5	B
6	61.0	0.10	8.2	A
7	62.0	0.20	11.5	B
8	61.0	0.20	9.1	A
9	62.0	0.10	8.7	A
10	61.0	0.10	7.8	A
Average:	**61.0**	**0.16**	**9.5**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED — NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594937				
1	50.0	0.20	14.2	B
2	51.0	0.20	14.6	B
3	50.0	0.20	14.3	B
4	51.0	0.20	14.2	B
5	51.0	0.20	17.2	B
6	50.0	0.20	13.2	B
7	52.0	0.20	16.6	B
8	52.0	0.20	12.4	B
9	51.0	0.20	14.8	B
10	51.0	0.20	16.4	B
Average:	**50.0**	**0.20**	**14.8**	**B**
NB T on SR 149: Lane ID 33594938				
1	208.0	0.60	10.9	B
2	208.0	0.80	13.3	B
3	206.0	0.70	12.0	B
4	201.0	0.70	11.9	B
5	201.0	0.70	12.4	B
6	206.0	0.60	11.3	B
7	211.0	0.80	13.1	B
8	210.0	0.60	10.5	B
9	204.0	0.70	12.4	B
10	210.0	0.80	14.1	B
Average:	**206.0**	**0.70**	**12.2**	**B**
NB TR on SR 149: Lane ID 33594939				
1	239.0	0.60	9.3	A
2	242.0	0.80	11.8	B
3	237.0	0.80	11.7	B
4	240.0	0.70	10.1	B
5	241.0	0.70	10.5	B
6	240.0	0.70	11.2	B
7	242.0	0.80	11.4	B
8	238.0	0.70	10.7	B
9	240.0	0.90	13.3	B
10	239.0	0.70	11.1	B
Average:	**239.0**	**0.74**	**11.1**	**B**
SB L on SR 149: Lane ID 33594911				
1	39.0	0.10	12.7	B
2	33.0	0.10	13.8	B
3	37.0	0.10	10.1	B
4	33.0	0.20	17.8	B
5	37.0	0.20	16.9	B

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	38.0	0.10	12.9	B
7	38.0	0.20	18.3	B
8	36.0	0.20	15.6	B
9	36.0	0.10	13.1	B
10	35.0	0.20	17.1	B
Average:	**36.0**	**0.15**	**14.8**	**B**
SB R on SR 149: Lane ID 33594921				
1	172.0	0.20	3.2	A
2	170.0	0.10	2.3	A
3	167.0	0.10	2.0	A
4	170.0	0.10	2.6	A
5	170.0	0.10	2.6	A
6	165.0	0.10	2.2	A
7	170.0	0.10	2.3	A
8	167.0	0.10	2.4	A
9	171.0	0.10	3.0	A
10	171.0	0.10	2.7	A
Average:	**169.0**	**0.11**	**2.5**	**A**
SB T on SR 149: Lane ID 33594865				
1	433.0	2.40	19.8	B
2	440.0	1.80	15.0	B
3	431.0	1.80	14.9	B
4	441.0	1.90	15.6	B
5	433.0	2.20	18.3	B
6	432.0	2.10	17.7	B
7	435.0	2.20	18.1	B
8	432.0	1.90	16.1	B
9	421.0	2.20	18.7	B
10	419.0	2.30	19.7	B
Average:	**431.0**	**2.08**	**17.4**	**B**
SB T on SR 149: Lane ID 33594912				
1	46.0	0.20	12.9	B
2	39.0	0.10	12.0	B
3	50.0	0.10	9.7	A
4	46.0	0.10	7.6	A
5	50.0	0.20	14.3	B
6	49.0	0.20	13.3	B
7	43.0	0.20	13.4	B
8	45.0	0.10	10.3	B
9	59.0	0.20	10.3	B
10	60.0	0.20	10.3	B
Average:	**48.0**	**0.16**	**11.4**	**B**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LTR on Pilot North Access: Lane ID 33594889				
1	72.0	0.60	32.3	C
2	69.0	0.60	29.2	C
3	69.0	0.60	29.3	C
4	69.0	0.60	29.1	C
5	71.0	0.60	29.9	C
6	76.0	0.40	21.3	C
7	72.0	0.50	27.0	C
8	69.0	0.40	18.9	B
9	69.0	0.30	18.2	B
10	70.0	0.40	19.1	B
Average:	**70.0**	**0.50**	**25.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
EB L	33594838	BOND DR	0.2	0.1	0.1	0.2	10
EB TR	33594839	BOND DR	0.3	0.1	0.2	0.3	10
WB TR	33594845	BOND DR	0.1	0.1	0.1	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.2	0.1	0.1	0.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.3	0.1	0.2	0.4	10
WB LTR	33594891	Pilot South Access	0.4	0.1	0.3	0.5	10
NEB LTR	33594898	Loves Truck Access	0.3	0.0	0.3	0.4	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	1.4	0.1	1.2	1.6	10
SB T	33594907	SR 149	0.5	0.0	0.5	0.6	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.4	0.0	0.4	0.5	10
NB T	33594870	SR 149	0.5	0.0	0.5	0.5	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.3	0.1	0.2	0.4	10
SEB T	33594917	SR 149	0.2	0.0	0.2	0.3	10
NB T	33594924	SR 149	0.6	0.0	0.6	0.6	10
SEB L	33594926	SR 149	0.2	0.0	0.2	0.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	1.2	0.1	1.0	1.3	10
WB LT	33594828	RAMP I-70 WB TO SR 149	2.1	0.1	1.9	2.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33594829	RAMP I-70 WB TO SR 149	0.3	0.0	0.2	0.3	10
NWB T	33594886	SR 149	0.2	0.0	0.2	0.2	10
WB L	33594913	RAMP I-70 WB TO SR 149	2.2	0.1	2.0	2.4	10
NWB L	33594948	SR 149	1.1	0.1	0.9	1.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	2.1	0.2	1.8	2.4	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.3	0.6	10
SB L	33594911	SR 149	0.2	0.1	0.1	0.2	10
SB T	33594912	SR 149	0.2	0.1	0.1	0.2	10
EB L	33594918	RECO DR	1.6	0.1	1.3	1.8	10
EB TR	33594919	RECO DR	0.2	0.1	0.1	0.2	10
SB R	33594921	SR 149	0.1	0.0	0.1	0.2	10
NB L	33594937	SR 149	0.2	0.0	0.2	0.2	10
NB T	33594938	SR 149	0.7	0.1	0.6	0.8	10
NB TR	33594939	SR 149	0.7	0.1	0.6	0.9	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	8.3	3.5	3.0	13.4	10
WB L	33594836	BOND DR	45.8	8.6	33.1	60.4	10
EB L	33594838	BOND DR	50.4	10.0	34.9	70.6	10
EB TR	33594839	BOND DR	18.4	3.6	12.9	24.0	10
WB TR	33594845	BOND DR	28.0	5.1	22.1	37.5	10
NWB L	33594847	SR 149	5.3	2.1	2.0	9.5	10
NWB T	33594848	SR 149	1.2	0.3	0.9	1.6	10
NWB R	33594849	SR 149	0.6	0.4	0.2	1.1	10
SEB T	33594853	SR 149	2.4	0.5	1.6	3.2	10
SEB R	33594854	SR 149	1.1	0.6	0.2	2.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	12.6	1.8	9.5	14.8	10
WB LTR	33594891	Pilot South Access	15.8	2.4	12.3	20.6	10
NEB LTR	33594898	Loves Truck Access	36.8	3.2	32.7	42.2	10
NB TR	33594901	SR 149	12.3	1.1	10.5	13.7	10
SB T	33594907	SR 149	4.4	0.3	3.8	5.0	10
SB R	33594908	SR 149	0.4	0.3	0.0	0.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	35.4	4.7	29.6	42.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	8.7	0.8	7.6	9.9	10
NB T	33594870	SR 149	11.4	0.5	10.4	12.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	4.3	0.9	3.0	5.7	10
SEB T	33594917	SR 149	3.2	0.5	2.5	4.0	10
NB T	33594924	SR 149	13.0	0.3	12.4	13.3	10
SEB L	33594926	SR 149	6.4	0.9	5.2	8.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	14.5	1.1	12.3	16.1	10
WB LT	33594828	RAMP I-70 WB TO SR 149	37.7	1.8	35.2	40.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	6.4	0.6	5.4	7.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33594886	SR 149	3.8	0.3	3.4	4.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	39.3	2.0	36.6	41.6	10
NWB L	33594948	SR 149	21.7	1.9	19.2	24.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	17.4	1.9	14.9	19.8	10
WB LTR	33594889	Pilot North Access	25.4	5.4	18.2	32.3	10
SB L	33594911	SR 149	14.8	2.7	10.1	18.3	10
SB T	33594912	SR 149	11.4	2.1	7.6	14.3	10
EB L	33594918	RECO DR	32.0	2.7	26.4	36.0	10
EB TR	33594919	RECO DR	9.5	1.4	7.8	11.6	10
SB R	33594921	SR 149	2.5	0.4	2.0	3.2	10
NB L	33594937	SR 149	14.8	1.5	12.4	17.2	10
NB T	33594938	SR 149	12.2	1.1	10.5	14.1	10
NB TR	33594939	SR 149	11.1	1.1	9.3	13.3	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BOND DR: Lane ID 33594838				
1	10.0	0.10	41.1	D
2	10.0	0.20	56.1	E
3	12.0	0.20	59.1	E
4	12.0	0.10	34.8	C
5	10.0	0.10	36.5	D
6	9.0	0.10	37.8	D
7	9.0	0.10	40.0	D
8	8.0	0.10	36.1	D
9	9.0	0.10	48.4	D
10	9.0	0.10	56.9	E
Average:	**9.0**	**0.12**	**44.7**	**D**
EB TR on BOND DR: Lane ID 33594839				
1	31.0	0.40	43.5	D
2	28.0	0.20	27.8	C
3	27.0	0.20	30.3	C
4	31.0	0.20	27.0	C
5	33.0	0.20	22.2	C
6	32.0	0.20	21.9	C
7	35.0	0.20	20.5	C
8	34.0	0.20	21.0	C
9	32.0	0.20	21.7	C
10	35.0	0.30	27.6	C
Average:	**31.0**	**0.23**	**26.3**	**C**
NWB L on SR 149: Lane ID 33594847				
1	28.0	0.10	8.6	A
2	32.0	0.10	10.9	B
3	29.0	0.10	8.7	A
4	31.0	0.10	13.4	B
5	30.0	0.10	11.4	B
6	26.0	0.10	8.8	A
7	29.0	0.10	9.8	A
8	30.0	0.10	8.0	A
9	29.0	0.10	10.7	B
10	27.0	0.10	7.8	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**29.0**	**0.10**	**9.8**	**A**
NWB R on SR 149: Lane ID 33594849				
1	18.0	0.00	0.8	A
2	18.0	0.00	1.6	A
3	22.0	0.00	0.9	A
4	26.0	0.00	1.4	A
5	21.0	0.00	1.3	A
6	22.0	0.00	2.4	A
7	21.0	0.00	1.7	A
8	19.0	0.00	1.1	A
9	17.0	0.00	1.5	A
10	22.0	0.00	2.3	A
Average:	**20.0**	**0.00**	**1.5**	**A**
NWB T on SR 149: Lane ID 33594848				
1	354.0	0.20	2.5	A
2	355.0	0.30	2.9	A
3	353.0	0.20	2.5	A
4	354.0	0.30	3.3	A
5	358.0	0.30	2.9	A
6	358.0	0.30	3.1	A
7	368.0	0.30	2.9	A
8	360.0	0.30	3.2	A
9	356.0	0.30	2.8	A
10	355.0	0.30	3.4	A
Average:	**357.0**	**0.28**	**2.9**	**A**
SEB L on SR 149: Lane ID 33594824				
1	8.0	0.00	6.0	A
2	10.0	0.00	8.6	A
3	9.0	0.00	8.8	A
4	10.0	0.00	9.4	A
5	12.0	0.00	14.0	B
6	12.0	0.00	8.5	A
7	10.0	0.00	6.2	A
8	11.0	0.00	5.2	A
9	10.0	0.00	9.2	A
10	9.0	0.00	13.5	B
Average:	**10.0**	**0.00**	**8.9**	**A**
SEB R on SR 149: Lane ID 33594854				
1	12.0	0.00	0.4	A
2	9.0	0.00	1.5	A
3	12.0	0.00	0.7	A

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	9.0	0.00	2.7	A
5	11.0	0.00	1.6	A
6	9.0	0.00	2.2	A
7	11.0	0.00	0.3	A
8	8.0	0.00	2.2	A
9	10.0	0.00	1.2	A
10	12.0	0.00	0.3	A
Average:	**10.0**	**0.00**	**1.3**	**A**
SEB T on SR 149: Lane ID 33594853				
1	373.0	0.40	3.4	A
2	364.0	0.30	2.9	A
3	374.0	0.20	2.4	A
4	374.0	0.20	2.4	A
5	366.0	0.20	2.3	A
6	369.0	0.30	3.0	A
7	366.0	0.30	3.2	A
8	371.0	0.30	3.0	A
9	368.0	0.30	2.8	A
10	366.0	0.30	3.3	A
Average:	**369.0**	**0.28**	**2.9**	**A**
WB L on BOND DR: Lane ID 33594836				
1	42.0	0.70	60.8	E
2	38.0	0.50	46.8	D
3	42.0	0.60	51.3	D
4	41.0	0.60	49.9	D
5	38.0	0.50	47.6	D
6	39.0	0.50	47.4	D
7	37.0	0.40	35.4	D
8	38.0	0.50	48.9	D
9	37.0	0.50	50.1	D
10	39.0	0.50	46.8	D
Average:	**39.0**	**0.53**	**48.5**	**D**
WB TR on BOND DR: Lane ID 33594845				
1	19.0	0.20	32.8	C
2	21.0	0.10	20.9	C
3	20.0	0.10	24.9	C
4	21.0	0.20	34.1	C
5	20.0	0.10	18.3	B
6	22.0	0.20	30.0	C
7	19.0	0.20	32.1	C
8	21.0	0.20	27.6	C
9	19.0	0.10	22.0	C

SR 149 & BOND DR -- SIGNALIZED — NODE: 101

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	21.0	0.20	34.4	C
Average:	**20.0**	**0.16**	**27.7**	**C**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594900				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	**0.0**	**0.00**	**--**	**--**
NB TR on SR 149: Lane ID 33594901				
1	496.0	3.00	21.6	C
2	498.0	3.00	21.5	C
3	496.0	2.90	21.0	C
4	495.0	2.80	20.3	C
5	500.0	3.30	23.7	C
6	500.0	2.70	19.2	B
7	502.0	3.00	21.2	C
8	502.0	2.90	20.8	C
9	495.0	2.40	17.7	B
10	500.0	3.50	24.9	C
Average:	**498.0**	**2.95**	**21.2**	**C**
NEB LTR on Loves Truck Access: Lane ID 33594898				
1	105.0	2.50	85.8	F
2	102.0	2.10	74.0	E
3	105.0	2.70	93.6	F
4	102.0	3.00	105.3	F
5	107.0	2.10	72.2	E
6	100.0	2.10	74.1	E
7	105.0	2.00	68.7	E
8	103.0	2.10	72.9	E
9	104.0	1.50	53.6	D
10	106.0	2.30	79.0	E
Average:	**103.0**	**2.24**	**77.9**	**E**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SR 149: Lane ID 33594878				
1	68.0	0.30	15.2	B
2	71.0	0.30	14.0	B
3	67.0	0.30	14.6	B
4	67.0	0.30	14.5	B
5	70.0	0.30	14.1	B
6	68.0	0.20	12.5	B
7	70.0	0.30	13.5	B
8	68.0	0.30	15.9	B
9	70.0	0.30	14.9	B
10	67.0	0.30	15.5	B
Average:	**68.0**	**0.29**	**14.5**	**B**
SB R on SR 149: Lane ID 33594908				
1	89.0	0.00	0.0	A
2	89.0	0.00	0.2	A
3	88.0	0.00	0.1	A
4	88.0	0.00	0.0	A
5	89.0	0.00	0.0	A
6	89.0	0.00	0.0	A
7	87.0	0.00	0.1	A
8	90.0	0.00	0.1	A
9	89.0	0.00	0.0	A
10	88.0	0.00	0.1	A
Average:	**88.0**	**0.00**	**0.1**	**A**
SB T on SR 149: Lane ID 33594907				
1	674.0	0.50	2.5	A
2	681.0	0.50	2.6	A
3	677.0	0.50	2.4	A
4	674.0	0.40	1.9	A
5	671.0	0.40	2.3	A
6	678.0	0.40	2.4	A
7	678.0	0.50	2.5	A
8	681.0	0.50	2.6	A
9	673.0	0.20	1.2	A
10	680.0	0.50	2.4	A
Average:	**676.0**	**0.44**	**2.3**	**A**
WB LTR on Pilot South Access: Lane ID 33594891				
1	91.0	0.40	16.9	B
2	87.0	0.30	10.9	B
3	92.0	0.30	12.4	B
4	90.0	0.40	17.2	B
5	86.0	0.40	17.4	B

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS -- SIGNALIZED — NODE: 107

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	88.0	0.40	14.6	B
7	90.0	0.40	14.6	B
8	92.0	0.50	21.1	C
9	87.0	0.40	17.0	B
10	91.0	0.30	13.2	B
Average:	**89.0**	**0.38**	**15.5**	**B**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED — NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB LT on RAMP I-70 EB TO SR 149: Lane ID 33594855				
1	49.0	0.50	39.9	D
2	48.0	0.50	40.5	D
3	50.0	0.50	35.5	D
4	54.0	0.60	42.0	D
5	54.0	0.50	33.2	C
6	50.0	0.60	41.1	D
7	52.0	0.60	43.6	D
8	51.0	0.50	38.8	D
9	51.0	0.50	36.6	D
10	51.0	0.60	42.9	D
Average:	**51.0**	**0.54**	**39.4**	**D**
EB R on RAMP I-70 EB TO SR 149: Lane ID 33594856				
1	222.0	0.90	14.2	B
2	221.0	0.90	14.8	B
3	217.0	0.80	13.3	B
4	217.0	0.80	13.2	B
5	220.0	0.90	14.3	B
6	217.0	1.00	16.5	B
7	218.0	1.10	18.4	B
8	221.0	1.10	18.2	B
9	216.0	1.00	16.9	B
10	219.0	1.00	15.9	B
Average:	**218.0**	**0.95**	**15.6**	**B**
NB R on SR 149: Lane ID 33594874				
1	381.0	0.00	0.0	A
2	385.0	0.00	0.0	A
3	386.0	0.00	0.0	A
4	384.0	0.00	0.0	A
5	387.0	0.00	0.0	A
6	382.0	0.00	0.0	A
7	389.0	0.00	0.0	A
8	395.0	0.00	0.0	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	387.0	0.00	0.0	A
10	389.0	0.00	0.0	A
Average:	**386.0**	**0.00**	**0.0**	**A**
NB T on SR 149: Lane ID 33594870				
1	168.0	0.70	14.2	B
2	171.0	0.70	14.7	B
3	170.0	0.70	14.8	B
4	170.0	0.80	16.5	B
5	172.0	0.80	15.8	B
6	169.0	0.90	20.2	C
7	172.0	1.00	21.3	C
8	167.0	0.70	15.7	B
9	166.0	0.60	13.2	B
10	170.0	0.70	15.5	B
Average:	**169.0**	**0.76**	**16.2**	**B**
NB T on SR 149: Lane ID 33594924				
1	194.0	1.10	20.8	C
2	194.0	1.00	19.0	B
3	198.0	1.00	18.6	B
4	198.0	1.10	20.3	C
5	199.0	1.20	21.0	C
6	197.0	1.00	19.0	B
7	205.0	1.00	18.2	B
8	199.0	1.10	20.4	C
9	195.0	1.00	18.0	B
10	203.0	1.00	18.2	B
Average:	**198.0**	**1.05**	**19.4**	**B**
SEB L on SR 149: Lane ID 33594926				
1	161.0	0.40	8.1	A
2	161.0	0.30	7.2	A
3	161.0	0.30	7.4	A
4	160.0	0.40	8.0	A
5	162.0	0.30	7.6	A
6	163.0	0.40	9.6	A
7	159.0	0.30	7.3	A
8	157.0	0.30	7.6	A
9	160.0	0.30	7.3	A
10	157.0	0.30	7.6	A
Average:	**160.0**	**0.33**	**7.8**	**A**
SEB T on SR 149: Lane ID 33594884				
1	421.0	0.30	2.5	A

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB -- SIGNALIZED NODE: 103

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	423.0	5.90	50.1	D
3	423.0	0.30	2.2	A
4	419.0	0.30	2.6	A
5	407.0	0.50	4.4	A
6	444.0	0.30	2.1	A
7	421.0	0.30	2.4	A
8	417.0	0.30	2.8	A
9	417.0	3.40	28.9	C
10	416.0	0.30	2.3	A
Average:	**420.0**	**1.19**	**10.0**	**B**
SEB T on SR 149: Lane ID 33594917				
1	289.0	0.20	2.6	A
2	279.0	0.20	2.1	A
3	279.0	0.10	1.8	A
4	290.0	0.20	2.3	A
5	298.0	0.40	4.6	A
6	264.0	0.20	2.3	A
7	281.0	0.20	2.1	A
8	289.0	0.20	2.2	A
9	287.0	0.20	2.7	A
10	291.0	0.20	2.2	A
Average:	**284.0**	**0.21**	**2.5**	**A**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB L on SR 149: Lane ID 33594948				
1	185.0	2.20	43.1	D
2	190.0	1.90	35.2	D
3	189.0	1.70	31.9	C
4	191.0	1.80	33.4	C
5	192.0	2.00	38.2	D
6	187.0	2.70	51.7	D
7	189.0	2.60	50.2	D
8	189.0	1.80	34.0	C
9	191.0	1.70	32.2	C
10	186.0	1.90	36.5	D
Average:	**188.0**	**2.03**	**38.6**	**D**
NWB T on SR 149: Lane ID 33594886				
1	224.0	1.40	22.3	C
2	222.0	1.30	21.0	C
3	228.0	1.40	22.1	C
4	231.0	1.30	20.8	C

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	232.0	1.40	21.6	C
6	225.0	1.40	22.6	C
7	237.0	1.30	19.5	B
8	230.0	1.40	21.9	C
9	229.0	1.40	22.6	C
10	232.0	1.50	23.2	C
Average:	**229.0**	**1.38**	**21.8**	**C**
SEB TR on SR 149: Lane ID 33577633				
1	432.0	3.60	30.4	C
2	423.0	3.10	26.6	C
3	430.0	3.40	28.5	C
4	433.0	3.60	29.6	C
5	425.0	3.40	28.4	C
6	428.0	3.20	27.1	C
7	426.0	3.20	27.4	C
8	425.0	3.30	28.2	C
9	428.0	3.30	27.7	C
10	429.0	3.10	25.6	C
Average:	**427.0**	**3.32**	**27.9**	**C**
WB L on RAMP I-70 WB TO SR 149: Lane ID 33594913				
1	269.0	2.90	38.4	D
2	271.0	3.00	40.2	D
3	263.0	3.10	42.5	D
4	274.0	3.20	41.6	D
5	271.0	3.00	39.4	D
6	281.0	3.00	38.8	D
7	271.0	3.00	39.6	D
8	264.0	2.80	38.4	D
9	267.0	3.00	40.2	D
10	253.0	3.00	42.7	D
Average:	**268.0**	**3.00**	**40.2**	**D**
WB LT on RAMP I-70 WB TO SR 149: Lane ID 33594828				
1	250.0	2.60	37.3	D
2	247.0	2.60	38.5	D
3	253.0	2.50	35.9	D
4	242.0	2.60	38.2	D
5	248.0	2.50	36.4	D
6	240.0	2.50	37.0	D
7	241.0	2.60	38.6	D
8	253.0	2.60	36.6	D
9	247.0	2.50	37.2	D
10	264.0	2.60	35.9	D

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB -- SIGNALIZED NODE: 102

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**248.0**	**2.56**	**37.2**	**D**
WB R on RAMP I-70 WB TO SR 149: Lane ID 33594829				
1	178.0	0.30	6.2	A
2	180.0	0.30	6.7	A
3	179.0	0.30	6.7	A
4	181.0	0.30	6.8	A
5	179.0	0.30	6.7	A
6	178.0	0.40	7.4	A
7	181.0	0.30	6.2	A
8	177.0	0.30	6.3	A
9	177.0	0.30	5.9	A
10	176.0	0.30	6.3	A
Average:	**178.0**	**0.31**	**6.5**	**A**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on RECO DR: Lane ID 33594918				
1	115.0	1.30	40.8	D
2	122.0	1.30	39.5	D
3	120.0	1.40	40.7	D
4	117.0	1.20	37.7	D
5	119.0	1.40	40.9	D
6	118.0	1.10	34.5	C
7	120.0	1.20	37.2	D
8	116.0	1.20	35.9	D
9	118.0	1.20	36.0	D
10	117.0	1.30	40.5	D
Average:	**118.0**	**1.26**	**38.4**	**D**
EB TR on RECO DR: Lane ID 33594919				
1	46.0	0.10	10.0	B
2	46.0	0.30	19.7	B
3	44.0	0.20	15.9	B
4	44.0	0.20	16.2	B
5	46.0	0.20	17.4	B
6	43.0	0.10	11.7	B
7	43.0	0.20	15.2	B
8	42.0	0.20	14.5	B
9	46.0	0.20	15.2	B
10	44.0	0.20	15.0	B
Average:	**44.0**	**0.19**	**15.1**	**B**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED — NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on SR 149: Lane ID 33594937				
1	51.0	0.30	18.0	B
2	52.0	0.20	16.7	B
3	52.0	0.30	21.4	C
4	50.0	0.20	16.1	B
5	51.0	0.30	21.7	C
6	53.0	0.30	18.2	B
7	54.0	0.30	17.0	B
8	53.0	0.30	17.3	B
9	52.0	0.20	13.8	B
10	54.0	0.30	17.8	B
Average:	**52.0**	**0.27**	**17.8**	**B**
NB T on SR 149: Lane ID 33594938				
1	280.0	1.10	14.3	B
2	277.0	0.90	12.2	B
3	283.0	1.10	13.7	B
4	280.0	1.10	13.7	B
5	280.0	1.00	13.0	B
6	279.0	0.80	10.6	B
7	287.0	1.00	12.6	B
8	284.0	1.00	12.9	B
9	275.0	1.00	13.5	B
10	284.0	1.10	14.3	B
Average:	**280.0**	**1.01**	**13.1**	**B**
NB TR on SR 149: Lane ID 33594939				
1	308.0	1.10	13.4	B
2	314.0	1.00	11.5	B
3	313.0	1.10	12.3	B
4	310.0	1.10	12.6	B
5	312.0	1.10	12.7	B
6	312.0	1.20	13.3	B
7	317.0	1.10	12.2	B
8	320.0	1.10	12.5	B
9	314.0	1.10	12.4	B
10	317.0	1.40	15.8	B
Average:	**313.0**	**1.13**	**12.9**	**B**
SB L on SR 149: Lane ID 33594911				
1	47.0	0.20	18.4	B
2	43.0	0.20	19.6	B
3	49.0	0.20	18.3	B
4	48.0	0.20	14.3	B
5	46.0	0.30	21.5	C

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	51.0	0.20	16.0	B
7	44.0	0.20	18.5	B
8	44.0	0.30	21.1	C
9	46.0	0.20	16.1	B
10	50.0	0.20	13.2	B
Average:	**46.0**	**0.22**	**17.7**	**B**

SB R on SR 149: Lane ID 33594921

1	93.0	0.10	3.2	A
2	90.0	0.10	3.9	A
3	92.0	0.10	2.8	A
4	98.0	0.10	2.9	A
5	95.0	0.10	4.4	A
6	92.0	0.10	3.5	A
7	93.0	0.10	3.0	A
8	96.0	0.10	3.6	A
9	93.0	0.10	3.4	A
10	95.0	0.10	2.7	A
Average:	**93.0**	**0.10**	**3.3**	**A**

SB T on SR 149: Lane ID 33594865

1	654.0	3.40	18.7	B
2	668.0	3.60	19.7	B
3	655.0	3.30	17.9	B
4	652.0	3.30	18.4	B
5	653.0	3.80	20.7	C
6	661.0	3.00	16.3	B
7	660.0	3.40	18.6	B
8	655.0	3.40	18.9	B
9	659.0	3.40	18.5	B
10	655.0	3.40	18.6	B
Average:	**657.0**	**3.40**	**18.7**	**B**

SB T on SR 149: Lane ID 33594912

1	129.0	0.50	15.3	B
2	121.0	0.50	16.0	B
3	123.0	0.50	13.8	B
4	126.0	0.50	14.1	B
5	130.0	0.60	17.2	B
6	122.0	0.50	13.9	B
7	122.0	0.60	16.4	B
8	131.0	0.50	14.3	B
9	120.0	0.60	18.8	B
10	125.0	0.60	16.6	B
Average:	**124.0**	**0.54**	**15.6**	**B**

SR 149, RECO DR & PILOT NORTH ACCESS -- SIGNALIZED NODE: 105

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB LTR on Pilot North Access: Lane ID 33594889				
1	81.0	0.70	29.0	C
2	75.0	0.50	24.4	C
3	77.0	0.70	33.2	C
4	85.0	0.40	18.0	B
5	81.0	0.60	26.3	C
6	79.0	0.40	19.7	B
7	76.0	0.50	24.0	C
8	82.0	0.40	18.7	B
9	79.0	0.50	22.0	C
10	81.0	0.60	28.7	C
Average:	**79.0**	**0.53**	**24.4**	**C**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
WB L	33594836	BOND DR	0.5	0.1	0.4	0.7	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.4	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.2	10
NWB L	33594847	SR 149	0.1	0.0	0.1	0.1	10
NWB T	33594848	SR 149	0.3	0.0	0.2	0.3	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.3	0.1	0.2	0.4	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.3	0.0	0.2	0.3	10
WB LTR	33594891	Pilot South Access	0.4	0.1	0.3	0.5	10
NEB LTR	33594898	Loves Truck Access	2.2	0.4	1.5	3.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	3.0	0.3	2.4	3.5	10
SB T	33594907	SR 149	0.4	0.1	0.2	0.5	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.1	0.5	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.0	0.1	0.8	1.1	10
NB T	33594870	SR 149	0.8	0.1	0.6	1.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	1.2	1.9	0.3	5.9	10
SEB T	33594917	SR 149	0.2	0.1	0.1	0.4	10
NB T	33594924	SR 149	1.1	0.1	1.0	1.2	10
SEB L	33594926	SR 149	0.3	0.0	0.3	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	3.3	0.2	3.1	3.6	10
WB LT	33594828	RAMP I-70 WB TO SR 149	2.6	0.1	2.5	2.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33594829	RAMP I-70 WB TO SR 149	0.3	0.0	0.3	0.4	10
NWB T	33594886	SR 149	1.4	0.1	1.3	1.5	10
WB L	33594913	RAMP I-70 WB TO SR 149	3.0	0.1	2.8	3.2	10
NWB L	33594948	SR 149	2.0	0.4	1.7	2.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	3.4	0.2	3.0	3.8	10
WB LTR	33594889	Pilot North Access	0.5	0.1	0.4	0.7	10
SB L	33594911	SR 149	0.2	0.0	0.2	0.3	10
SB T	33594912	SR 149	0.5	0.1	0.5	0.6	10
EB L	33594918	RECO DR	1.3	0.1	1.1	1.4	10
EB TR	33594919	RECO DR	0.2	0.1	0.1	0.3	10
SB R	33594921	SR 149	0.1	0.0	0.1	0.1	10
NB L	33594937	SR 149	0.3	0.0	0.2	0.3	10
NB T	33594938	SR 149	1.0	0.1	0.8	1.1	10
NB TR	33594939	SR 149	1.1	0.1	1.0	1.4	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SR 149 & BOND DR — NODE: 101

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	8.9	2.9	5.2	14.0	10
WB L	33594836	BOND DR	48.5	6.2	35.4	60.8	10
EB L	33594838	BOND DR	44.7	9.6	34.8	59.1	10
EB TR	33594839	BOND DR	26.3	7.0	20.5	43.5	10
WB TR	33594845	BOND DR	27.7	5.9	18.3	34.4	10
NWB L	33594847	SR 149	9.8	1.8	7.8	13.4	10
NWB T	33594848	SR 149	2.9	0.3	2.5	3.4	10
NWB R	33594849	SR 149	1.5	0.5	0.8	2.4	10
SEB T	33594853	SR 149	2.9	0.4	2.3	3.4	10
SEB R	33594854	SR 149	1.3	0.9	0.3	2.7	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	33594878	SR 149	14.5	1.0	12.5	15.9	10
WB LTR	33594891	Pilot South Access	15.5	3.0	10.9	21.1	10
NEB LTR	33594898	Loves Truck Access	77.9	14.2	53.6	105.3	10
NB TR	33594901	SR 149	21.2	2.1	17.7	24.9	10
SB T	33594907	SR 149	2.3	0.4	1.2	2.6	10
SB R	33594908	SR 149	0.1	0.1	0.0	0.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	39.4	3.4	33.2	43.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	15.6	1.9	13.2	18.4	10
NB T	33594870	SR 149	16.2	2.6	13.2	21.3	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	10.0	16.3	2.1	50.1	10
SEB T	33594917	SR 149	2.5	0.8	1.8	4.6	10
NB T	33594924	SR 149	19.4	1.2	18.0	21.0	10
SEB L	33594926	SR 149	7.8	0.7	7.2	9.6	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	27.9	1.4	25.6	30.4	10
WB LT	33594828	RAMP I-70 WB TO SR 149	37.2	1.0	35.9	38.6	10
WB R	33594829	RAMP I-70 WB TO SR 149	6.5	0.4	5.9	7.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33594886	SR 149	21.8	1.1	19.5	23.2	10
WB L	33594913	RAMP I-70 WB TO SR 149	40.2	1.6	38.4	42.7	10
NWB L	33594948	SR 149	38.6	7.3	31.9	51.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB T	33594865	SR 149	18.7	1.1	16.3	20.7	10
WB LTR	33594889	Pilot North Access	24.4	5.0	18.0	33.2	10
SB L	33594911	SR 149	17.7	2.8	13.2	21.5	10
SB T	33594912	SR 149	15.6	1.7	13.8	18.8	10
EB L	33594918	RECO DR	38.4	2.4	34.5	40.9	10
EB TR	33594919	RECO DR	15.1	2.7	10.0	19.7	10
SB R	33594921	SR 149	3.3	0.5	2.7	4.4	10
NB L	33594937	SR 149	17.8	2.3	13.8	21.7	10
NB T	33594938	SR 149	13.1	1.1	10.6	14.3	10
NB TR	33594939	SR 149	12.9	1.2	11.5	15.8	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	3.6	0.1	17.4	1.0	0.0%
2	119.0	2.7	0.1	14.9	1.0	0.0%
3	119.0	4.2	0.1	48.9	1.0	0.0%
4	119.0	2.1	0.0	0.0	0.0	0.0%
5	119.0	7.7	0.2	71.6	1.0	0.0%
6	119.0	2.3	0.1	17.2	1.0	0.0%
7	119.0	4.1	0.1	17.8	1.0	0.0%
8	119.0	2.9	0.1	14.3	1.0	0.0%
9	119.0	4.8	0.1	23.7	1.0	0.0%
10	119.0	5.0	0.1	59.4	1.0	0.0%
Average:	**119.0**	**3.9**	**0.1**	**28.5**	**0.9**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	3.7	0.2	18.5	1.0	0.0%
2	119.0	6.0	0.3	42.1	1.0	0.0%
3	119.0	2.3	0.2	11.1	1.0	0.0%
4	119.0	2.9	0.2	10.8	1.0	0.0%
5	119.0	3.3	0.2	11.7	1.0	0.0%
6	119.0	5.8	0.3	14.8	1.1	0.0%
7	119.0	3.6	0.2	40.5	1.0	0.0%
8	119.0	4.8	0.3	32.1	2.0	0.0%
9	119.0	3.9	0.3	13.1	1.0	0.0%
10	119.0	2.7	0.2	16.0	1.0	0.0%
Average:	**119.0**	**3.9**	**0.2**	**21.1**	**1.1**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	0.1	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	0.0	0.0	0.0%
3	119.0	0.1	0.0	0.0	0.0	0.0%
4	119.0	0.3	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.2	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	0.8	0.1	6.3	1.0	0.0%
2	119.0	0.6	0.1	5.5	1.0	0.0%
3	119.0	2.5	0.1	7.5	1.0	0.0%
4	119.0	1.8	0.1	9.6	1.0	0.0%
5	119.0	0.9	0.1	7.6	1.0	0.0%
6	119.0	2.6	0.1	1.6	0.1	0.0%
7	119.0	2.1	0.1	7.8	1.0	0.0%
8	119.0	1.7	0.1	0.0	0.0	0.0%
9	119.0	1.7	0.1	7.3	1.0	0.0%
10	119.0	1.7	0.1	7.4	1.0	0.0%
Average:	**119.0**	**1.6**	**0.1**	**6.1**	**0.8**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	1.1	0.1	8.1	1.0	0.0%
2	119.0	1.6	0.2	10.1	1.0	0.0%
3	119.0	2.0	0.2	15.8	1.0	0.0%
4	119.0	1.2	0.1	10.2	1.0	0.0%
5	119.0	1.6	0.2	12.1	1.0	0.0%
6	119.0	1.5	0.2	9.3	1.0	0.0%
7	119.0	2.0	0.2	11.7	1.0	0.0%
8	119.0	1.3	0.1	7.9	1.0	0.0%
9	119.0	2.0	0.2	14.5	1.0	0.0%
10	119.0	1.5	0.2	10.5	1.0	0.0%
Average:	**119.0**	**1.6**	**0.2**	**11.0**	**1.0**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	0.9	0.1	0.0	1.0	0.0%
2	119.0	3.9	0.2	24.8	2.0	0.0%
3	119.0	2.4	0.2	1.0	1.0	0.0%
4	119.0	2.0	0.2	0.6	1.0	0.0%
5	119.0	1.7	0.1	0.0	1.0	0.0%
6	119.0	2.7	0.2	22.5	2.0	0.0%
7	119.0	1.5	0.1	0.0	1.0	0.0%
8	119.0	1.2	0.1	0.3	1.0	0.0%
9	119.0	1.6	0.1	0.1	1.0	0.0%
10	119.0	2.0	0.2	4.2	1.1	0.0%
Average:	**119.0**	**2.0**	**0.2**	**5.4**	**1.2**	**0.0%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	4.4	0.2	21.1	1.1	0.0%
2	119.0	5.9	0.2	18.3	1.0	0.0%
3	119.0	5.5	0.2	19.0	1.0	0.0%
4	119.0	4.6	0.2	17.2	1.0	0.0%
5	119.0	4.6	0.2	24.0	1.0	0.0%
6	119.0	4.8	0.2	20.2	1.0	0.0%
7	119.0	5.9	0.2	55.1	1.0	0.0%
8	119.0	6.6	0.2	41.1	2.0	0.0%
9	119.0	4.0	0.2	17.0	1.0	0.0%
10	119.0	9.8	0.3	73.2	1.0	0.0%
Average:	**119.0**	**5.6**	**0.2**	**30.6**	**1.1**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	1.8	0.1	9.8	1.0	0.0%
2	119.0	2.2	0.1	10.7	1.0	0.0%
3	119.0	3.5	0.2	12.8	1.0	0.0%
4	119.0	2.8	0.1	10.8	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	1.4	0.1	9.3	1.0	0.0%
6	119.0	2.3	0.2	9.6	1.0	0.0%
7	119.0	1.8	0.1	10.6	1.0	0.0%
8	119.0	3.7	0.1	20.2	1.0	0.0%
9	119.0	3.9	0.2	12.0	1.0	0.0%
10	119.0	2.3	0.1	11.5	1.0	0.0%
Average:	**119.0**	**2.6**	**0.1**	**11.7**	**1.0**	**0.0%**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on SR 149 - Lane ID 33594900						
1	119.0	7.4	0.1	57.3	1.0	0.0%
2	119.0	5.3	0.1	50.1	1.0	0.0%
3	119.0	9.0	0.1	66.9	1.0	0.0%
4	119.0	11.5	0.2	69.0	1.0	0.0%
5	119.0	8.7	0.1	64.4	1.0	0.0%
6	119.0	10.9	0.2	66.0	1.0	0.0%
7	119.0	10.6	0.2	66.7	1.0	0.0%
8	119.0	6.6	0.1	60.4	1.0	0.0%
9	119.0	9.7	0.2	69.0	1.0	0.0%
10	119.0	4.8	0.1	55.4	1.0	0.0%
Average:	**119.0**	**8.5**	**0.1**	**62.5**	**1.0**	**0.0%**
NB TR on SR 149 - Lane ID 33594901						
1	119.0	48.9	1.9	260.5	10.0	0.0%
2	119.0	37.9	1.5	161.9	6.0	0.0%
3	119.0	43.9	1.6	235.5	8.0	0.0%
4	119.0	44.3	1.6	260.2	9.0	0.0%
5	119.0	30.3	1.2	181.3	6.1	0.0%
6	119.0	47.5	1.8	206.6	8.0	0.0%
7	119.0	38.3	1.5	197.5	7.1	0.0%
8	119.0	42.2	1.7	209.8	8.0	0.0%
9	119.0	43.3	1.7	189.0	7.1	0.0%
10	119.0	47.4	1.7	219.8	8.0	0.0%
Average:	**119.0**	**42.4**	**1.6**	**212.2**	**7.7**	**0.0%**
NEB LTR on Loves Truck Access - Lane ID 33594898						
1	119.0	87.9	1.2	260.9	3.1	0.0%
2	119.0	75.8	1.1	226.7	3.0	0.0%
3	119.0	98.3	1.4	233.5	3.0	0.0%
4	119.0	79.3	1.1	218.9	3.0	0.0%
5	119.0	107.7	1.5	323.3	4.1	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB LTR on Loves Truck Access - Lane ID 33594898						
6	119.0	74.4	1.0	237.9	3.0	0.0%
7	119.0	110.5	1.5	305.2	4.0	0.0%
8	119.0	75.6	1.1	226.0	3.0	0.0%
9	119.0	70.0	1.0	290.9	4.0	0.0%
10	119.0	61.6	0.9	204.6	3.0	0.0%
Average:	**119.0**	**84.1**	**1.2**	**252.8**	**3.3**	**0.0%**
SB L on SR 149 - Lane ID 33594878						
1	119.0	12.3	0.2	72.4	1.0	0.0%
2	119.0	13.0	0.2	66.3	1.0	0.0%
3	119.0	14.2	0.2	72.2	1.0	0.0%
4	119.0	14.9	0.2	71.4	1.0	0.0%
5	119.0	11.8	0.2	68.2	1.0	0.0%
6	119.0	13.5	0.2	69.6	1.0	0.0%
7	119.0	11.4	0.2	68.7	1.0	0.0%
8	119.0	12.7	0.2	68.2	1.0	0.0%
9	119.0	14.6	0.2	69.0	1.0	0.0%
10	119.0	11.7	0.2	73.0	1.0	0.0%
Average:	**119.0**	**13.0**	**0.2**	**69.9**	**1.0**	**0.0%**
SB R on SR 149 - Lane ID 33594908						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.5	0.0	0.0	0.0	0.0%
6	119.0	0.6	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	1.2	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on SR 149 - Lane ID 33594907						
1	119.0	19.8	0.7	102.3	3.1	0.0%
2	119.0	17.9	0.6	102.9	3.0	0.0%
3	119.0	18.2	0.7	92.7	3.0	0.0%
4	119.0	15.4	0.5	88.7	3.0	0.0%
5	119.0	15.8	0.6	93.8	3.0	0.0%
6	119.0	18.9	0.7	100.7	3.0	0.0%
7	119.0	16.4	0.5	102.6	3.0	0.0%
8	119.0	20.7	0.7	128.2	3.1	0.0%
9	119.0	15.9	0.6	107.1	3.0	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594907						
10	119.0	21.6	0.7	110.6	3.0	0.0%
Average:	**119.0**	**18.1**	**0.6**	**103.0**	**3.0**	**0.0%**
WB LTR on Pilot South Access - Lane ID 33594891						
1	119.0	10.9	0.2	70.9	1.0	0.0%
2	119.0	19.0	0.3	110.3	2.0	0.0%
3	119.0	15.1	0.3	73.4	1.0	0.0%
4	119.0	16.9	0.3	95.0	2.0	0.0%
5	119.0	18.4	0.3	77.7	1.1	0.0%
6	119.0	20.5	0.4	99.3	2.0	0.0%
7	119.0	16.8	0.3	76.3	2.0	0.0%
8	119.0	13.9	0.2	72.9	1.0	0.0%
9	119.0	14.5	0.3	72.5	1.0	0.0%
10	119.0	17.8	0.3	94.6	2.0	0.0%
Average:	**119.0**	**16.4**	**0.3**	**84.3**	**1.5**	**0.0%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	7.5	0.4	40.4	2.0	0.0%
2	119.0	7.0	0.4	40.3	2.0	0.0%
3	119.0	7.1	0.4	39.2	2.0	0.0%
4	119.0	5.7	0.3	40.6	2.0	0.0%
5	119.0	5.7	0.3	34.3	2.0	0.0%
6	119.0	7.5	0.4	41.4	2.0	0.0%
7	119.0	7.2	0.4	40.2	2.0	0.0%
8	119.0	8.9	0.5	43.8	2.0	0.0%
9	119.0	6.1	0.3	22.8	1.1	0.0%
10	119.0	10.3	0.5	44.4	2.0	0.0%
Average:	**119.0**	**7.3**	**0.4**	**38.7**	**1.9**	**0.0%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	14.0	0.4	92.4	2.0	0.0%
2	119.0	9.8	0.3	66.1	1.1	0.0%
3	119.0	14.9	0.4	98.0	2.0	0.0%
4	119.0	7.9	0.2	70.4	2.0	0.0%
5	119.0	9.7	0.3	73.0	2.0	0.0%
6	119.0	10.1	0.3	74.2	2.0	0.0%
7	119.0	12.2	0.3	89.9	2.0	0.0%
8	119.0	10.5	0.3	61.9	2.0	0.0%
9	119.0	7.2	0.2	64.4	1.0	0.0%
10	119.0	11.0	0.3	70.5	2.0	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
Average:	**119.0**	**10.7**	**0.3**	**76.1**	**1.8**	**0.0%**
NB R on SR 149 - Lane ID 33594874						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	2.7	0.2	16.3	1.0	0.0%
2	119.0	3.1	0.2	16.7	1.0	0.0%
3	119.0	5.4	0.2	18.4	1.0	0.0%
4	119.0	5.4	0.2	18.3	1.0	0.0%
5	119.0	4.4	0.2	18.7	1.0	0.0%
6	119.0	4.6	0.2	17.7	1.0	0.0%
7	119.0	4.7	0.2	17.4	1.0	0.0%
8	119.0	4.1	0.2	17.4	1.0	0.0%
9	119.0	4.0	0.2	18.4	1.0	0.0%
10	119.0	4.5	0.2	21.7	1.1	0.0%
Average:	**119.0**	**4.3**	**0.2**	**18.1**	**1.0**	**0.0%**
NB T on SR 149 - Lane ID 33594924						
1	119.0	12.5	0.6	50.0	2.0	0.0%
2	119.0	12.4	0.6	51.6	2.1	0.0%
3	119.0	15.2	0.7	76.5	3.0	0.0%
4	119.0	15.8	0.6	71.1	3.0	0.0%
5	119.0	16.4	0.7	57.2	3.0	0.0%
6	119.0	16.6	0.7	73.5	3.0	0.0%
7	119.0	13.2	0.7	49.8	2.0	0.0%
8	119.0	11.5	0.5	49.8	2.0	0.0%
9	119.0	12.8	0.6	50.3	2.0	0.0%
10	119.0	13.2	0.6	53.9	2.0	0.0%
Average:	**119.0**	**14.0**	**0.6**	**58.4**	**2.4**	**0.0%**
SEB L on SR 149 - Lane ID 33594926						
1	119.0	12.2	0.5	63.7	2.1	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SR 149 - Lane ID 33594926						
2	119.0	13.1	0.6	65.7	2.1	0.0%
3	119.0	11.1	0.5	51.1	2.0	0.0%
4	119.0	14.5	0.6	61.6	2.1	0.0%
5	119.0	14.0	0.6	65.2	2.0	0.0%
6	119.0	11.1	0.5	58.7	2.1	0.0%
7	119.0	15.7	0.7	74.2	3.0	0.0%
8	119.0	13.5	0.6	62.3	3.0	0.0%
9	119.0	12.0	0.6	46.6	2.0	0.0%
10	119.0	15.8	0.7	75.8	3.0	0.0%
Average:	**119.0**	**13.3**	**0.6**	**62.5**	**2.3**	**0.0%**
SEB T on SR 149 - Lane ID 33594884						
1	119.0	8.1	0.3	48.4	2.0	0.0%
2	119.0	8.3	0.3	69.6	2.1	0.0%
3	119.0	4.7	0.2	36.9	2.0	0.0%
4	119.0	9.0	0.4	51.3	2.0	0.0%
5	119.0	9.2	0.3	77.6	2.0	0.0%
6	119.0	7.2	0.3	41.4	2.0	0.0%
7	119.0	10.9	0.4	73.0	2.0	0.0%
8	119.0	8.4	0.3	62.4	2.0	0.0%
9	119.0	11.3	0.4	76.9	2.1	0.0%
10	119.0	7.4	0.3	42.2	2.0	0.0%
Average:	**119.0**	**8.5**	**0.3**	**58.0**	**2.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594917						
1	119.0	10.4	0.5	53.8	2.1	0.0%
2	119.0	8.8	0.4	46.0	2.0	0.0%
3	119.0	8.9	0.4	65.9	3.0	0.0%
4	119.0	8.9	0.4	64.0	3.0	0.0%
5	119.0	9.4	0.4	65.8	3.0	0.0%
6	119.0	11.0	0.4	74.4	2.0	0.0%
7	119.0	8.7	0.4	48.5	2.0	0.0%
8	119.0	11.2	0.5	67.9	3.0	0.0%
9	119.0	9.1	0.4	67.2	3.0	0.0%
10	119.0	8.0	0.4	50.3	2.1	0.0%
Average:	**119.0**	**9.4**	**0.4**	**60.4**	**2.5**	**0.0%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
1	119.0	43.5	1.1	189.6	4.0	0.0%
2	119.0	46.3	1.2	194.3	4.0	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
3	119.0	43.7	1.1	186.6	4.0	0.0%
4	119.0	29.7	0.9	126.8	3.0	0.0%
5	119.0	43.0	1.1	166.4	3.1	0.0%
6	119.0	48.7	1.2	180.4	4.0	0.0%
7	119.0	40.8	1.0	170.6	3.1	0.0%
8	119.0	43.3	1.2	178.7	4.0	0.0%
9	119.0	31.3	0.8	149.2	3.0	0.0%
10	119.0	44.0	1.2	178.2	4.0	0.0%
Average:	**119.0**	**41.4**	**1.1**	**172.1**	**3.6**	**0.0%**
NWB T on SR 149 - Lane ID 33594886						
1	119.0	0.6	0.0	0.0	0.0	0.0%
2	119.0	0.4	0.0	0.0	0.0	0.0%
3	119.0	0.7	0.0	0.0	0.0	0.0%
4	119.0	1.0	0.1	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.4	0.0	0.0	0.0	0.0%
7	119.0	0.7	0.1	0.7	0.1	0.0%
8	119.0	0.1	0.0	0.0	0.0	0.0%
9	119.0	1.3	0.1	0.0	0.0	0.0%
10	119.0	0.6	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.6**	**0.0**	**0.1**	**0.0**	**0.0%**
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	36.7	1.4	158.0	5.1	0.0%
2	119.0	31.3	1.2	143.3	5.0	0.0%
3	119.0	27.5	1.1	128.4	5.0	0.0%
4	119.0	36.5	1.4	157.7	5.0	0.0%
5	119.0	31.8	1.2	149.6	5.0	0.0%
6	119.0	33.9	1.3	150.1	5.0	0.0%
7	119.0	27.7	1.2	107.9	4.0	0.0%
8	119.0	34.9	1.3	135.5	5.0	0.0%
9	119.0	30.4	1.2	124.7	4.1	0.0%
10	119.0	30.1	1.2	130.9	5.0	0.0%
Average:	**119.0**	**32.1**	**1.3**	**138.6**	**4.8**	**0.0%**
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
1	119.0	37.4	1.1	148.8	4.0	0.0%
2	119.0	30.6	1.1	115.8	3.0	0.0%
3	119.0	33.1	1.2	131.3	4.0	0.0%
4	119.0	33.8	1.1	137.3	4.0	0.0%
5	119.0	40.2	1.3	148.7	3.1	0.0%
6	119.0	33.4	1.0	115.4	3.0	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
7	119.0	33.0	1.0	124.4	3.0	0.0%
8	119.0	29.0	1.0	106.1	3.0	0.0%
9	119.0	30.8	1.1	104.4	3.0	0.0%
10	119.0	33.2	1.1	126.1	3.1	0.0%
Average:	**119.0**	**33.5**	**1.1**	**125.8**	**3.3**	**0.0%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	33.2	1.1	105.6	3.0	0.0%
2	119.0	25.6	0.9	110.2	3.0	0.0%
3	119.0	30.3	1.0	104.1	3.0	0.0%
4	119.0	29.7	1.0	118.3	3.0	0.0%
5	119.0	30.5	1.1	121.8	3.0	0.0%
6	119.0	25.8	1.0	97.9	3.0	0.0%
7	119.0	29.9	1.1	116.9	3.0	0.0%
8	119.0	24.4	0.8	106.2	3.0	0.0%
9	119.0	29.0	0.9	103.6	3.0	0.0%
10	119.0	27.9	0.9	100.8	2.1	0.0%
Average:	**119.0**	**28.6**	**1.0**	**108.5**	**2.9**	**0.0%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	6.9	0.3	45.0	1.1	0.0%
2	119.0	8.6	0.4	46.3	2.0	0.0%
3	119.0	6.4	0.3	25.7	1.1	0.0%
4	119.0	6.2	0.3	42.4	1.1	0.0%
5	119.0	8.9	0.3	62.7	1.1	0.0%
6	119.0	8.1	0.4	47.3	2.0	0.0%
7	119.0	7.1	0.3	40.9	1.1	0.0%
8	119.0	11.1	0.4	65.3	2.0	0.0%
9	119.0	4.6	0.2	23.2	1.0	0.0%
10	119.0	6.9	0.3	43.4	2.0	0.0%
Average:	**119.0**	**7.5**	**0.3**	**44.2**	**1.5**	**0.0%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
1	119.0	22.1	1.0	73.3	3.0	0.0%
2	119.0	24.9	1.1	91.4	4.0	0.0%
3	119.0	22.7	1.0	81.2	3.1	0.0%
4	119.0	26.2	1.2	81.6	3.0	0.0%
5	119.0	21.0	1.0	74.8	3.0	0.0%
6	119.0	24.4	1.1	79.4	3.0	0.0%
7	119.0	27.4	1.2	73.8	3.0	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
8	119.0	24.8	1.1	80.3	3.0	0.0%
9	119.0	25.6	1.2	89.6	4.0	0.0%
10	119.0	20.4	1.0	76.9	3.0	0.0%
Average:	**119.0**	**24.0**	**1.1**	**80.2**	**3.2**	**0.0%**
EB TR on RECO DR - Lane ID 33594919						
1	119.0	4.7	0.3	18.3	1.0	0.0%
2	119.0	4.5	0.3	17.7	1.0	0.0%
3	119.0	6.0	0.3	41.4	2.0	0.0%
4	119.0	4.2	0.2	22.9	1.0	0.0%
5	119.0	5.0	0.3	39.5	2.0	0.0%
6	119.0	2.5	0.1	17.7	1.0	0.0%
7	119.0	3.3	0.2	18.2	1.0	0.0%
8	119.0	3.6	0.2	19.2	1.0	0.0%
9	119.0	4.9	0.3	20.8	1.1	0.0%
10	119.0	4.0	0.2	18.0	1.0	0.0%
Average:	**119.0**	**4.3**	**0.2**	**23.4**	**1.2**	**0.0%**
NB L on SR 149 - Lane ID 33594937						
1	119.0	2.4	0.2	17.1	1.0	0.0%
2	119.0	2.7	0.2	16.8	1.0	0.0%
3	119.0	2.9	0.2	16.6	1.0	0.0%
4	119.0	2.5	0.2	16.9	1.0	0.0%
5	119.0	2.9	0.3	16.3	1.0	0.0%
6	119.0	1.7	0.2	15.2	1.0	0.0%
7	119.0	1.9	0.2	17.0	1.0	0.0%
8	119.0	1.3	0.1	7.7	1.0	0.0%
9	119.0	4.3	0.3	19.0	1.0	0.0%
10	119.0	2.4	0.2	16.7	1.0	0.0%
Average:	**119.0**	**2.5**	**0.2**	**15.9**	**1.0**	**0.0%**
NB T on SR 149 - Lane ID 33594938						
1	119.0	35.4	0.7	185.2	3.0	0.0%
2	119.0	34.2	0.7	183.8	4.0	0.0%
3	119.0	35.5	0.8	181.4	3.1	0.8%
4	119.0	37.8	0.8	170.1	3.0	0.0%
5	119.0	51.2	1.2	212.9	3.0	0.8%
6	119.0	40.3	0.9	179.7	4.0	0.0%
7	119.0	39.0	0.8	216.5	3.0	0.0%
8	119.0	40.4	0.9	174.8	4.0	0.0%
9	119.0	30.8	0.8	139.7	2.1	0.8%
10	119.0	46.4	1.1	191.1	4.0	0.0%
Average:	**119.0**	**39.1**	**0.9**	**183.5**	**3.3**	**0.2%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594938						
NB TR on SR 149 - Lane ID 33594939						
1	119.0	22.6	0.6	100.2	3.0	0.0%
2	119.0	24.0	0.6	128.9	3.0	0.8%
3	119.0	27.9	0.8	128.7	4.0	0.0%
4	119.0	24.8	0.6	129.7	3.0	0.0%
5	119.0	30.1	0.8	123.6	3.0	0.0%
6	119.0	28.7	0.8	136.3	3.0	0.0%
7	119.0	25.0	0.7	145.5	3.0	0.0%
8	119.0	24.7	0.7	144.8	4.0	0.0%
9	119.0	31.5	0.8	137.7	4.0	0.0%
10	119.0	30.0	0.9	151.2	4.0	0.0%
Average:	**119.0**	**26.9**	**0.7**	**132.7**	**3.4**	**0.1%**
SB L on SR 149 - Lane ID 33594911						
1	119.0	6.5	0.3	48.1	1.0	0.0%
2	119.0	3.6	0.2	18.8	1.0	0.0%
3	119.0	5.7	0.2	45.5	1.0	0.0%
4	119.0	6.1	0.3	34.2	2.0	0.0%
5	119.0	4.3	0.2	20.5	1.0	0.0%
6	119.0	6.1	0.3	30.0	1.1	0.0%
7	119.0	2.9	0.2	18.4	1.0	0.0%
8	119.0	4.6	0.3	18.5	1.0	0.0%
9	119.0	4.9	0.3	26.4	1.0	0.0%
10	119.0	3.7	0.2	16.9	1.0	0.0%
Average:	**119.0**	**4.8**	**0.3**	**27.7**	**1.1**	**0.0%**
SB R on SR 149 - Lane ID 33594921						
1	119.0	1.1	0.1	1.4	0.1	0.0%
2	119.0	0.6	0.0	0.0	0.0	0.0%
3	119.0	0.9	0.1	4.6	1.0	0.0%
4	119.0	0.8	0.1	2.3	1.0	0.0%
5	119.0	1.0	0.1	6.2	1.0	0.0%
6	119.0	0.3	0.0	0.0	0.0	0.0%
7	119.0	0.4	0.0	0.0	0.0	0.0%
8	119.0	1.1	0.1	5.5	1.0	0.0%
9	119.0	0.5	0.0	0.0	0.0	0.0%
10	119.0	0.6	0.1	0.4	0.1	0.0%
Average:	**119.0**	**0.7**	**0.1**	**2.0**	**0.4**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	34.2	0.8	165.3	3.0	0.0%
2	119.0	34.7	0.7	144.0	3.0	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
3	119.0	49.0	1.0	216.4	4.0	0.0%
4	119.0	33.7	0.8	152.0	3.0	0.0%
5	119.0	52.7	1.1	187.9	3.0	0.0%
6	119.0	46.5	1.1	191.4	4.0	0.0%
7	119.0	30.1	0.7	159.5	3.0	0.0%
8	119.0	36.2	0.8	167.5	4.0	0.0%
9	119.0	35.8	0.9	144.7	3.0	0.0%
10	119.0	29.8	0.7	145.8	3.0	0.0%
Average:	**119.0**	**38.3**	**0.9**	**167.5**	**3.3**	**0.0%**
SB T on SR 149 - Lane ID 33594912						
1	119.0	3.2	0.1	4.4	0.1	0.0%
2	119.0	1.9	0.0	0.0	0.0	0.0%
3	119.0	2.4	0.0	0.0	0.0	0.0%
4	119.0	2.6	0.0	0.0	0.0	0.0%
5	119.0	1.7	0.0	0.0	0.0	0.0%
6	119.0	3.1	0.1	4.4	0.1	0.0%
7	119.0	2.4	0.0	0.0	0.0	0.0%
8	119.0	2.5	0.1	1.5	0.1	0.0%
9	119.0	2.8	0.0	0.0	0.0	0.0%
10	119.0	2.5	0.0	0.0	0.0	0.0%
Average:	**119.0**	**2.5**	**0.0**	**1.0**	**0.0**	**0.0%**
WB LTR on Pilot North Access - Lane ID 33594889						
1	119.0	7.1	0.4	38.8	2.0	0.0%
2	119.0	6.7	0.3	38.2	2.0	0.0%
3	119.0	10.5	0.5	76.2	3.0	0.0%
4	119.0	10.1	0.5	50.5	2.1	0.0%
5	119.0	7.4	0.4	40.7	2.0	0.0%
6	119.0	7.2	0.4	41.9	2.0	0.0%
7	119.0	8.2	0.4	43.2	2.0	0.0%
8	119.0	6.2	0.3	42.5	2.0	0.0%
9	119.0	8.7	0.4	47.3	2.0	0.0%
10	119.0	9.7	0.5	46.1	2.0	0.0%
Average:	**119.0**	**8.2**	**0.4**	**46.5**	**2.1**	**0.0%**

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	5.6	1.7	4.0	9.8	10
EB L	33594838	BOND DR	3.9	1.7	2.1	7.7	10
EB TR	33594839	BOND DR	3.9	1.3	2.3	6.0	10
WB TR	33594845	BOND DR	2.6	0.9	1.4	3.9	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	1.6	0.3	1.1	2.0	10
NWB L	33594847	SR 149	0.1	0.1	0.0	0.3	10
NWB T	33594848	SR 149	1.6	0.7	0.6	2.6	10
NWB R	33594849	SR 149	0.2	0.1	0.1	0.2	10
SEB T	33594853	SR 149	2.0	0.9	0.9	3.9	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	84.1	16.4	61.6	110.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	16.4	2.8	10.9	20.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	13.0	1.3	11.4	14.9	10
NB L	33594900	SR 149	8.5	2.3	4.8	11.5	10
NB TR	33594901	SR 149	42.4	5.6	30.3	48.9	10
SB T	33594907	SR 149	18.1	2.2	15.4	21.6	10
SB R	33594908	SR 149	0.2	0.4	0.0	1.2	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	7.3	1.4	5.7	10.3	10
EB R	33594856	RAMP I-70 EB TO SR 149	10.7	2.4	7.2	14.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	4.3	0.9	2.7	5.4	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	8.5	1.9	4.7	11.3	10
SEB T	33594917	SR 149	9.4	1.1	8.0	11.2	10
NB T	33594924	SR 149	14.0	1.9	11.5	16.6	10
SEB L	33594926	SR 149	13.3	1.7	11.1	15.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	28.6	2.7	24.4	33.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	7.5	1.8	4.6	11.1	10
WB L	33594913	RAMP I-70 WB TO SR 149	33.5	3.3	29.0	40.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	32.1	3.3	27.5	36.7	10
NWB T	33594886	SR 149	0.6	0.4	0.1	1.3	10
NWB L	33594948	SR 149	41.4	6.1	29.7	48.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	8.2	1.5	6.2	10.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	24.0	2.3	20.4	27.4	10
EB TR	33594919	RECO DR	4.3	1.0	2.5	6.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	38.3	8.1	29.8	52.7	10
SB L	33594911	SR 149	4.8	1.2	2.9	6.5	10
SB T	33594912	SR 149	2.5	0.5	1.7	3.2	10
SB R	33594921	SR 149	0.7	0.3	0.3	1.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	2.5	0.8	1.3	4.3	10
NB T	33594938	SR 149	39.1	6.0	30.8	51.2	10
NB TR	33594939	SR 149	26.9	3.1	22.6	31.5	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.2	0.0	0.2	0.3	10
EB L	33594838	BOND DR	0.1	0.0	0.0	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.3	10
WB TR	33594845	BOND DR	0.1	0.0	0.1	0.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.2	0.0	0.1	0.2	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.1	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.2	0.1	0.1	0.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	1.2	0.2	0.9	1.5	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.3	0.1	0.2	0.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.2	0.0	0.2	0.2	10
NB L	33594900	SR 149	0.1	0.1	0.1	0.2	10
NB TR	33594901	SR 149	1.6	0.2	1.2	1.9	10
SB T	33594907	SR 149	0.6	0.1	0.5	0.7	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.3	0.1	0.2	0.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.2	0.0	0.2	0.2	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.3	0.1	0.2	0.4	10
SEB T	33594917	SR 149	0.4	0.0	0.4	0.5	10
NB T	33594924	SR 149	0.6	0.1	0.5	0.7	10
SEB L	33594926	SR 149	0.6	0.1	0.5	0.7	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	1.0	0.1	0.8	1.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.3	0.1	0.2	0.4	10
WB L	33594913	RAMP I-70 WB TO SR 149	1.1	0.1	1.0	1.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	1.3	0.1	1.1	1.4	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.1	10
NWB L	33594948	SR 149	1.1	0.1	0.8	1.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.4	0.1	0.3	0.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.1	0.1	1.0	1.2	10
EB TR	33594919	RECO DR	0.2	0.1	0.1	0.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	0.9	0.2	0.7	1.1	10
SB L	33594911	SR 149	0.3	0.1	0.2	0.3	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.1	10
SB R	33594921	SR 149	0.1	0.1	0.0	0.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.2	0.1	0.1	0.3	10
NB T	33594938	SR 149	0.9	0.2	0.7	1.2	10
NB TR	33594939	SR 149	0.7	0.1	0.6	0.9	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	30.6	19.5	17.0	73.2	10
EB L	33594838	BOND DR	28.5	23.1	0.0	71.6	10
EB TR	33594839	BOND DR	21.1	12.3	10.8	42.1	10
WB TR	33594845	BOND DR	11.7	3.2	9.3	20.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	11.0	2.6	7.9	15.8	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	6.1	3.0	0.0	9.6	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	5.4	9.7	0.0	24.8	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	252.8	40.4	204.6	323.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	84.3	14.1	70.9	110.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	69.9	2.2	66.3	73.0	10
NB L	33594900	SR 149	62.5	6.4	50.1	69.0	10
NB TR	33594901	SR 149	212.2	32.5	161.9	260.5	10
SB T	33594907	SR 149	103.0	11.1	88.7	128.2	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	38.7	6.2	22.8	44.4	10
EB R	33594856	RAMP I-70 EB TO SR 149	76.1	12.7	61.9	98.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	18.1	1.5	16.3	21.7	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	58.0	15.7	36.9	77.6	10
SEB T	33594917	SR 149	60.4	9.8	46.0	74.4	10
NB T	33594924	SR 149	58.4	10.9	49.8	76.5	10
SEB L	33594926	SR 149	62.5	9.0	46.6	75.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	108.5	8.0	97.9	121.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	44.2	13.3	23.2	65.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	125.8	15.9	104.4	148.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	138.6	16.1	107.9	158.0	10
NWB T	33594886	SR 149	0.1	0.2	0.0	0.7	10
NWB L	33594948	SR 149	172.1	20.5	126.8	194.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	46.5	11.1	38.2	76.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	80.2	6.2	73.3	91.4	10
EB TR	33594919	RECO DR	23.4	9.2	17.7	41.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	167.5	24.1	144.0	216.4	10
SB L	33594911	SR 149	27.7	11.6	16.9	48.1	10
SB T	33594912	SR 149	1.0	1.8	0.0	4.4	10
SB R	33594921	SR 149	2.0	2.5	0.0	6.2	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	15.9	3.0	7.7	19.0	10
NB T	33594938	SR 149	183.5	21.6	139.7	216.5	10
NB TR	33594939	SR 149	132.7	14.4	100.2	151.2	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	1.1	0.3	1.0	2.0	10
EB L	33594838	BOND DR	0.9	0.3	0.0	1.0	10
EB TR	33594839	BOND DR	1.1	0.3	1.0	2.0	10
WB TR	33594845	BOND DR	1.0	0.0	1.0	1.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	1.0	0.0	1.0	1.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.8	0.4	0.0	1.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	1.2	0.4	1.0	2.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	3.3	0.5	3.0	4.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	1.5	0.5	1.0	2.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	1.0	0.0	1.0	1.0	10
NB L	33594900	SR 149	1.0	0.0	1.0	1.0	10
NB TR	33594901	SR 149	7.7	1.2	6.0	10.0	10
SB T	33594907	SR 149	3.0	0.0	3.0	3.1	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.9	0.3	1.1	2.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.8	0.4	1.0	2.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	1.0	0.0	1.0	1.1	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	2.0	0.0	2.0	2.1	10
SEB T	33594917	SR 149	2.5	0.5	2.0	3.0	10
NB T	33594924	SR 149	2.4	0.5	2.0	3.0	10
SEB L	33594926	SR 149	2.3	0.5	2.0	3.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	2.9	0.3	2.1	3.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	1.5	0.5	1.0	2.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	3.3	0.5	3.0	4.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	4.8	0.4	4.0	5.1	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.1	10
NWB L	33594948	SR 149	3.6	0.5	3.0	4.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	2.1	0.3	2.0	3.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	3.2	0.4	3.0	4.0	10
EB TR	33594919	RECO DR	1.2	0.4	1.0	2.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	3.3	0.5	3.0	4.0	10
SB L	33594911	SR 149	1.1	0.3	1.0	2.0	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.1	10
SB R	33594921	SR 149	0.4	0.5	0.0	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	1.0	0.0	1.0	1.0	10
NB T	33594938	SR 149	3.3	0.6	2.1	4.0	10
NB TR	33594939	SR 149	3.4	0.5	3.0	4.0	10

Project: IR70 at SR149_Signalized
Scenario: AM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 07:00:00 - 08:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.0	0.0	0.0	0.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594917	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594924	SR 149	0.0	0.0	0.0	0.0	10
SEB L	33594926	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594948	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.0	0.0	0.0	0.0	10
EB TR	33594919	RECO DR	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	0.0	0.0	0.0	0.0	10
SB L	33594911	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594921	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594938	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594939	SR 149	0.0	0.0	0.0	0.0	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	5.5	0.1	54.4	1.0	0.0%
2	119.0	5.7	0.1	71.6	1.0	0.0%
3	119.0	4.7	0.1	45.1	1.0	0.0%
4	119.0	7.1	0.2	63.8	1.0	0.0%
5	119.0	5.7	0.2	50.4	1.0	0.0%
6	119.0	4.2	0.1	59.3	1.0	0.0%
7	119.0	4.6	0.1	50.4	1.0	0.0%
8	119.0	4.4	0.1	25.9	1.0	0.0%
9	119.0	10.6	0.2	71.2	1.0	0.0%
10	119.0	6.9	0.1	61.6	1.0	0.0%
Average:	**119.0**	**5.9**	**0.1**	**55.4**	**1.0**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	4.1	0.2	39.0	2.0	0.0%
2	119.0	6.0	0.3	12.4	1.0	0.0%
3	119.0	7.5	0.3	61.9	2.0	0.0%
4	119.0	5.0	0.2	42.0	1.1	0.0%
5	119.0	5.0	0.2	22.7	1.0	0.0%
6	119.0	2.7	0.2	11.0	1.0	0.0%
7	119.0	4.8	0.3	37.7	2.0	0.0%
8	119.0	6.1	0.3	43.3	2.0	0.0%
9	119.0	3.8	0.2	20.0	1.0	0.0%
10	119.0	4.3	0.2	11.9	1.0	0.0%
Average:	**119.0**	**4.9**	**0.2**	**30.2**	**1.4**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	0.1	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.8	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	0.0	0.0	0.0%
7	119.0	1.1	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.4	0.0	0.0	0.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	0.7	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	1.1	0.1	3.2	1.0	0.0%
2	119.0	1.9	0.1	8.9	1.0	0.0%
3	119.0	0.4	0.0	0.0	0.0	0.0%
4	119.0	0.6	0.1	0.0	0.0	0.0%
5	119.0	0.6	0.1	8.3	1.0	0.0%
6	119.0	0.7	0.1	0.8	0.1	0.0%
7	119.0	0.8	0.1	6.5	1.0	0.0%
8	119.0	1.7	0.1	0.0	0.0	0.0%
9	119.0	0.7	0.1	0.3	0.1	0.0%
10	119.0	0.5	0.1	0.4	0.1	0.0%
Average:	**119.0**	**0.9**	**0.1**	**2.8**	**0.4**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	0.2	0.0	0.0	0.0	0.0%
2	119.0	0.6	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	0.0	0.0	0.0%
7	119.0	0.1	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	0.0	0.0	0.0%
9	119.0	0.1	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	1.3	0.1	0.0	1.0	0.0%
2	119.0	0.7	0.1	0.0	1.0	0.0%
3	119.0	1.0	0.1	0.0	1.0	0.0%
4	119.0	1.3	0.1	0.0	1.0	0.0%
5	119.0	2.2	0.2	5.9	1.0	0.0%
6	119.0	0.1	0.1	0.0	1.0	0.0%
7	119.0	1.2	0.1	0.0	1.0	0.0%
8	119.0	0.1	0.1	0.0	1.0	0.0%
9	119.0	1.9	0.1	0.0	1.0	0.0%
10	119.0	0.6	0.1	0.0	1.0	0.0%
Average:	**119.0**	**1.0**	**0.1**	**0.6**	**1.0**	**0.0%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	1.6	0.1	14.3	1.0	0.0%
2	119.0	1.8	0.1	16.0	1.0	0.0%
3	119.0	1.3	0.1	14.3	1.0	0.0%
4	119.0	3.6	0.2	18.4	1.0	0.0%
5	119.0	2.5	0.2	16.3	1.0	0.0%
6	119.0	1.1	0.1	14.8	1.0	0.0%
7	119.0	1.9	0.1	15.9	1.0	0.0%
8	119.0	1.3	0.1	14.8	1.0	0.0%
9	119.0	2.5	0.1	17.1	1.0	0.0%
10	119.0	2.7	0.2	16.3	1.0	0.0%
Average:	**119.0**	**2.0**	**0.1**	**15.8**	**1.0**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	1.0	0.1	9.3	1.0	0.0%
2	119.0	1.8	0.1	10.3	1.0	0.0%
3	119.0	2.8	0.2	12.0	1.0	0.0%
4	119.0	2.3	0.1	11.7	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	2.4	0.2	10.5	1.0	0.0%
6	119.0	1.5	0.2	10.4	1.0	0.0%
7	119.0	2.1	0.2	10.7	1.0	0.0%
8	119.0	1.6	0.1	11.1	1.0	0.0%
9	119.0	1.6	0.1	11.4	1.0	0.0%
10	119.0	1.2	0.1	9.7	1.0	0.0%
Average:	**119.0**	**1.8**	**0.1**	**10.7**	**1.0**	**0.0%**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on SR 149 - Lane ID 33594900						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on SR 149 - Lane ID 33594901						
1	119.0	19.8	0.8	129.8	4.1	0.0%
2	119.0	25.7	1.0	154.6	5.1	0.0%
3	119.0	29.1	1.1	169.5	6.0	0.0%
4	119.0	30.1	1.1	165.4	6.0	0.0%
5	119.0	22.3	0.9	148.8	6.0	0.0%
6	119.0	23.9	0.9	128.9	5.0	0.0%
7	119.0	33.2	1.3	160.5	6.1	0.0%
8	119.0	20.7	0.8	121.2	5.0	0.0%
9	119.0	24.0	0.9	141.0	5.1	0.0%
10	119.0	23.9	0.9	127.7	5.0	0.0%
Average:	**119.0**	**25.3**	**1.0**	**144.7**	**5.3**	**0.0%**
NEB LTR on Loves Truck Access - Lane ID 33594898						
1	119.0	22.9	0.3	139.7	2.0	0.0%
2	119.0	17.9	0.3	150.4	2.0	0.0%
3	119.0	29.0	0.4	149.0	2.0	0.0%
4	119.0	15.6	0.2	80.4	1.1	0.0%
5	119.0	20.8	0.3	132.6	2.0	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB LTR on Loves Truck Access - Lane ID 33594898						
6	119.0	19.7	0.3	116.8	2.0	0.0%
7	119.0	19.4	0.3	81.5	1.1	0.0%
8	119.0	20.5	0.3	73.7	1.0	0.0%
9	119.0	15.9	0.2	73.6	1.0	0.0%
10	119.0	20.7	0.3	121.9	2.0	0.0%
Average:	**119.0**	**20.2**	**0.3**	**112.0**	**1.6**	**0.0%**
SB L on SR 149 - Lane ID 33594878						
1	119.0	25.8	0.4	142.1	2.0	0.8%
2	119.0	14.1	0.2	74.7	1.1	0.0%
3	119.0	13.3	0.2	72.7	1.0	0.0%
4	119.0	11.9	0.2	64.8	1.0	0.0%
5	119.0	17.2	0.3	88.7	2.0	0.0%
6	119.0	15.9	0.2	139.1	2.0	0.0%
7	119.0	23.8	0.4	151.8	2.0	0.0%
8	119.0	11.4	0.2	70.9	1.0	0.0%
9	119.0	14.1	0.2	129.9	2.0	0.0%
10	119.0	26.7	0.4	152.8	2.0	0.0%
Average:	**119.0**	**17.4**	**0.3**	**108.8**	**1.6**	**0.1%**
SB R on SR 149 - Lane ID 33594908						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.6	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.6	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on SR 149 - Lane ID 33594907						
1	119.0	12.4	0.5	73.3	3.0	0.0%
2	119.0	7.3	0.3	48.1	2.0	0.0%
3	119.0	6.2	0.3	48.4	2.0	0.0%
4	119.0	11.4	0.5	85.4	4.0	0.0%
5	119.0	9.4	0.4	69.3	3.0	0.0%
6	119.0	6.4	0.3	47.5	2.0	0.0%
7	119.0	9.3	0.4	75.5	2.1	0.0%
8	119.0	8.5	0.3	48.9	2.0	0.0%
9	119.0	7.0	0.3	54.8	2.1	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594907						
10	119.0	8.4	0.4	76.1	3.0	0.0%
Average:	**119.0**	**8.6**	**0.4**	**62.7**	**2.5**	**0.0%**
WB LTR on Pilot South Access - Lane ID 33594891						
1	119.0	12.9	0.2	86.9	2.0	0.0%
2	119.0	17.5	0.3	95.9	2.0	0.0%
3	119.0	19.2	0.3	144.7	2.0	0.0%
4	119.0	23.7	0.4	158.6	2.1	0.0%
5	119.0	17.4	0.3	94.3	2.0	0.0%
6	119.0	18.8	0.3	76.4	1.1	0.0%
7	119.0	15.0	0.3	91.0	2.0	0.0%
8	119.0	17.7	0.3	79.1	2.0	0.0%
9	119.0	23.6	0.4	154.8	2.0	0.0%
10	119.0	16.5	0.3	95.1	2.0	0.0%
Average:	**119.0**	**18.2**	**0.3**	**107.7**	**1.9**	**0.0%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	10.0	0.4	62.2	2.0	0.0%
2	119.0	11.2	0.3	69.5	1.1	0.0%
3	119.0	13.1	0.3	88.7	2.0	0.0%
4	119.0	9.5	0.3	67.0	2.0	0.0%
5	119.0	12.1	0.3	73.4	2.0	0.0%
6	119.0	14.8	0.4	75.5	2.0	0.0%
7	119.0	15.0	0.4	71.3	2.0	0.0%
8	119.0	15.8	0.4	75.0	2.0	0.0%
9	119.0	10.5	0.4	57.6	2.0	0.0%
10	119.0	14.2	0.5	88.8	2.0	0.0%
Average:	**119.0**	**12.6**	**0.4**	**72.9**	**1.9**	**0.0%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	12.1	0.4	86.8	2.0	0.0%
2	119.0	8.7	0.3	61.4	1.1	0.0%
3	119.0	11.3	0.3	76.8	2.0	0.0%
4	119.0	6.8	0.2	44.1	1.0	0.0%
5	119.0	8.2	0.3	64.6	1.0	0.0%
6	119.0	7.1	0.2	54.5	1.0	0.0%
7	119.0	13.0	0.4	72.9	2.0	0.0%
8	119.0	7.3	0.2	62.1	1.0	0.0%
9	119.0	8.5	0.2	61.4	1.0	0.0%
10	119.0	8.9	0.2	68.9	1.0	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
Average:	**119.0**	**9.2**	**0.3**	**65.4**	**1.3**	**0.0%**
NB R on SR 149 - Lane ID 33594874						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	10.5	0.5	49.0	2.0	0.0%
2	119.0	8.8	0.4	49.0	2.0	0.0%
3	119.0	8.9	0.5	49.0	2.0	0.0%
4	119.0	7.0	0.4	44.1	2.0	0.0%
5	119.0	7.3	0.4	40.0	2.0	0.0%
6	119.0	6.6	0.3	38.3	2.0	0.0%
7	119.0	9.1	0.4	50.1	2.0	0.0%
8	119.0	7.7	0.4	49.0	2.0	0.0%
9	119.0	7.3	0.4	49.0	2.0	0.0%
10	119.0	8.4	0.4	49.0	2.0	0.0%
Average:	**119.0**	**8.2**	**0.4**	**46.7**	**2.0**	**0.0%**
NB T on SR 149 - Lane ID 33594924						
1	119.0	8.9	0.4	49.8	2.0	0.0%
2	119.0	12.2	0.6	65.9	3.0	0.0%
3	119.0	11.3	0.5	51.3	2.0	0.0%
4	119.0	10.1	0.5	49.8	2.0	0.0%
5	119.0	9.0	0.4	49.8	2.0	0.0%
6	119.0	8.8	0.4	49.8	2.0	0.0%
7	119.0	10.7	0.5	52.7	2.1	0.0%
8	119.0	11.3	0.5	65.7	3.0	0.0%
9	119.0	9.5	0.4	49.8	2.0	0.0%
10	119.0	8.8	0.4	50.1	2.0	0.0%
Average:	**119.0**	**10.1**	**0.5**	**53.5**	**2.2**	**0.0%**
SEB L on SR 149 - Lane ID 33594926						
1	119.0	3.8	0.2	17.0	1.0	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SR 149 - Lane ID 33594926						
2	119.0	5.6	0.2	33.7	1.0	0.0%
3	119.0	2.8	0.2	17.7	1.0	0.0%
4	119.0	3.7	0.2	17.1	1.0	0.0%
5	119.0	5.6	0.2	37.1	1.1	0.0%
6	119.0	6.2	0.3	33.6	2.0	0.0%
7	119.0	4.9	0.2	21.8	1.0	0.0%
8	119.0	3.7	0.1	17.4	1.0	0.0%
9	119.0	3.4	0.1	16.8	1.0	0.0%
10	119.0	3.2	0.2	16.9	1.0	0.0%
Average:	**119.0**	**4.3**	**0.2**	**22.9**	**1.1**	**0.0%**
SEB T on SR 149 - Lane ID 33594884						
1	119.0	5.2	0.2	45.1	1.0	0.0%
2	119.0	3.6	0.1	14.1	1.0	0.0%
3	119.0	2.5	0.1	15.2	1.0	0.0%
4	119.0	2.4	0.1	16.2	1.0	0.0%
5	119.0	3.2	0.2	16.1	1.0	0.0%
6	119.0	1.9	0.1	15.2	1.0	0.0%
7	119.0	1.2	0.1	15.1	1.0	0.0%
8	119.0	5.9	0.2	43.5	1.0	0.0%
9	119.0	4.5	0.2	21.1	1.0	0.0%
10	119.0	1.6	0.1	1.5	1.0	0.0%
Average:	**119.0**	**3.2**	**0.1**	**20.3**	**1.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594917						
1	119.0	4.1	0.2	16.9	1.0	0.0%
2	119.0	2.3	0.1	15.2	1.0	0.0%
3	119.0	3.3	0.1	17.6	1.0	0.0%
4	119.0	2.2	0.1	14.9	1.0	0.0%
5	119.0	3.7	0.1	17.0	1.0	0.0%
6	119.0	0.9	0.1	13.9	1.0	0.0%
7	119.0	1.8	0.1	15.9	1.0	0.0%
8	119.0	1.8	0.1	15.8	1.0	0.0%
9	119.0	4.1	0.2	16.6	1.0	0.0%
10	119.0	1.8	0.1	14.7	1.0	0.0%
Average:	**119.0**	**2.6**	**0.1**	**15.9**	**1.0**	**0.0%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
1	119.0	28.4	0.8	135.8	3.0	0.0%
2	119.0	26.1	0.7	114.8	3.0	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
3	119.0	30.8	1.0	131.6	3.1	0.0%
4	119.0	25.9	0.7	146.9	4.0	0.0%
5	119.0	34.8	1.0	190.7	4.1	0.0%
6	119.0	30.5	0.9	133.3	4.0	0.0%
7	119.0	31.0	0.9	169.1	4.1	0.0%
8	119.0	24.1	0.7	127.8	4.0	0.0%
9	119.0	23.8	0.7	137.0	3.1	0.0%
10	119.0	36.5	1.0	142.8	4.0	0.0%
Average:	**119.0**	**29.2**	**0.8**	**143.0**	**3.6**	**0.0%**
NWB T on SR 149 - Lane ID 33594886						
1	119.0	3.6	0.2	17.4	1.0	0.0%
2	119.0	3.2	0.2	16.3	1.0	0.0%
3	119.0	5.0	0.2	18.5	1.0	0.0%
4	119.0	3.7	0.1	18.1	1.0	0.0%
5	119.0	4.8	0.1	16.5	1.0	0.0%
6	119.0	2.6	0.1	16.6	1.0	0.0%
7	119.0	3.4	0.2	16.5	1.0	0.0%
8	119.0	5.5	0.2	20.6	1.0	0.0%
9	119.0	3.0	0.1	16.7	1.0	0.0%
10	119.0	1.8	0.1	16.4	1.0	0.0%
Average:	**119.0**	**3.7**	**0.2**	**17.4**	**1.0**	**0.0%**
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	30.5	1.0	145.0	4.0	0.0%
2	119.0	30.3	1.0	127.5	4.1	0.0%
3	119.0	23.4	0.9	103.4	4.0	0.0%
4	119.0	25.4	1.0	120.2	4.1	0.0%
5	119.0	20.9	0.8	123.0	4.0	0.0%
6	119.0	27.2	0.9	150.3	4.0	0.0%
7	119.0	30.3	1.0	131.0	4.1	0.0%
8	119.0	26.9	0.9	125.9	4.0	0.0%
9	119.0	24.1	0.9	98.0	4.0	0.0%
10	119.0	23.3	0.9	123.4	3.0	0.0%
Average:	**119.0**	**26.2**	**0.9**	**124.8**	**3.9**	**0.0%**
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
1	119.0	51.6	1.7	165.6	5.0	0.0%
2	119.0	60.5	2.0	187.2	5.0	0.0%
3	119.0	57.2	1.8	202.4	6.0	0.0%
4	119.0	50.8	1.6	194.5	5.0	0.0%
5	119.0	59.3	1.8	181.9	5.1	0.0%
6	119.0	67.0	2.0	195.8	5.0	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
7	119.0	66.1	2.1	188.7	5.0	0.0%
8	119.0	48.7	1.7	149.5	5.0	0.0%
9	119.0	58.7	1.9	204.1	5.0	0.0%
10	119.0	69.1	2.2	197.8	6.0	0.0%
Average:	**119.0**	**58.9**	**1.9**	**186.8**	**5.2**	**0.0%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	46.2	1.8	145.2	5.0	0.0%
2	119.0	50.5	1.7	162.8	5.0	0.0%
3	119.0	46.2	1.6	147.0	4.0	0.0%
4	119.0	47.6	1.7	153.0	4.1	0.0%
5	119.0	50.4	1.7	160.5	5.0	0.0%
6	119.0	52.8	1.9	163.0	5.0	0.0%
7	119.0	61.7	1.9	187.0	5.0	0.0%
8	119.0	44.2	1.6	145.3	4.0	0.0%
9	119.0	50.6	1.6	160.0	5.0	0.0%
10	119.0	56.9	1.9	155.9	5.1	0.0%
Average:	**119.0**	**50.7**	**1.7**	**158.0**	**4.7**	**0.0%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	2.9	0.1	17.9	1.0	0.0%
2	119.0	1.9	0.1	15.4	1.0	0.0%
3	119.0	5.5	0.2	19.2	1.0	0.0%
4	119.0	5.1	0.2	23.6	1.0	0.0%
5	119.0	6.3	0.3	37.5	1.0	0.0%
6	119.0	4.4	0.2	19.6	1.0	0.0%
7	119.0	3.7	0.2	19.1	1.0	0.0%
8	119.0	5.7	0.2	23.4	1.0	0.0%
9	119.0	3.0	0.1	17.3	1.0	0.0%
10	119.0	5.5	0.2	42.3	1.0	0.0%
Average:	**119.0**	**4.4**	**0.2**	**23.5**	**1.0**	**0.0%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
1	119.0	30.6	1.4	97.6	4.0	0.0%
2	119.0	36.3	1.6	100.4	4.0	0.0%
3	119.0	38.1	1.6	117.3	5.0	0.0%
4	119.0	27.6	1.2	101.0	4.0	0.0%
5	119.0	41.6	1.8	104.2	4.0	0.0%
6	119.0	38.1	1.7	103.5	4.0	0.0%
7	119.0	32.3	1.4	101.3	4.0	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
8	119.0	32.1	1.4	100.6	4.0	0.0%
9	119.0	34.9	1.5	108.2	4.0	0.0%
10	119.0	43.4	1.8	134.2	5.1	0.0%
Average:	**119.0**	**35.5**	**1.5**	**106.8**	**4.2**	**0.0%**
EB TR on RECO DR - Lane ID 33594919						
1	119.0	3.0	0.2	17.5	1.0	0.0%
2	119.0	2.9	0.2	17.8	1.0	0.0%
3	119.0	3.8	0.2	17.3	1.0	0.0%
4	119.0	2.9	0.2	18.8	1.0	0.0%
5	119.0	4.3	0.3	17.2	1.0	0.0%
6	119.0	2.6	0.1	18.4	1.0	0.0%
7	119.0	3.4	0.2	18.1	1.0	0.0%
8	119.0	3.3	0.2	18.4	1.0	0.0%
9	119.0	3.1	0.2	16.9	1.0	0.0%
10	119.0	1.9	0.1	15.9	1.0	0.0%
Average:	**119.0**	**3.1**	**0.2**	**17.6**	**1.0**	**0.0%**
NB L on SR 149 - Lane ID 33594937						
1	119.0	1.4	0.2	8.2	1.0	0.0%
2	119.0	1.4	0.1	7.2	1.0	0.0%
3	119.0	1.4	0.2	7.0	1.0	0.0%
4	119.0	1.1	0.1	6.6	1.0	0.0%
5	119.0	2.0	0.2	10.4	1.0	0.0%
6	119.0	1.6	0.2	8.3	1.0	0.0%
7	119.0	1.2	0.1	7.7	1.0	0.0%
8	119.0	1.1	0.1	8.3	1.0	0.0%
9	119.0	1.3	0.2	7.9	1.0	0.0%
10	119.0	1.4	0.1	7.8	1.0	0.0%
Average:	**119.0**	**1.4**	**0.2**	**7.9**	**1.0**	**0.0%**
NB T on SR 149 - Lane ID 33594938						
1	119.0	20.6	0.4	106.9	2.0	0.0%
2	119.0	27.8	0.5	155.8	2.1	0.0%
3	119.0	24.5	0.5	136.7	3.0	0.0%
4	119.0	23.2	0.4	151.6	2.0	0.8%
5	119.0	15.7	0.3	79.1	2.0	0.0%
6	119.0	16.4	0.3	75.1	2.0	0.0%
7	119.0	30.1	0.6	155.5	3.0	0.0%
8	119.0	22.7	0.4	154.0	3.0	0.0%
9	119.0	24.1	0.5	136.9	2.1	0.0%
10	119.0	32.4	0.7	156.7	3.1	0.0%
Average:	**119.0**	**23.8**	**0.5**	**130.8**	**2.4**	**0.1%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594938						
NB TR on SR 149 - Lane ID 33594939						
1	119.0	15.1	0.3	109.0	2.0	0.0%
2	119.0	22.5	0.5	151.2	4.0	0.0%
3	119.0	26.2	0.5	157.3	3.1	0.0%
4	119.0	15.2	0.3	77.4	1.1	0.0%
5	119.0	13.0	0.3	81.2	2.0	0.0%
6	119.0	23.6	0.5	142.4	2.1	0.0%
7	119.0	26.2	0.5	151.1	3.0	0.0%
8	119.0	23.3	0.5	136.9	3.0	0.0%
9	119.0	26.1	0.6	142.5	3.0	0.0%
10	119.0	23.1	0.5	134.4	3.0	0.0%
Average:	**119.0**	**21.4**	**0.5**	**128.3**	**2.6**	**0.0%**
SB L on SR 149 - Lane ID 33594911						
1	119.0	1.1	0.1	15.1	1.0	0.0%
2	119.0	0.9	0.1	7.1	1.0	0.0%
3	119.0	1.9	0.1	13.0	1.0	0.0%
4	119.0	2.1	0.1	15.3	1.0	0.0%
5	119.0	1.3	0.1	1.4	0.1	0.0%
6	119.0	1.7	0.1	9.6	1.0	0.0%
7	119.0	2.8	0.1	14.8	1.0	0.0%
8	119.0	1.6	0.1	9.2	1.0	0.0%
9	119.0	1.6	0.1	7.9	1.0	0.0%
10	119.0	1.2	0.1	6.4	1.0	0.0%
Average:	**119.0**	**1.6**	**0.1**	**10.0**	**0.9**	**0.0%**
SB R on SR 149 - Lane ID 33594921						
1	119.0	1.0	0.1	10.7	1.0	0.0%
2	119.0	1.0	0.1	4.5	1.0	0.0%
3	119.0	1.0	0.1	0.0	0.0	0.0%
4	119.0	1.6	0.1	9.2	1.0	0.0%
5	119.0	0.4	0.0	0.0	0.0	0.0%
6	119.0	0.8	0.1	1.1	0.1	0.0%
7	119.0	0.9	0.1	0.1	0.1	0.0%
8	119.0	1.0	0.1	1.1	0.1	0.0%
9	119.0	1.0	0.1	1.2	0.1	0.0%
10	119.0	0.5	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.9**	**0.1**	**2.8**	**0.3**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	50.0	1.4	210.5	5.0	0.0%
2	119.0	30.4	0.8	130.5	3.1	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
3	119.0	36.2	1.1	241.2	6.0	0.0%
4	119.0	44.2	1.2	221.9	5.1	0.0%
5	119.0	39.3	1.1	199.7	5.0	0.0%
6	119.0	41.9	1.2	224.0	5.0	0.0%
7	119.0	52.1	1.5	251.2	6.2	0.0%
8	119.0	39.9	1.1	184.1	4.1	0.0%
9	119.0	55.3	1.5	266.2	6.0	0.0%
10	119.0	50.0	1.4	250.8	7.0	0.0%
Average:	**119.0**	**43.9**	**1.2**	**218.0**	**5.3**	**0.0%**
SB T on SR 149 - Lane ID 33594912						
1	119.0	9.0	0.1	68.3	1.0	0.0%
2	119.0	4.8	0.1	44.1	1.0	0.0%
3	119.0	5.8	0.1	67.1	1.0	0.0%
4	119.0	2.5	0.1	1.4	0.1	0.0%
5	119.0	6.8	0.1	69.5	1.0	0.0%
6	119.0	5.3	0.1	66.6	1.0	0.0%
7	119.0	7.5	0.1	70.6	1.0	0.0%
8	119.0	3.6	0.1	1.6	0.1	0.0%
9	119.0	7.2	0.1	67.7	1.0	0.0%
10	119.0	4.8	0.1	43.6	1.0	0.0%
Average:	**119.0**	**5.7**	**0.1**	**50.1**	**0.8**	**0.0%**
WB LTR on Pilot North Access - Lane ID 33594889						
1	119.0	11.5	0.5	48.3	2.1	0.0%
2	119.0	10.8	0.5	47.1	2.0	0.0%
3	119.0	11.9	0.6	69.0	3.0	0.0%
4	119.0	12.0	0.6	65.6	3.0	0.0%
5	119.0	12.8	0.6	65.0	3.0	0.0%
6	119.0	7.7	0.4	43.5	2.0	0.0%
7	119.0	9.9	0.5	51.4	2.0	0.0%
8	119.0	6.3	0.3	19.9	1.0	0.0%
9	119.0	6.5	0.3	43.2	2.0	0.0%
10	119.0	8.0	0.4	43.0	2.0	0.0%
Average:	**119.0**	**9.7**	**0.5**	**49.6**	**2.2**	**0.0%**

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	2.0	0.8	1.1	3.6	10
EB L	33594838	BOND DR	5.9	1.9	4.2	10.6	10
EB TR	33594839	BOND DR	4.9	1.4	2.7	7.5	10
WB TR	33594845	BOND DR	1.8	0.6	1.0	2.8	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.1	0.2	0.0	0.6	10
NWB L	33594847	SR 149	0.3	0.4	0.0	1.1	10
NWB T	33594848	SR 149	0.9	0.5	0.4	1.9	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.1	10
SEB T	33594853	SR 149	1.0	0.7	0.1	2.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	20.2	3.8	15.6	29.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	18.2	3.4	12.9	23.7	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	17.4	5.8	11.4	26.7	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	25.3	4.3	19.8	33.2	10
SB T	33594907	SR 149	8.6	2.1	6.2	12.4	10
SB R	33594908	SR 149	0.2	0.3	0.0	0.6	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	12.6	2.3	9.5	15.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	9.2	2.2	6.8	13.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	8.2	1.2	6.6	10.5	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	3.2	1.6	1.2	5.9	10
SEB T	33594917	SR 149	2.6	1.1	0.9	4.1	10
NB T	33594924	SR 149	10.1	1.2	8.8	12.2	10
SEB L	33594926	SR 149	4.3	1.2	2.8	6.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	50.7	5.3	44.2	61.7	10
WB R	33594829	RAMP I-70 WB TO SR 149	4.4	1.5	1.9	6.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	58.9	7.1	48.7	69.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	26.2	3.4	20.9	30.5	10
NWB T	33594886	SR 149	3.7	1.1	1.8	5.5	10
NWB L	33594948	SR 149	29.2	4.3	23.8	36.5	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	9.7	2.4	6.3	12.8	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	35.5	5.0	27.6	43.4	10
EB TR	33594919	RECO DR	3.1	0.7	1.9	4.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	43.9	7.8	30.4	55.3	10
SB L	33594911	SR 149	1.6	0.6	0.9	2.8	10
SB T	33594912	SR 149	5.7	1.9	2.5	9.0	10
SB R	33594921	SR 149	0.9	0.3	0.4	1.6	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	1.4	0.3	1.1	2.0	10
NB T	33594938	SR 149	23.8	5.4	15.7	32.4	10
NB TR	33594939	SR 149	21.4	5.0	13.0	26.2	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.1	0.0	0.1	0.2	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.3	10
WB TR	33594845	BOND DR	0.1	0.1	0.1	0.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.1	0.0	0.0	0.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.1	0.0	0.1	0.2	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	0.3	0.1	0.2	0.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.3	0.1	0.2	0.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.3	0.1	0.2	0.4	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	1.0	0.2	0.8	1.3	10
SB T	33594907	SR 149	0.4	0.1	0.3	0.5	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.4	0.1	0.3	0.5	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.3	0.1	0.2	0.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.4	0.1	0.3	0.5	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.1	0.1	0.1	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.1	0.2	10
NB T	33594924	SR 149	0.5	0.1	0.4	0.6	10
SEB L	33594926	SR 149	0.2	0.1	0.1	0.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	1.7	0.1	1.6	1.9	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.2	0.1	0.1	0.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	1.9	0.2	1.6	2.2	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.9	0.1	0.8	1.0	10
NWB T	33594886	SR 149	0.2	0.1	0.1	0.2	10
NWB L	33594948	SR 149	0.8	0.1	0.7	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.5	0.1	0.3	0.6	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.5	0.2	1.2	1.8	10
EB TR	33594919	RECO DR	0.2	0.1	0.1	0.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	1.2	0.2	0.8	1.5	10
SB L	33594911	SR 149	0.1	0.0	0.1	0.1	10
SB T	33594912	SR 149	0.1	0.0	0.1	0.1	10
SB R	33594921	SR 149	0.1	0.0	0.0	0.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.2	0.1	0.1	0.2	10
NB T	33594938	SR 149	0.5	0.1	0.3	0.7	10
NB TR	33594939	SR 149	0.5	0.1	0.3	0.6	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	15.8	1.3	14.3	18.4	10
EB L	33594838	BOND DR	55.4	13.6	25.9	71.6	10
EB TR	33594839	BOND DR	30.2	17.1	11.0	61.9	10
WB TR	33594845	BOND DR	10.7	0.9	9.3	12.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	2.8	3.7	0.0	8.9	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.6	1.9	0.0	5.9	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	112.0	31.7	73.6	150.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	107.7	31.9	76.4	158.6	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	108.8	37.3	64.8	152.8	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	144.7	17.4	121.2	169.5	10
SB T	33594907	SR 149	62.7	14.6	47.5	85.4	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	72.9	10.1	57.6	88.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	65.4	11.9	44.1	86.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	46.7	4.3	38.3	50.1	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	20.3	13.6	1.5	45.1	10
SEB T	33594917	SR 149	15.9	1.2	13.9	17.6	10
NB T	33594924	SR 149	53.5	6.6	49.8	65.9	10
SEB L	33594926	SR 149	22.9	8.4	16.8	37.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	158.0	12.4	145.2	187.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	23.5	9.1	15.4	42.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	186.8	17.2	149.5	204.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	124.8	16.0	98.0	150.3	10
NWB T	33594886	SR 149	17.4	1.4	16.3	20.6	10
NWB L	33594948	SR 149	143.0	21.9	114.8	190.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	49.6	14.5	19.9	69.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	106.8	11.1	97.6	134.2	10
EB TR	33594919	RECO DR	17.6	0.9	15.9	18.8	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	218.0	39.8	130.5	266.2	10
SB L	33594911	SR 149	10.0	4.6	1.4	15.3	10
SB T	33594912	SR 149	50.1	27.5	1.4	70.6	10
SB R	33594921	SR 149	2.8	4.0	0.0	10.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	7.9	1.0	6.6	10.4	10
NB T	33594938	SR 149	130.8	32.1	75.1	156.7	10
NB TR	33594939	SR 149	128.3	29.0	77.4	157.3	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	1.0	0.0	1.0	1.0	10
EB L	33594838	BOND DR	1.0	0.0	1.0	1.0	10
EB TR	33594839	BOND DR	1.4	0.5	1.0	2.0	10
WB TR	33594845	BOND DR	1.0	0.0	1.0	1.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.4	0.5	0.0	1.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	1.0	0.0	1.0	1.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	1.6	0.5	1.0	2.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	1.9	0.3	1.1	2.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	1.6	0.5	1.0	2.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	5.3	0.7	4.1	6.1	10
SB T	33594907	SR 149	2.5	0.7	2.0	4.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	1.9	0.3	1.1	2.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	1.3	0.5	1.0	2.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	2.0	0.0	2.0	2.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	1.0	0.0	1.0	1.0	10
SEB T	33594917	SR 149	1.0	0.0	1.0	1.0	10
NB T	33594924	SR 149	2.2	0.4	2.0	3.0	10
SEB L	33594926	SR 149	1.1	0.3	1.0	2.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	4.7	0.5	4.0	5.1	10
WB R	33594829	RAMP I-70 WB TO SR 149	1.0	0.0	1.0	1.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	5.2	0.4	5.0	6.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	3.9	0.3	3.0	4.1	10
NWB T	33594886	SR 149	1.0	0.0	1.0	1.0	10
NWB L	33594948	SR 149	3.6	0.5	3.0	4.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	2.2	0.6	1.0	3.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	4.2	0.4	4.0	5.1	10
EB TR	33594919	RECO DR	1.0	0.0	1.0	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	5.3	1.1	3.1	7.0	10
SB L	33594911	SR 149	0.9	0.3	0.1	1.0	10
SB T	33594912	SR 149	0.8	0.4	0.1	1.0	10
SB R	33594921	SR 149	0.3	0.5	0.0	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	1.0	0.0	1.0	1.0	10
NB T	33594938	SR 149	2.4	0.5	2.0	3.1	10
NB TR	33594939	SR 149	2.6	0.8	1.1	4.0	10

Project: IR70 at SR149_Signalized
Scenario: MID Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:45:00 - 13:45:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.0	0.0	0.0	0.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594917	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594924	SR 149	0.0	0.0	0.0	0.0	10
SEB L	33594926	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594948	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.0	0.0	0.0	0.0	10
EB TR	33594919	RECO DR	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	0.0	0.0	0.0	0.0	10
SB L	33594911	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594921	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594938	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594939	SR 149	0.0	0.0	0.0	0.0	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BOND DR - Lane ID 33594838						
1	119.0	2.1	0.1	17.5	1.0	0.0%
2	119.0	2.7	0.2	17.3	1.0	0.0%
3	119.0	2.7	0.2	17.2	1.0	0.0%
4	119.0	1.2	0.1	15.7	1.0	0.0%
5	119.0	1.4	0.1	14.5	1.0	0.0%
6	119.0	1.4	0.1	15.1	1.0	0.0%
7	119.0	1.4	0.1	17.1	1.0	0.0%
8	119.0	1.5	0.1	16.4	1.0	0.0%
9	119.0	1.7	0.1	14.7	1.0	0.0%
10	119.0	2.0	0.1	15.9	1.0	0.0%
Average:	**119.0**	**1.8**	**0.1**	**16.1**	**1.0**	**0.0%**
EB TR on BOND DR - Lane ID 33594839						
1	119.0	10.2	0.4	79.2	2.0	0.0%
2	119.0	5.0	0.2	33.9	1.0	0.0%
3	119.0	4.5	0.2	32.6	1.0	0.0%
4	119.0	3.5	0.2	11.8	1.0	0.0%
5	119.0	3.3	0.2	16.1	1.0	0.0%
6	119.0	5.0	0.2	32.9	1.0	0.0%
7	119.0	6.6	0.2	61.2	1.0	0.0%
8	119.0	6.2	0.2	47.7	1.0	0.0%
9	119.0	4.4	0.2	41.6	1.0	0.0%
10	119.0	7.1	0.3	61.4	1.1	0.0%
Average:	**119.0**	**5.6**	**0.2**	**41.8**	**1.1**	**0.0%**
NWB L on SR 149 - Lane ID 33594847						
1	119.0	1.7	0.0	0.0	0.0	0.0%
2	119.0	1.1	0.1	0.8	0.1	0.0%
3	119.0	0.2	0.0	0.0	0.0	0.0%
4	119.0	2.1	0.1	0.4	0.1	0.0%
5	119.0	1.8	0.1	2.2	1.0	0.0%
6	119.0	0.5	0.1	0.0	0.0	0.0%
7	119.0	0.6	0.0	0.0	0.0	0.0%
8	119.0	0.3	0.0	0.0	0.0	0.0%
9	119.0	1.1	0.1	8.2	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594847						
10	119.0	0.7	0.1	0.0	0.0	0.0%
Average:	**119.0**	**1.0**	**0.1**	**1.2**	**0.2**	**0.0%**
NWB R on SR 149 - Lane ID 33594849						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on SR 149 - Lane ID 33594848						
1	119.0	2.9	0.2	18.2	1.1	0.0%
2	119.0	1.9	0.1	9.6	1.0	0.0%
3	119.0	2.6	0.2	8.0	1.0	0.0%
4	119.0	2.8	0.1	8.7	1.0	0.0%
5	119.0	1.9	0.1	0.9	0.1	0.0%
6	119.0	3.0	0.2	11.2	1.0	0.0%
7	119.0	4.9	0.2	7.6	1.0	0.0%
8	119.0	4.6	0.2	13.3	1.1	0.0%
9	119.0	2.3	0.1	11.2	1.0	0.0%
10	119.0	3.9	0.2	7.8	1.0	0.0%
Average:	**119.0**	**3.1**	**0.2**	**9.7**	**0.9**	**0.0%**
SEB L on SR 149 - Lane ID 33594824						
1	119.0	0.1	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	0.0	0.0	0.0%
7	119.0	0.1	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB R on SR 149 - Lane ID 33594854						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on SR 149 - Lane ID 33594853						
1	119.0	2.2	0.2	1.4	1.0	0.0%
2	119.0	2.1	0.2	20.3	2.0	0.0%
3	119.0	0.9	0.1	0.0	1.0	0.0%
4	119.0	2.9	0.2	5.3	1.0	0.0%
5	119.0	1.7	0.1	0.2	1.0	0.0%
6	119.0	2.3	0.2	23.2	2.0	0.0%
7	119.0	0.4	0.1	0.0	1.0	0.0%
8	119.0	3.1	0.3	27.1	2.1	0.0%
9	119.0	2.1	0.2	24.7	2.0	0.0%
10	119.0	2.1	0.2	0.0	1.0	0.0%
Average:	**119.0**	**2.0**	**0.2**	**10.2**	**1.4**	**0.0%**
WB L on BOND DR - Lane ID 33594836						
1	119.0	13.0	0.7	67.0	3.0	0.0%
2	119.0	10.9	0.5	46.0	2.0	0.0%
3	119.0	11.1	0.6	44.9	2.0	0.0%
4	119.0	11.0	0.6	45.5	2.0	0.0%
5	119.0	8.5	0.5	39.5	2.0	0.0%
6	119.0	10.6	0.5	46.0	2.0	0.0%
7	119.0	6.1	0.3	21.1	1.1	0.0%
8	119.0	9.2	0.5	42.8	2.0	0.0%
9	119.0	9.4	0.5	47.3	2.0	0.0%
10	119.0	8.7	0.4	45.7	2.0	0.0%
Average:	**119.0**	**9.9**	**0.5**	**44.6**	**2.0**	**0.0%**
WB TR on BOND DR - Lane ID 33594845						
1	119.0	1.3	0.1	9.4	1.0	0.0%
2	119.0	1.1	0.1	10.7	1.0	0.0%
3	119.0	2.5	0.2	11.3	1.0	0.0%
4	119.0	1.7	0.1	9.7	1.0	0.0%

SR 149 & BOND DR — NODE: 101

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB TR on BOND DR - Lane ID 33594845						
5	119.0	0.7	0.1	8.3	1.0	0.0%
6	119.0	2.4	0.2	11.9	1.0	0.0%
7	119.0	2.2	0.2	11.8	1.0	0.0%
8	119.0	2.2	0.2	10.9	1.0	0.0%
9	119.0	1.2	0.1	9.4	1.0	0.0%
10	119.0	2.0	0.2	10.1	1.0	0.0%
Average:	**119.0**	**1.7**	**0.2**	**10.4**	**1.0**	**0.0%**

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB L on SR 149 - Lane ID 33594900						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB TR on SR 149 - Lane ID 33594901						
1	119.0	63.0	2.4	264.2	10.0	0.0%
2	119.0	44.4	1.7	239.0	8.0	0.0%
3	119.0	43.4	1.7	238.7	8.0	0.0%
4	119.0	53.1	1.9	241.8	9.1	0.0%
5	119.0	60.9	2.2	274.9	9.0	0.0%
6	119.0	39.5	1.5	187.0	7.0	0.0%
7	119.0	60.8	2.2	276.5	9.1	0.0%
8	119.0	52.2	1.9	242.4	7.1	0.0%
9	119.0	53.0	1.9	242.4	9.0	0.0%
10	119.0	62.9	2.3	251.8	9.1	0.0%
Average:	**119.0**	**53.3**	**2.0**	**245.9**	**8.5**	**0.0%**
NEB LTR on Loves Truck Access - Lane ID 33594898						
1	119.0	167.8	2.3	439.6	6.0	0.0%
2	119.0	126.3	1.7	386.5	5.0	0.0%
3	119.0	202.4	2.7	543.9	7.1	0.0%
4	119.0	219.8	2.9	559.0	7.0	0.0%
5	119.0	136.0	1.8	406.6	5.1	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB LTR on Loves Truck Access - Lane ID 33594898						
6	119.0	137.7	1.9	314.9	4.0	0.0%
7	119.0	129.7	1.7	392.4	5.0	0.0%
8	119.0	137.5	1.8	385.9	5.0	0.0%
9	119.0	95.0	1.3	301.0	4.0	0.0%
10	119.0	154.2	2.1	484.1	6.0	0.0%
Average:	**119.0**	**150.6**	**2.0**	**421.4**	**5.4**	**0.0%**
SB L on SR 149 - Lane ID 33594878						
1	119.0	14.4	0.2	68.5	1.1	0.0%
2	119.0	10.8	0.2	65.8	1.0	0.0%
3	119.0	14.9	0.3	69.0	1.0	0.0%
4	119.0	15.0	0.3	124.3	2.0	0.0%
5	119.0	17.0	0.3	104.2	2.0	0.0%
6	119.0	12.8	0.2	126.4	2.0	0.0%
7	119.0	14.3	0.2	72.0	1.0	0.0%
8	119.0	12.4	0.2	61.7	1.0	0.0%
9	119.0	18.0	0.3	114.7	2.0	0.0%
10	119.0	14.5	0.2	65.0	1.0	0.0%
Average:	**119.0**	**14.4**	**0.2**	**87.2**	**1.4**	**0.0%**
SB R on SR 149 - Lane ID 33594908						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on SR 149 - Lane ID 33594907						
1	119.0	3.2	0.2	17.9	1.0	0.0%
2	119.0	5.7	0.2	16.8	1.0	0.8%
3	119.0	2.0	0.1	14.9	1.0	0.0%
4	119.0	2.0	0.1	16.0	1.0	0.0%
5	119.0	2.4	0.1	16.1	1.0	0.0%
6	119.0	4.0	0.2	24.1	1.1	0.0%
7	119.0	2.6	0.1	17.1	1.0	0.0%
8	119.0	2.1	0.1	16.5	1.0	0.0%
9	119.0	1.6	0.1	15.1	1.0	0.0%

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594907						
10	119.0	2.9	0.2	17.5	1.0	0.0%
Average:	**119.0**	**2.9**	**0.1**	**17.2**	**1.0**	**0.1%**
WB LTR on Pilot South Access - Lane ID 33594891						
1	119.0	27.7	0.4	165.0	2.1	0.0%
2	119.0	16.3	0.3	73.9	1.0	0.0%
3	119.0	23.2	0.4	147.1	2.0	0.0%
4	119.0	28.4	0.4	226.2	3.0	0.0%
5	119.0	28.6	0.4	166.4	3.0	0.0%
6	119.0	23.3	0.4	145.2	2.0	0.0%
7	119.0	20.2	0.3	117.4	2.0	0.0%
8	119.0	29.3	0.4	222.1	3.0	0.0%
9	119.0	27.3	0.4	147.8	2.0	0.0%
10	119.0	24.1	0.4	83.4	1.1	0.0%
Average:	**119.0**	**24.8**	**0.4**	**149.5**	**2.1**	**0.0%**

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB LT on RAMP I-70 EB TO SR 149 - Lane ID 33594855						
1	119.0	15.8	0.6	91.0	2.0	0.0%
2	119.0	12.7	0.5	64.9	2.0	0.0%
3	119.0	10.8	0.5	46.1	2.0	0.0%
4	119.0	13.7	0.6	51.7	2.0	0.0%
5	119.0	9.8	0.4	45.7	2.0	0.0%
6	119.0	13.2	0.5	76.0	2.0	0.0%
7	119.0	14.0	0.6	70.2	2.0	0.0%
8	119.0	12.3	0.5	51.4	2.0	0.0%
9	119.0	10.3	0.5	46.2	2.0	0.0%
10	119.0	12.6	0.6	43.5	2.0	0.0%
Average:	**119.0**	**12.5**	**0.5**	**58.7**	**2.0**	**0.0%**
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
1	119.0	33.8	0.7	157.6	3.0	0.0%
2	119.0	38.9	0.8	202.4	3.0	0.0%
3	119.0	33.3	0.6	157.5	3.0	0.0%
4	119.0	32.1	0.7	146.3	3.0	0.0%
5	119.0	35.5	0.7	182.6	3.0	0.0%
6	119.0	39.4	0.8	179.6	3.0	0.0%
7	119.0	42.5	0.9	188.2	4.0	0.0%
8	119.0	42.8	0.9	173.6	3.1	0.0%
9	119.0	33.6	0.7	146.4	3.0	0.0%
10	119.0	39.4	0.8	184.8	3.0	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on RAMP I-70 EB TO SR 149 - Lane ID 33594856						
Average:	**119.0**	**37.1**	**0.8**	**171.9**	**3.1**	**0.0%**
NB R on SR 149 - Lane ID 33594874						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	**119.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB T on SR 149 - Lane ID 33594870						
1	119.0	17.9	0.6	83.9	3.0	0.0%
2	119.0	15.9	0.6	78.6	3.0	0.0%
3	119.0	18.7	0.6	102.2	3.0	0.0%
4	119.0	17.8	0.6	119.5	3.0	0.0%
5	119.0	18.4	0.6	98.9	3.0	0.0%
6	119.0	29.1	0.8	127.7	3.0	0.0%
7	119.0	28.5	0.7	220.6	4.0	0.0%
8	119.0	17.2	0.6	98.7	3.0	0.0%
9	119.0	15.6	0.5	94.8	3.0	0.0%
10	119.0	21.7	0.6	125.7	3.0	0.0%
Average:	**119.0**	**20.1**	**0.6**	**115.1**	**3.1**	**0.0%**
NB T on SR 149 - Lane ID 33594924						
1	119.0	24.6	1.0	116.3	4.1	0.0%
2	119.0	19.3	0.8	81.3	3.0	0.0%
3	119.0	21.3	0.9	95.6	4.0	0.0%
4	119.0	23.4	0.9	109.8	4.0	0.0%
5	119.0	27.1	1.1	128.0	5.0	0.0%
6	119.0	21.3	0.8	98.5	4.0	0.0%
7	119.0	19.1	0.8	99.4	4.0	0.0%
8	119.0	21.3	0.9	102.4	4.0	0.0%
9	119.0	21.1	0.8	108.4	4.0	0.0%
10	119.0	21.7	0.9	104.0	4.0	0.0%
Average:	**119.0**	**22.0**	**0.9**	**104.4**	**4.0**	**0.0%**
SEB L on SR 149 - Lane ID 33594926						
1	119.0	5.6	0.3	44.6	2.0	0.0%

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SR 149 - Lane ID 33594926						
2	119.0	5.6	0.3	41.4	2.0	0.0%
3	119.0	5.5	0.3	39.4	2.0	0.0%
4	119.0	4.7	0.2	41.8	2.0	0.0%
5	119.0	8.0	0.4	47.4	2.0	0.0%
6	119.0	5.7	0.3	33.7	2.0	0.0%
7	119.0	5.7	0.3	40.5	2.0	0.0%
8	119.0	5.8	0.3	40.2	2.0	0.0%
9	119.0	6.2	0.3	42.8	2.0	0.0%
10	119.0	4.0	0.2	19.2	1.0	0.0%
Average:	**119.0**	**5.7**	**0.3**	**39.1**	**1.9**	**0.0%**
SEB T on SR 149 - Lane ID 33594884						
1	119.0	2.9	0.1	15.6	1.0	0.0%
2	119.0	2.8	0.1	1.7	0.1	0.0%
3	119.0	2.8	0.1	1.5	0.1	0.0%
4	119.0	2.5	0.1	2.0	1.0	0.0%
5	119.0	6.1	0.2	62.5	1.1	0.0%
6	119.0	1.5	0.1	1.5	0.1	0.0%
7	119.0	1.1	0.1	0.0	0.0	0.0%
8	119.0	1.7	0.1	0.0	0.0	0.0%
9	119.0	4.2	0.1	63.8	1.0	0.0%
10	119.0	0.5	0.0	0.0	0.0	0.0%
Average:	**119.0**	**2.6**	**0.1**	**14.9**	**0.4**	**0.0%**
SEB T on SR 149 - Lane ID 33594917						
1	119.0	5.2	0.1	49.4	1.0	0.0%
2	119.0	1.7	0.1	1.2	0.1	0.0%
3	119.0	3.2	0.1	17.3	1.0	0.0%
4	119.0	0.6	0.0	0.0	0.0	0.0%
5	119.0	3.4	0.1	8.4	1.0	0.0%
6	119.0	1.7	0.1	0.0	0.0	0.0%
7	119.0	2.7	0.1	2.0	0.1	0.0%
8	119.0	0.7	0.0	0.0	0.0	0.0%
9	119.0	2.6	0.1	17.0	1.0	0.0%
10	119.0	2.5	0.1	0.0	0.0	0.0%
Average:	**119.0**	**2.4**	**0.1**	**9.5**	**0.4**	**0.0%**

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
1	119.0	75.6	1.9	272.2	6.0	0.0%
2	119.0	60.9	1.5	234.4	5.0	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB L on SR 149 - Lane ID 33594948						
3	119.0	46.3	1.3	184.4	5.0	0.0%
4	119.0	49.3	1.3	204.2	4.0	0.0%
5	119.0	58.7	1.5	233.3	5.0	0.0%
6	119.0	81.0	1.9	296.2	7.0	1.7%
7	119.0	95.1	2.4	346.1	9.0	2.5%
8	119.0	55.7	1.5	213.9	5.0	0.0%
9	119.0	47.2	1.3	181.5	5.0	0.0%
10	119.0	60.5	1.6	179.8	5.0	0.0%
Average:	**119.0**	**63.0**	**1.6**	**234.6**	**5.6**	**0.4%**
NWB T on SR 149 - Lane ID 33594886						
1	119.0	31.9	1.2	185.7	6.0	0.0%
2	119.0	24.3	1.0	133.3	5.0	0.0%
3	119.0	27.0	1.1	153.3	5.1	0.0%
4	119.0	24.4	0.9	143.7	5.0	0.0%
5	119.0	22.0	0.8	129.5	5.0	0.0%
6	119.0	30.7	1.1	170.9	5.0	0.0%
7	119.0	28.8	1.1	133.1	5.0	0.0%
8	119.0	27.9	1.1	146.9	5.1	0.0%
9	119.0	25.3	1.0	127.9	5.0	0.0%
10	119.0	31.2	1.2	142.8	5.0	0.0%
Average:	**119.0**	**27.4**	**1.1**	**146.7**	**5.1**	**0.0%**
SEB TR on SR 149 - Lane ID 33577633						
1	119.0	72.4	2.6	292.7	10.0	0.0%
2	119.0	58.7	2.2	253.7	9.0	0.0%
3	119.0	63.1	2.2	253.1	9.0	0.0%
4	119.0	75.8	2.8	292.0	9.0	0.0%
5	119.0	68.8	2.5	237.1	8.0	0.0%
6	119.0	75.6	2.7	288.1	10.0	0.0%
7	119.0	67.7	2.3	282.5	9.0	0.0%
8	119.0	75.4	2.5	266.2	9.0	0.0%
9	119.0	68.1	2.5	276.5	9.0	0.0%
10	119.0	61.3	2.2	254.5	9.0	0.0%
Average:	**119.0**	**68.7**	**2.5**	**269.6**	**9.1**	**0.0%**
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
1	119.0	73.6	2.3	263.5	7.0	0.0%
2	119.0	76.1	2.5	244.4	7.0	0.0%
3	119.0	86.3	2.8	227.2	7.0	0.0%
4	119.0	76.3	2.6	229.0	7.0	0.0%
5	119.0	71.6	2.4	203.9	7.0	0.0%
6	119.0	79.0	2.7	261.2	7.1	0.0%

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on RAMP I-70 WB TO SR 149 - Lane ID 33594913						
7	119.0	65.9	2.2	199.6	7.0	0.0%
8	119.0	71.8	2.3	227.3	7.0	0.0%
9	119.0	76.9	2.6	247.2	7.0	0.0%
10	119.0	74.7	2.4	236.2	7.0	0.0%
Average:	**119.0**	**75.2**	**2.5**	**234.0**	**7.0**	**0.0%**
WB LT on RAMP I-70 WB TO SR 149 - Lane ID 33594828						
1	119.0	54.3	1.9	191.3	6.1	0.0%
2	119.0	66.8	2.2	219.5	7.0	0.0%
3	119.0	65.2	2.1	203.5	6.0	0.0%
4	119.0	64.4	2.0	234.4	6.1	0.0%
5	119.0	60.3	2.0	172.2	6.0	0.0%
6	119.0	64.1	2.0	212.3	6.0	0.0%
7	119.0	56.9	1.9	177.0	6.0	0.0%
8	119.0	66.3	2.2	222.1	6.0	0.0%
9	119.0	64.3	2.1	220.1	6.1	0.0%
10	119.0	57.8	2.0	220.7	7.0	0.0%
Average:	**119.0**	**62.0**	**2.0**	**207.3**	**6.2**	**0.0%**
WB R on RAMP I-70 WB TO SR 149 - Lane ID 33594829						
1	119.0	3.0	0.1	17.8	1.0	0.0%
2	119.0	3.2	0.2	19.3	1.0	0.0%
3	119.0	4.7	0.2	25.5	1.0	0.0%
4	119.0	3.8	0.2	18.8	1.0	0.0%
5	119.0	3.9	0.2	17.8	1.0	0.0%
6	119.0	6.4	0.3	38.3	2.0	0.0%
7	119.0	2.7	0.1	17.8	1.0	0.0%
8	119.0	4.2	0.2	22.9	1.0	0.0%
9	119.0	1.9	0.1	16.5	1.0	0.0%
10	119.0	3.5	0.2	18.0	1.0	0.0%
Average:	**119.0**	**3.7**	**0.2**	**21.3**	**1.1**	**0.0%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
1	119.0	26.2	1.2	80.0	3.0	0.0%
2	119.0	27.4	1.3	95.5	4.0	0.0%
3	119.0	27.7	1.2	78.4	3.0	0.0%
4	119.0	23.9	1.1	74.4	3.0	0.0%
5	119.0	28.2	1.3	93.4	4.0	0.0%
6	119.0	27.3	1.3	73.8	3.0	0.0%
7	119.0	27.0	1.2	85.0	4.0	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on RECO DR - Lane ID 33594918						
8	119.0	21.8	1.1	75.3	3.0	0.0%
9	119.0	27.6	1.3	94.6	4.0	0.0%
10	119.0	29.9	1.4	79.0	3.1	0.0%
Average:	**119.0**	**26.7**	**1.2**	**82.9**	**3.4**	**0.0%**
EB TR on RECO DR - Lane ID 33594919						
1	119.0	2.7	0.2	16.8	1.0	0.0%
2	119.0	4.9	0.3	19.6	1.0	0.0%
3	119.0	4.3	0.2	18.4	1.0	0.0%
4	119.0	4.0	0.2	17.0	1.0	0.0%
5	119.0	4.5	0.3	18.8	1.0	0.0%
6	119.0	3.0	0.2	17.7	1.0	0.0%
7	119.0	2.6	0.2	16.6	1.0	0.0%
8	119.0	2.6	0.2	15.9	1.0	0.0%
9	119.0	3.8	0.2	18.0	1.0	0.0%
10	119.0	3.3	0.2	17.2	1.0	0.0%
Average:	**119.0**	**3.6**	**0.2**	**17.6**	**1.0**	**0.0%**
NB L on SR 149 - Lane ID 33594937						
1	119.0	2.8	0.2	15.8	1.0	0.0%
2	119.0	2.4	0.2	16.2	1.0	0.0%
3	119.0	3.6	0.3	17.6	1.0	0.0%
4	119.0	2.7	0.2	16.1	1.0	0.0%
5	119.0	4.7	0.3	34.3	2.0	0.0%
6	119.0	3.1	0.2	18.0	1.0	0.0%
7	119.0	2.9	0.2	14.8	1.0	0.0%
8	119.0	2.4	0.2	17.3	1.0	0.0%
9	119.0	1.6	0.2	8.5	1.0	0.0%
10	119.0	2.8	0.2	16.1	1.0	0.0%
Average:	**119.0**	**2.9**	**0.2**	**17.5**	**1.1**	**0.0%**
NB T on SR 149 - Lane ID 33594938						
1	119.0	32.5	0.9	218.5	4.0	0.0%
2	119.0	28.2	0.7	122.1	3.0	0.0%
3	119.0	34.0	0.8	166.6	3.1	0.0%
4	119.0	33.0	0.8	140.3	4.0	1.7%
5	119.0	27.6	0.7	152.7	3.1	0.0%
6	119.0	22.5	0.6	129.3	3.0	0.0%
7	119.0	30.0	0.7	173.1	3.0	0.0%
8	119.0	28.8	0.8	147.6	4.0	0.0%
9	119.0	23.1	0.6	136.5	3.0	0.0%
10	119.0	35.7	0.9	136.9	4.0	0.8%
Average:	**119.0**	**29.5**	**0.8**	**152.4**	**3.4**	**0.3%**

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on SR 149 - Lane ID 33594938						
NB TR on SR 149 - Lane ID 33594939						
1	119.0	40.0	0.9	206.7	4.0	0.0%
2	119.0	35.2	0.9	197.7	4.0	0.8%
3	119.0	29.9	0.8	161.2	4.0	0.0%
4	119.0	30.3	0.8	147.9	4.0	0.0%
5	119.0	33.8	0.9	206.5	4.0	0.0%
6	119.0	39.2	1.0	208.2	5.0	0.0%
7	119.0	23.2	0.7	138.4	4.0	0.0%
8	119.0	29.7	0.9	130.3	4.0	0.0%
9	119.0	26.9	0.7	133.3	3.0	0.0%
10	119.0	46.0	1.2	238.9	5.1	0.8%
Average:	**119.0**	**33.4**	**0.9**	**176.9**	**4.1**	**0.2%**
SB L on SR 149 - Lane ID 33594911						
1	119.0	3.2	0.1	17.1	1.0	0.0%
2	119.0	2.4	0.1	16.0	1.0	0.0%
3	119.0	2.1	0.1	16.6	1.0	0.0%
4	119.0	1.5	0.1	5.7	1.0	0.0%
5	119.0	1.4	0.1	6.6	1.0	0.0%
6	119.0	3.8	0.2	17.8	1.0	0.0%
7	119.0	1.0	0.1	5.4	1.0	0.0%
8	119.0	0.9	0.1	5.2	1.0	0.0%
9	119.0	0.9	0.1	6.8	1.0	0.0%
10	119.0	1.3	0.0	0.0	0.0	0.0%
Average:	**119.0**	**1.9**	**0.1**	**9.7**	**0.9**	**0.0%**
SB R on SR 149 - Lane ID 33594921						
1	119.0	0.5	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	0.0	0.0	0.0%
3	119.0	0.5	0.0	0.0	0.0	0.0%
4	119.0	0.8	0.1	1.1	0.1	0.0%
5	119.0	0.6	0.0	0.0	0.0	0.0%
6	119.0	1.0	0.1	12.7	1.0	0.0%
7	119.0	0.8	0.1	5.3	1.0	0.0%
8	119.0	0.5	0.0	0.0	0.0	0.0%
9	119.0	0.6	0.0	0.0	0.0	0.0%
10	119.0	0.7	0.1	0.1	0.1	0.0%
Average:	**119.0**	**0.7**	**0.0**	**1.9**	**0.2**	**0.0%**
SB T on SR 149 - Lane ID 33594865						
1	119.0	69.8	1.9	302.7	8.0	0.0%
2	119.0	74.6	2.2	312.0	10.0	0.0%

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on SR 149 - Lane ID 33594865						
3	119.0	55.7	1.6	262.8	8.1	0.8%
4	119.0	57.9	1.8	269.2	8.0	0.0%
5	119.0	69.3	1.9	335.6	9.0	0.0%
6	119.0	61.2	1.9	243.9	8.1	0.0%
7	119.0	54.3	1.6	285.4	8.1	0.8%
8	119.0	72.3	1.9	348.3	9.0	0.8%
9	119.0	57.0	1.7	269.7	8.0	0.0%
10	119.0	74.9	2.1	288.7	9.0	0.0%
Average:	**119.0**	**64.7**	**1.9**	**291.8**	**8.5**	**0.2%**
SB T on SR 149 - Lane ID 33594912						
1	119.0	26.4	0.4	143.4	2.1	0.0%
2	119.0	30.2	0.5	135.2	2.0	0.0%
3	119.0	21.9	0.4	83.4	2.0	0.0%
4	119.0	24.0	0.4	93.7	2.0	0.0%
5	119.0	34.6	0.6	163.5	3.0	0.0%
6	119.0	28.1	0.5	145.0	2.0	0.0%
7	119.0	23.5	0.4	100.0	2.0	0.0%
8	119.0	29.4	0.5	150.2	2.0	0.0%
9	119.0	31.3	0.5	156.2	2.0	0.0%
10	119.0	27.9	0.5	140.2	2.0	0.0%
Average:	**119.0**	**27.7**	**0.5**	**131.1**	**2.1**	**0.0%**
WB LTR on Pilot North Access - Lane ID 33594889						
1	119.0	14.5	0.6	79.2	3.0	0.0%
2	119.0	12.2	0.5	48.4	2.0	0.0%
3	119.0	22.9	0.9	101.3	4.0	0.0%
4	119.0	8.8	0.5	44.2	2.0	0.0%
5	119.0	13.4	0.6	75.8	3.1	0.0%
6	119.0	9.3	0.5	40.2	2.0	0.0%
7	119.0	12.0	0.5	53.6	2.0	0.0%
8	119.0	8.4	0.3	50.8	2.0	0.0%
9	119.0	8.6	0.4	48.0	2.0	0.0%
10	119.0	14.6	0.6	70.1	3.0	0.0%
Average:	**119.0**	**12.5**	**0.5**	**61.2**	**2.5**	**0.0%**

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	9.9	1.9	6.1	13.0	10
EB L	33594838	BOND DR	1.8	0.5	1.2	2.7	10
EB TR	33594839	BOND DR	5.6	2.1	3.3	10.2	10
WB TR	33594845	BOND DR	1.7	0.6	0.7	2.5	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.2	0.1	0.0	0.3	10
NWB L	33594847	SR 149	1.0	0.7	0.2	2.1	10
NWB T	33594848	SR 149	3.1	1.1	1.9	4.9	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.1	10
SEB T	33594853	SR 149	2.0	0.8	0.4	3.1	10
SEB R	33594854	SR 149	0.1	0.1	0.0	0.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	150.6	37.2	95.0	219.8	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	24.8	4.2	16.3	29.3	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	14.4	2.1	10.8	18.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	53.3	8.6	39.5	63.0	10
SB T	33594907	SR 149	2.9	1.2	1.6	5.7	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	12.5	1.8	9.8	15.8	10
EB R	33594856	RAMP I-70 EB TO SR 149	37.1	4.0	32.1	42.8	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	20.1	4.9	15.6	29.1	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	2.6	1.6	0.5	6.1	10
SEB T	33594917	SR 149	2.4	1.4	0.6	5.2	10
NB T	33594924	SR 149	22.0	2.4	19.1	27.1	10
SEB L	33594926	SR 149	5.7	1.0	4.0	8.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	62.0	4.4	54.3	66.8	10
WB R	33594829	RAMP I-70 WB TO SR 149	3.7	1.2	1.9	6.4	10
WB L	33594913	RAMP I-70 WB TO SR 149	75.2	5.3	65.9	86.3	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	68.7	6.2	58.7	75.8	10
NWB T	33594886	SR 149	27.4	3.3	22.0	31.9	10
NWB L	33594948	SR 149	63.0	16.0	46.3	95.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	12.5	4.4	8.4	22.9	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	26.7	2.3	21.8	29.9	10
EB TR	33594919	RECO DR	3.6	0.8	2.6	4.9	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	64.7	8.3	54.3	74.9	10
SB L	33594911	SR 149	1.9	1.0	0.9	3.8	10
SB T	33594912	SR 149	27.7	3.9	21.9	34.6	10
SB R	33594921	SR 149	0.7	0.2	0.5	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	2.9	0.8	1.6	4.7	10
NB T	33594938	SR 149	29.5	4.4	22.5	35.7	10
NB TR	33594939	SR 149	33.4	6.8	23.2	46.0	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.5	0.1	0.3	0.7	10
EB L	33594838	BOND DR	0.1	0.0	0.1	0.2	10
EB TR	33594839	BOND DR	0.2	0.1	0.2	0.4	10
WB TR	33594845	BOND DR	0.2	0.1	0.1	0.2	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.1	0.1	0.0	0.1	10
NWB T	33594848	SR 149	0.2	0.1	0.1	0.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.2	0.1	0.1	0.3	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	2.0	0.5	1.3	2.9	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.4	0.0	0.3	0.4	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.2	0.1	0.2	0.3	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	2.0	0.3	1.5	2.4	10
SB T	33594907	SR 149	0.1	0.1	0.1	0.2	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.5	0.1	0.4	0.6	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.8	0.1	0.6	0.9	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.6	0.1	0.5	0.8	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.1	0.0	0.0	0.2	10
SEB T	33594917	SR 149	0.1	0.0	0.0	0.1	10
NB T	33594924	SR 149	0.9	0.1	0.8	1.1	10
SEB L	33594926	SR 149	0.3	0.1	0.2	0.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	2.0	0.1	1.9	2.2	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.2	0.1	0.1	0.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	2.5	0.2	2.2	2.8	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	2.5	0.2	2.2	2.8	10
NWB T	33594886	SR 149	1.1	0.1	0.8	1.2	10
NWB L	33594948	SR 149	1.6	0.4	1.3	2.4	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.5	0.2	0.3	0.9	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	1.2	0.1	1.1	1.4	10
EB TR	33594919	RECO DR	0.2	0.0	0.2	0.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	1.9	0.2	1.6	2.2	10
SB L	33594911	SR 149	0.1	0.0	0.0	0.2	10
SB T	33594912	SR 149	0.5	0.1	0.4	0.6	10
SB R	33594921	SR 149	0.0	0.1	0.0	0.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.2	0.0	0.2	0.3	10
NB T	33594938	SR 149	0.8	0.1	0.6	0.9	10
NB TR	33594939	SR 149	0.9	0.1	0.7	1.2	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	44.6	11.0	21.1	67.0	10
EB L	33594838	BOND DR	16.1	1.1	14.5	17.5	10
EB TR	33594839	BOND DR	41.8	21.0	11.8	79.2	10
WB TR	33594845	BOND DR	10.4	1.2	8.3	11.9	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	1.2	2.6	0.0	8.2	10
NWB T	33594848	SR 149	9.7	4.5	0.9	18.2	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	10.2	11.9	0.0	27.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	421.4	86.7	301.0	559.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	149.5	50.4	73.9	226.2	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	87.2	26.8	61.7	126.4	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	245.9	25.3	187.0	276.5	10
SB T	33594907	SR 149	17.2	2.6	14.9	24.1	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	58.7	16.1	43.5	91.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	171.9	19.0	146.3	202.4	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	115.1	40.6	78.6	220.6	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	14.9	25.9	0.0	63.8	10
SEB T	33594917	SR 149	9.5	15.6	0.0	49.4	10
NB T	33594924	SR 149	104.4	12.6	81.3	128.0	10
SEB L	33594926	SR 149	39.1	7.8	19.2	47.4	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	207.3	20.8	172.2	234.4	10
WB R	33594829	RAMP I-70 WB TO SR 149	21.3	6.6	16.5	38.3	10
WB L	33594913	RAMP I-70 WB TO SR 149	234.0	21.4	199.6	263.5	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	269.6	19.5	237.1	292.7	10
NWB T	33594886	SR 149	146.7	18.8	127.9	185.7	10
NWB L	33594948	SR 149	234.6	55.1	179.8	346.1	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	61.2	19.6	40.2	101.3	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	82.9	8.6	73.8	95.5	10
EB TR	33594919	RECO DR	17.6	1.1	15.9	19.6	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	291.8	33.0	243.9	348.3	10
SB L	33594911	SR 149	9.7	6.5	0.0	17.8	10
SB T	33594912	SR 149	131.1	28.1	83.4	163.5	10
SB R	33594921	SR 149	1.9	4.1	0.0	12.7	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	17.5	6.5	8.5	34.3	10
NB T	33594938	SR 149	152.4	28.1	122.1	218.5	10
NB TR	33594939	SR 149	176.9	39.0	130.3	238.9	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	2.0	0.4	1.1	3.0	10
EB L	33594838	BOND DR	1.0	0.0	1.0	1.0	10
EB TR	33594839	BOND DR	1.1	0.3	1.0	2.0	10
WB TR	33594845	BOND DR	1.0	0.0	1.0	1.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.2	0.4	0.0	1.0	10
NWB T	33594848	SR 149	0.9	0.3	0.1	1.1	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	1.4	0.5	1.0	2.1	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	5.4	1.1	4.0	7.1	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	2.1	0.7	1.0	3.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	1.4	0.5	1.0	2.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	8.5	1.0	7.0	10.0	10
SB T	33594907	SR 149	1.0	0.0	1.0	1.1	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	2.0	0.0	2.0	2.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	3.1	0.3	3.0	4.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	3.1	0.3	3.0	4.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.4	0.5	0.0	1.1	10
SEB T	33594917	SR 149	0.4	0.5	0.0	1.0	10
NB T	33594924	SR 149	4.0	0.5	3.0	5.0	10
SEB L	33594926	SR 149	1.9	0.3	1.0	2.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	6.2	0.4	6.0	7.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	1.1	0.3	1.0	2.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	7.0	0.0	7.0	7.1	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	9.1	0.6	8.0	10.0	10
NWB T	33594886	SR 149	5.1	0.3	5.0	6.0	10
NWB L	33594948	SR 149	5.6	1.4	4.0	9.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	2.5	0.7	2.0	4.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	3.4	0.5	3.0	4.0	10
EB TR	33594919	RECO DR	1.0	0.0	1.0	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	8.5	0.7	8.0	10.0	10
SB L	33594911	SR 149	0.9	0.3	0.0	1.0	10
SB T	33594912	SR 149	2.1	0.3	2.0	3.0	10
SB R	33594921	SR 149	0.2	0.4	0.0	1.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	1.1	0.3	1.0	2.0	10
NB T	33594938	SR 149	3.4	0.5	3.0	4.0	10
NB TR	33594939	SR 149	4.1	0.6	3.0	5.1	10

Project: IR70 at SR149_Signalized
Scenario: PM Peak Hour
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:15:00 - 17:15:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33594836	BOND DR	0.0	0.0	0.0	0.0	10
EB L	33594838	BOND DR	0.0	0.0	0.0	0.0	10
EB TR	33594839	BOND DR	0.0	0.0	0.0	0.0	10
WB TR	33594845	BOND DR	0.0	0.0	0.0	0.0	10

SR 149 & BOND DR — NODE: 101

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33594824	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594847	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594848	SR 149	0.0	0.0	0.0	0.0	10
NWB R	33594849	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594853	SR 149	0.0	0.0	0.0	0.0	10
SEB R	33594854	SR 149	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB LTR	33594898	Loves Truck Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594891	Pilot South Access	0.0	0.0	0.0	0.0	10

SR 149, LOVES TRUCK ACCESS & PILOT SOUTH ACCESS — NODE: 107

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	33594878	SR 149	0.0	0.0	0.0	0.0	10
NB L	33594900	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594901	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594907	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594908	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB LT	33594855	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10
EB R	33594856	RAMP I-70 EB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 EB TO SR 149 & RAMP SR 149 TO I-70 EB — NODE: 103

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33594870	SR 149	0.0	0.0	0.0	0.0	10
NB R	33594874	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594884	SR 149	0.0	0.0	0.0	0.0	10
SEB T	33594917	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594924	SR 149	0.0	0.0	0.0	0.0	10
SEB L	33594926	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LT	33594828	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB R	33594829	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10
WB L	33594913	RAMP I-70 WB TO SR 149	0.0	0.0	0.0	0.0	10

SR 149, RAMP I-70 WB TO SR 149 & RAMP SR 149 TO I-70 WB — NODE: 102

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB TR	33577633	SR 149	0.0	0.0	0.0	0.0	10
NWB T	33594886	SR 149	0.0	0.0	0.0	0.0	10
NWB L	33594948	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB LTR	33594889	Pilot North Access	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33594918	RECO DR	0.0	0.0	0.0	0.0	10
EB TR	33594919	RECO DR	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33594865	SR 149	0.0	0.0	0.0	0.0	10
SB L	33594911	SR 149	0.0	0.0	0.0	0.0	10
SB T	33594912	SR 149	0.0	0.0	0.0	0.0	10
SB R	33594921	SR 149	0.0	0.0	0.0	0.0	10

SR 149, RECO DR & PILOT NORTH ACCESS — NODE: 105

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB L	33594937	SR 149	0.0	0.0	0.0	0.0	10
NB T	33594938	SR 149	0.0	0.0	0.0	0.0	10
NB TR	33594939	SR 149	0.0	0.0	0.0	0.0	10

APPENDIX D

Turn Lane Lengths

Bond

I-70 WB

I-70 EB

Reco

Pilot South

Turn Lane Length Worksheet

Design Data

Project ID: BEL-70-9.35 **Date:** 26-Jun-24

E-W Road: Bond Drive **N-S Road:** SR 149

Analyst: DLW **Checked By:** J Hamilton

Analyzed Year: 2047 BUILD

Input Values:

Type of Traffic Control: S

SIGNALIZED OR **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD OR **U**NSIGNALIZED **T**HROUGH **R**OAD

AM Peak Hour Volume (vehicles)

Eastbound			Westbound			Northbound			Southbound		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
10	10	20	40	10	10	30	360	20	10	370	10

MID Peak Hour Volume (vehicles)

Eastbound			Westbound			Northbound			Southbound		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
10	10	40	10	10	10	20	300	20	10	240	10

PM Peak Hour Volume (vehicles)

Eastbound			Westbound			Northbound			Southbound		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
10	10	40	20	10	10	10	380	170	60	340	10

Intersection Geometry - Number of Lanes (Use 0 if Turn Lane is Shared, i.e., Not Exclusive)

Eastbound		Westbound		Northbound		Southbound	
Left	1	Left	1	Left	1	Left	1
Through	1	Through	1	Through	1	Through	1
Right	0	Right	0	Right	1	Right	1
Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n
Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0

Design Speed ***(mph)***

Eastbound	Westbound	Northbound	Southbound
55	55	45	45

Cycle Length

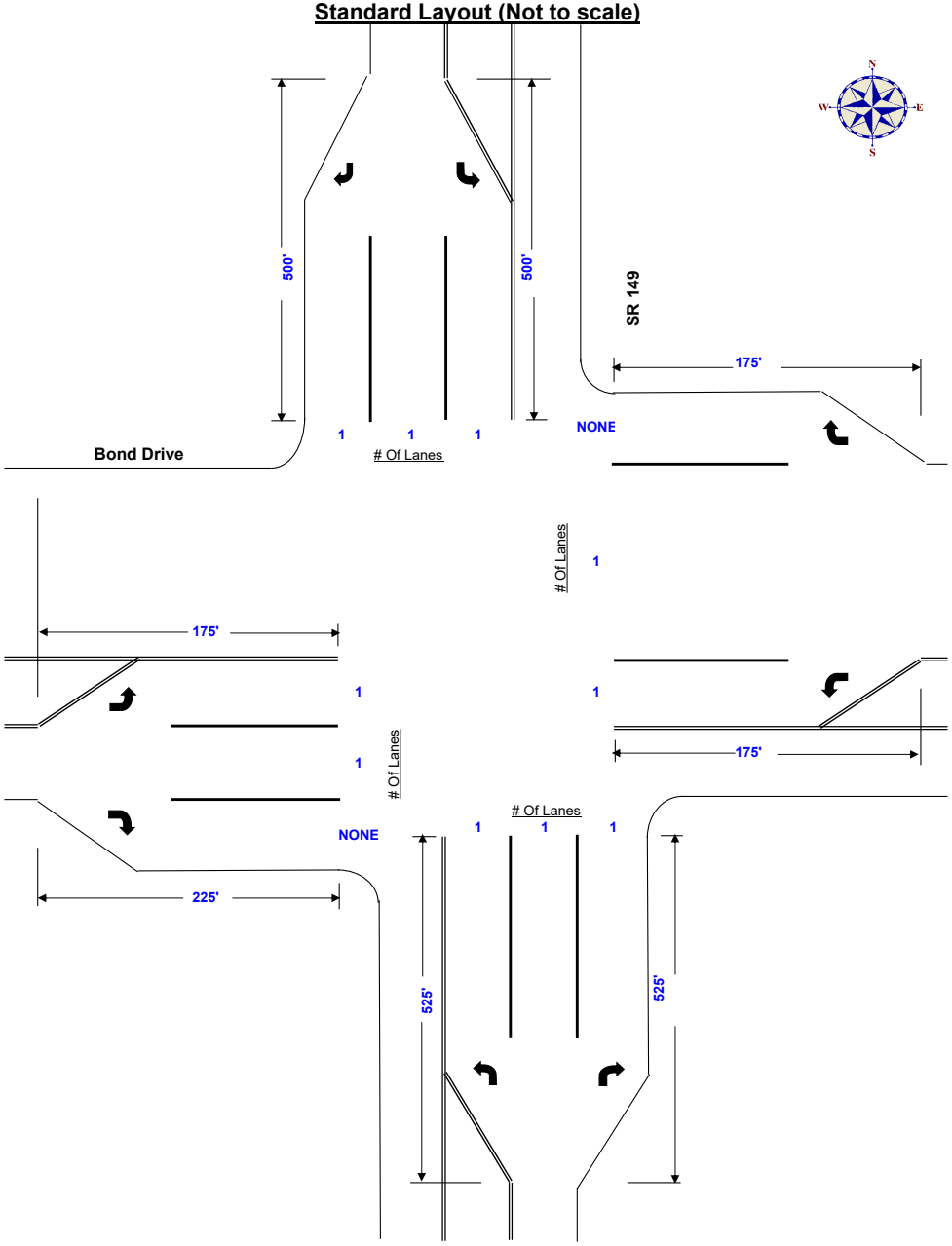
AM (sec)	90
MID (sec)	110
PM (sec)	120

Analysis Results:

Turn Lane Length and Through Storage ***(ft.)***

Eastbound		***Westbound***	
Left	175	Left	175
Through	150	Through	100
Right	225	Right	175
Northbound		***Southbound***	
Left	525	Left	500
Through	525	Through	500
Right	525	Right	500

Standard Layout (Not to scale)



TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

2047 BUILD

Calc. By: DLW

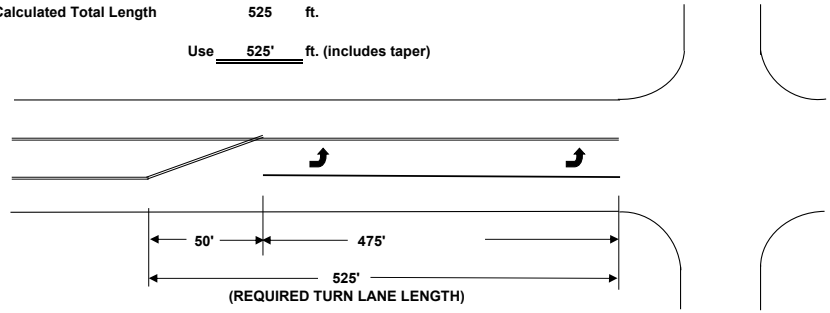
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		30	20	10	vehicles
No. of turn lanes			1		
Through Volume		360	300	380	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		9	10	13	
Backup Length		350	375	475	
Backup Length/lane		350	375	475	

Calculated Total Length **525** **ft.**

Use 525' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 7.692308 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 6.25 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

2047 BUILD

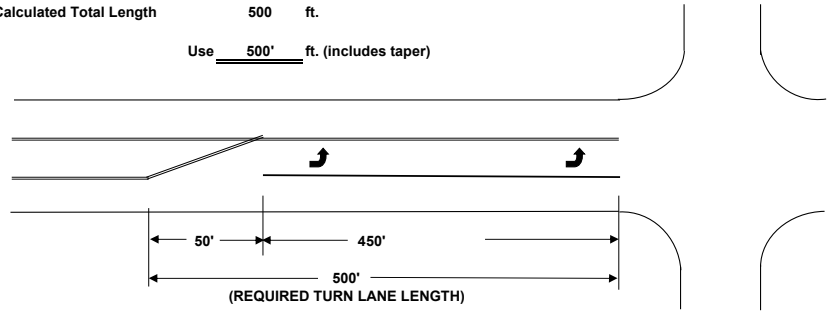
Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		SBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	60	vehicles
No. of turn lanes			1		
Through Volume		370	240	340	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	2	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		10	8	12	
Backup Length		375	325	450	
Backup Length/lane		375	325	450	
Calculated Total Length		**500**	**ft.**		

Use 500' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 2.631579 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 4 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	175	175	175	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

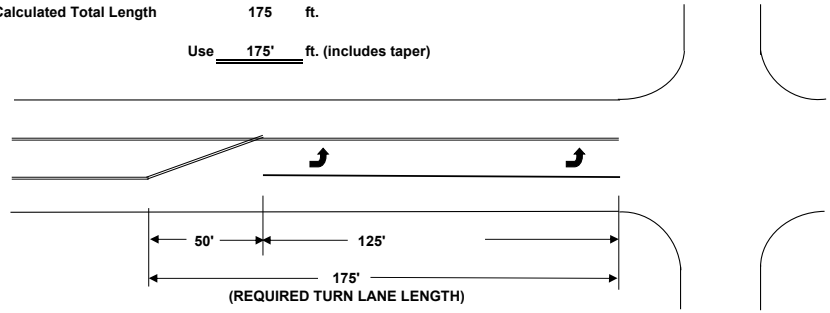
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	10	vehicles
No. of turn lanes			1		
Through Volume		30	50	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		1	2	1	
Backup Length		50	100	50	
Backup Length/lane		50	100	50	
Calculated Total Length		**175**	**ft.**		
	Use	**175'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 25 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 16.66667 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

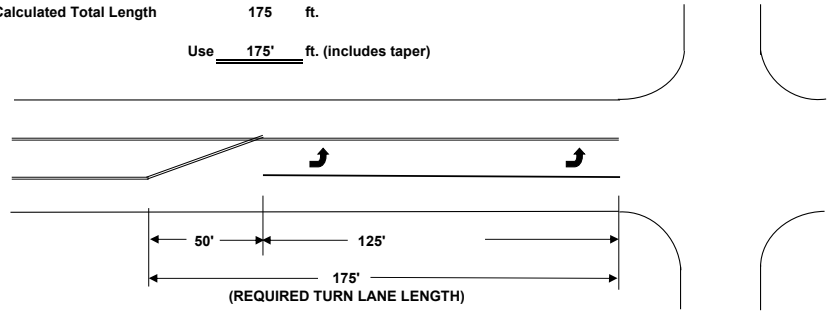
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		WBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		40	10	20	vehicles
No. of turn lanes			1		
Through Volume		20	20	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**175**	**ft.**		
Use		**175'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 66.66667 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 33.33333 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

2047 BUILD

Calc. By: DLW

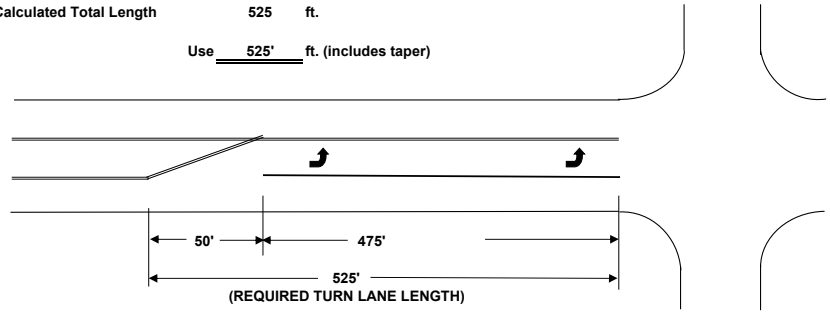
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		20	20	170	vehicles
No. of turn lanes			1		
Through Volume		360	300	380	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	6	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		9	10	13	
Backup Length		350	375	475	
Backup Length/lane		350	375	475	

Calculated Total Length **525** **ft.**

Use 525' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 5.263158 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 6.25 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	175	175	175	175
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

2047 BUILD

Calc. By: DLW

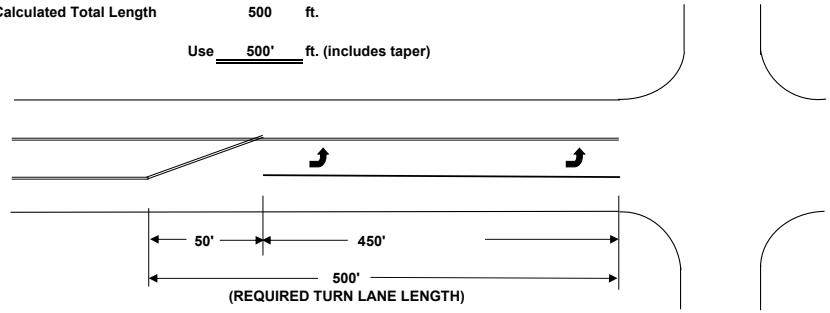
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		SBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	10	10	10	vehicles
No. of turn lanes		1		
Through Volume	370	240	340	vehicles
No. of through lanes		1		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	1	1	1	
Calculated Turn Lane Length	125	125	125	
Turning Length/lane	125	125	125	
Backup Check				
Vehicles/cycle	10	8	12	
Backup Length	375	325	450	
Backup Length/lane	375	325	450	

Calculated Total Length **500** **ft.**

Use 500' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 2.631579 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 4 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

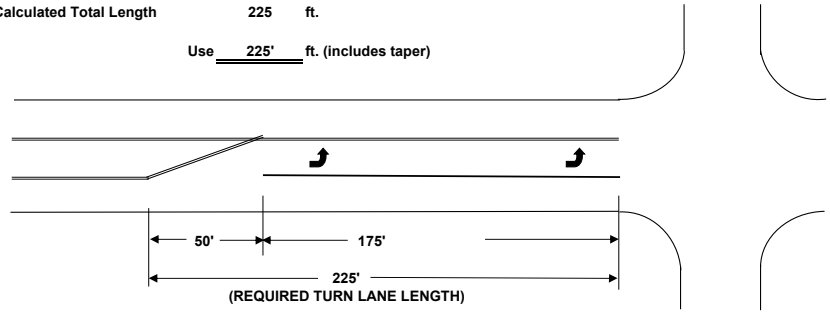
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		20	40	40	vehicles
No. of turn lanes			1		
Through Volume		10	10	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	2	2	
Calculated Turn Lane Length		125	175	175	
Turning Length/lane		125	175	175	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**225**	**ft.**		
Use		**225'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 66.66667 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 80 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	211	211	211	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

Bond Drive & SR 149

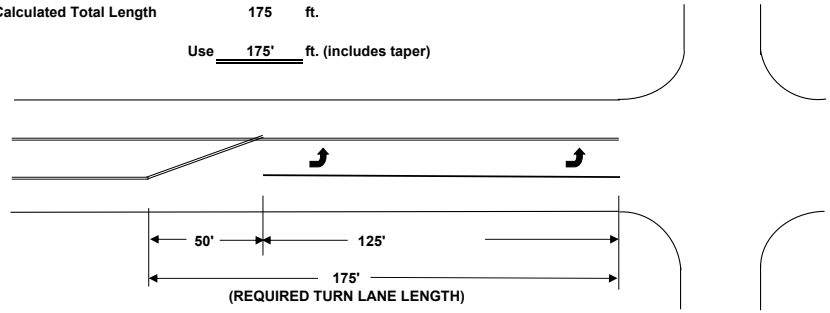
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	10	vehicles
No. of turn lanes			1		
Through Volume		10	10	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**175**	**ft.**		
	Use	**175'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 50 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 50 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

Turn Lane Length Worksheet

Design Data

Project ID: BEL-70-9.35 **Date:** 26-Jun-24

E-W Road: I70 WB RAMP **N-S Road:** SR 149

Analyst: DLW **Checked By:** J Hamilton

Analyzed Year: 2047 BUILD

Input Values:

Type of Traffic Control: S

SIGNALIZED OR **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD OR **U**NSIGNALIZED **T**HROUGH **R**OAD

AM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
0	0	0	520	10	180	190	230	0	0	350	80

MID Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
0	0	0	400	10	160	180	180	0	0	230	60

PM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
0	0	0	280	10	180	170	380	0	0	330	70

Intersection Geometry - Number of Lanes (Use 0 if Turn Lane is Shared, i.e., Not Exclusive)

Eastbound		*Westbound*		*Northbound*		*Southbound*	
Left	0	Left	2	Left	1	Left	0
Through	0	Through	0	Through	1	Through	1
Right	0	Right	1	Right	0	Right	0
Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n
Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0

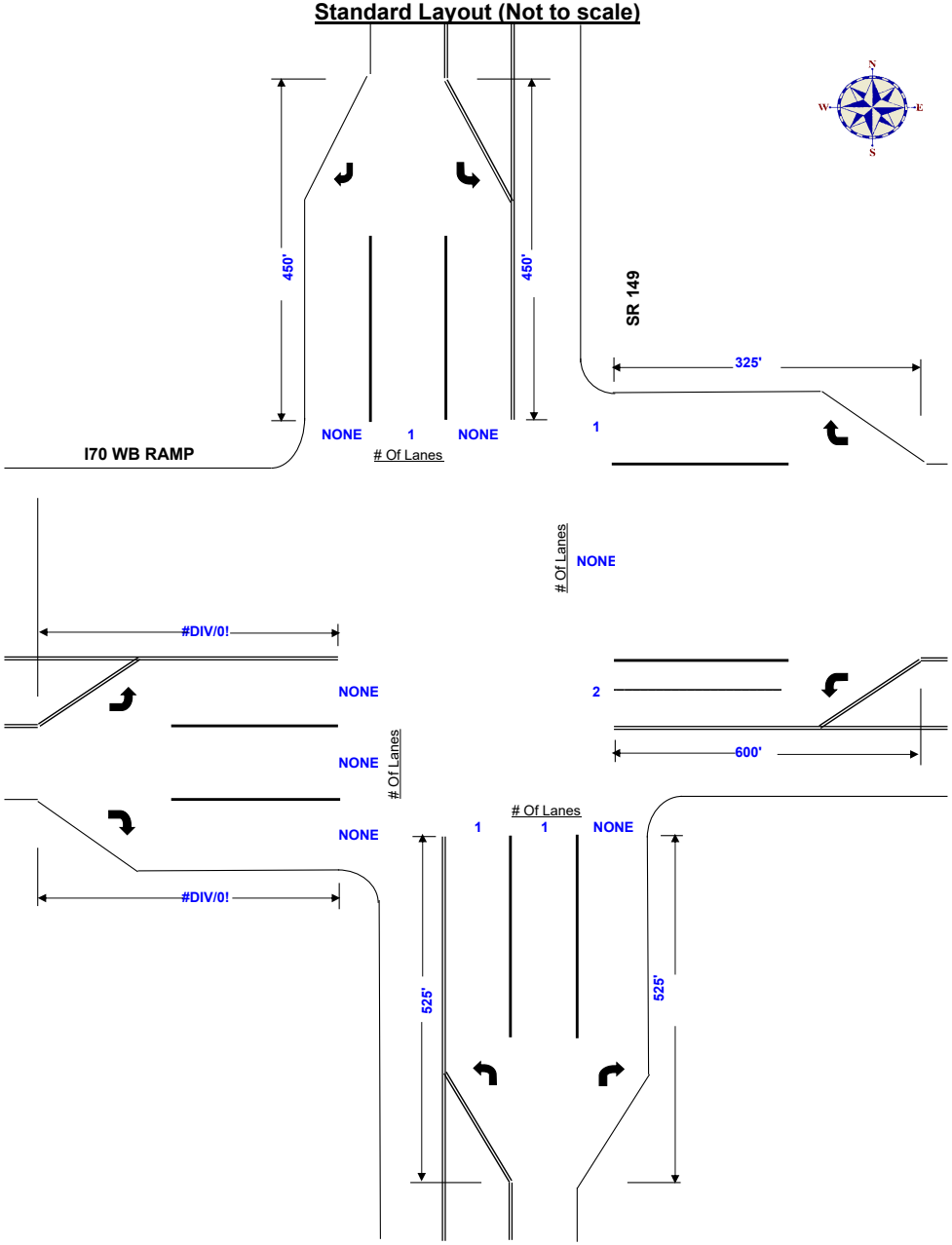
Design Speed ***(mph)***

Eastbound	Westbound	Northbound	Southbound
	70	45	45

Cycle Length

AM (sec)	90
MID (sec)	110
PM (sec)	120

Standard Layout (Not to scale)



Analysis Results:

Turn Lane Length and Through Storage ***(ft.)***

Eastbound

Left	#DIV/0!	
Through	100	
Right	#DIV/0!	#DIV/0!

Westbound

Left	600
2nd Left	436
Through	100
Right	325

Northbound

Left	525
Through	525
Right	525

Southbound

Left	450
Through	450
Right	450

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

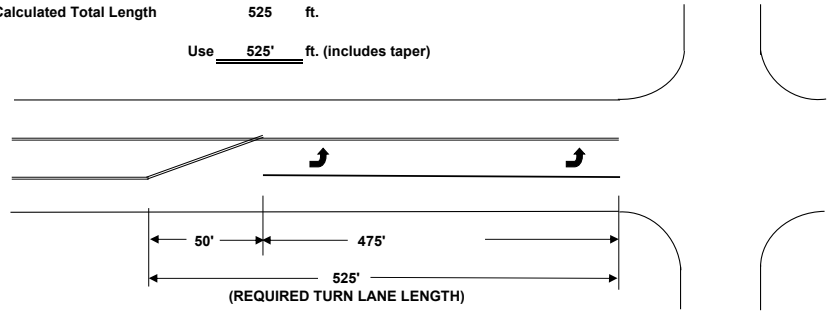
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBL			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		190	180	170	vehicles
No. of turn lanes			1		
Through Volume		230	180	380	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		5	6	6	
Calculated Turn Lane Length		275	325	325	
Turning Length/lane		275	325	325	
Backup Check					
Vehicles/cycle		6	6	13	
Backup Length		250	250	475	
Backup Length/lane		250	250	475	
Calculated Total Length		**525**	**ft.**		
Use		**525'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 325
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 45.2381 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	250	250	325	325	325	325
USC	250	250	250	250	250	250
UTR	250	250	325	175	325	175

MID

S= 375
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 50 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	375	375	375	375
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

PM

S= 375
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	361	361	361	175
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

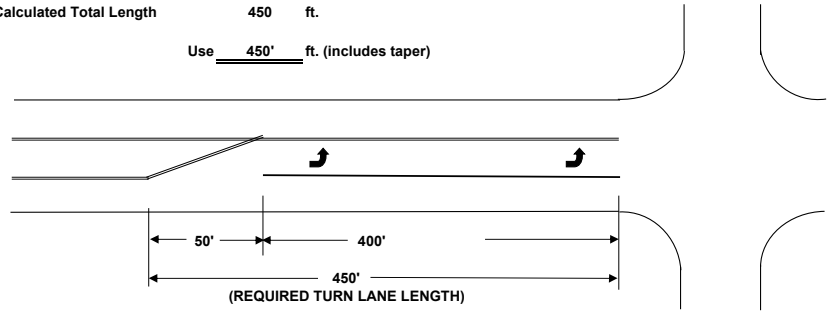
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		SBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			1		
Through Volume		430	290	330	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		11	9	11	
Backup Length		400	350	400	
Backup Length/lane		400	350	400	
Calculated Total Length		**450**	**ft.**		
Use		**450'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

Calc. By: DLW

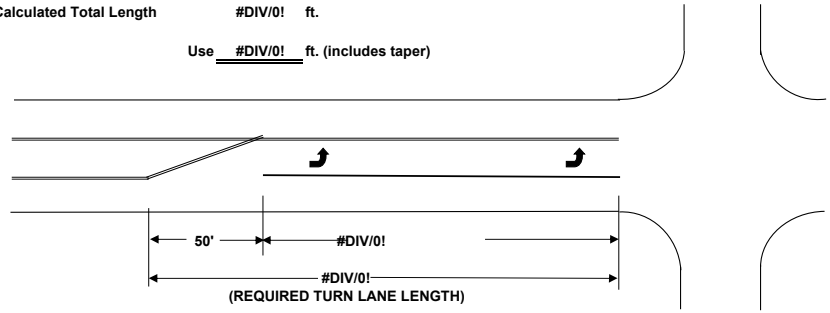
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			1		
Through Volume		0	0	0	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		#DIV/0!	#DIV/0!	#DIV/0!	
Turning Length/lane		#DIV/0!	#DIV/0!	#DIV/0!	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	

Calculated Total Length **#DIV/0!** **ft.**

Use **#DIV/0!** **ft. (includes taper)**



(REQUIRED TURN LANE LENGTH)

A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

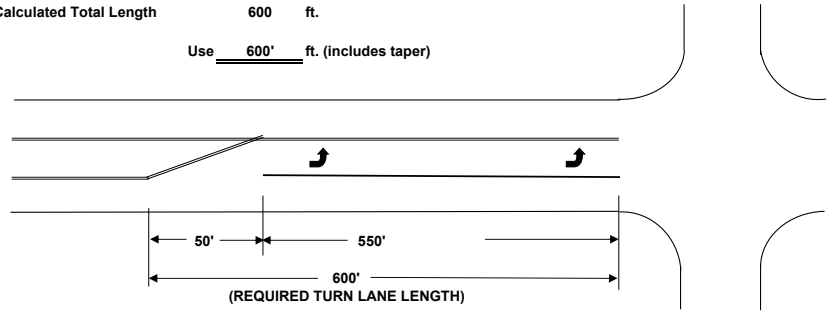
Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		WBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		520	400	280	vehicles
No. of turn lanes			1		
Through Volume		10	10	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		13	13	10	
Calculated Turn Lane Length		550	550	550	
Turning Length/lane		550	550	550	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**600**	**ft.**		

Use 600' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 600
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 98.11321 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	525	525	600	600	600	600
USC	525	525	525	525	525	525
UTR	525	525	600	175	600	175

MID

S= 600
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 97.56098 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	525	525	600	600	600	600
USC	525	525	525	525	525	525
UTR	525	525	600	175	600	175

PM

S= 600
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	425	425	586	586	586	175
USC	425	425	425	425	425	425
UTR	425	425	500	175	500	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

Calc. By: DLW

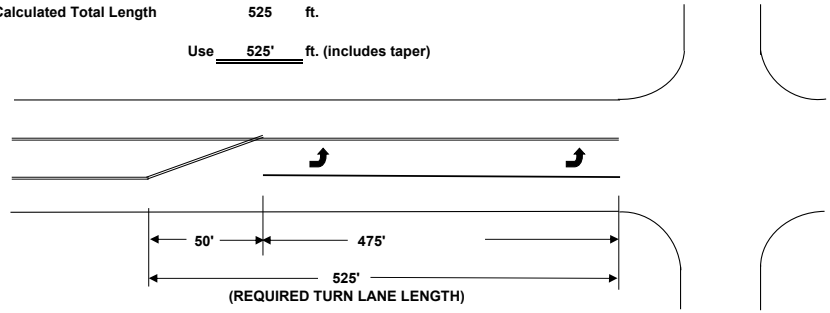
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBR			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			1		
Through Volume		230	180	380	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		6	6	13	
Backup Length		250	250	475	
Backup Length/lane		250	250	475	

Calculated Total Length **525** **ft.**

Use **525'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

Calc. By: DLW

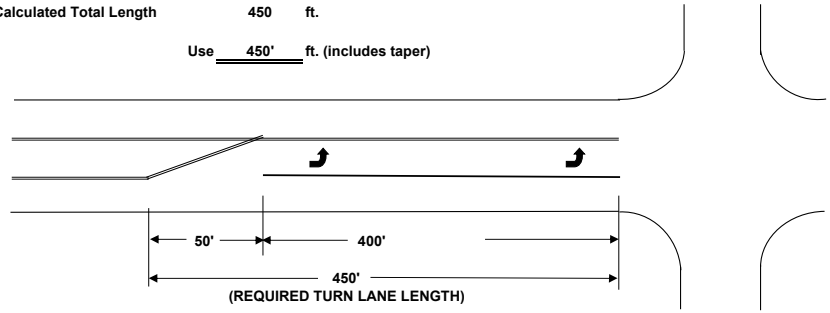
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		SBR		
Design Speed		45		mph
Type of traffic Control: **S**IGNALIZED **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD **U**NSIGNALIZED **T**HROUGH **R**OAD		S		
Turning Volume	80	60	70	vehicles
No. of turn lanes		1		
Through Volume	350	230	330	vehicles
No. of through lanes		1		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	2	2	3	
Calculated Turn Lane Length	175	175	175	
Turning Length/lane	175	175	175	
Backup Check				
Vehicles/cycle	9	8	11	
Backup Length	350	325	400	
Backup Length/lane	350	325	400	

Calculated Total Length **450** **ft.**

Use **450'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 18.60465 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 20.68966 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	211	211	211	175
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

Calc. By: DLW

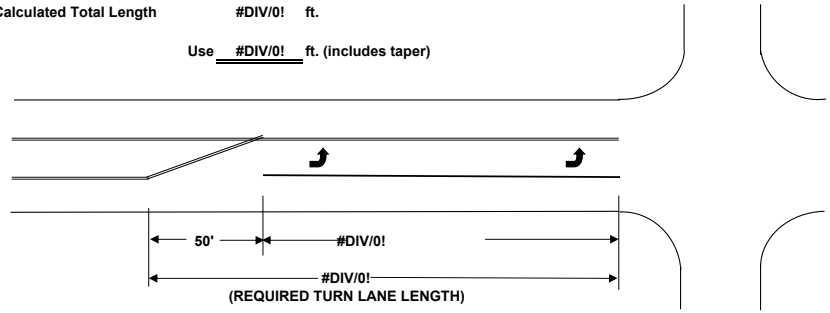
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			1		
Through Volume		0	0	0	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		#DIV/0!	#DIV/0!	#DIV/0!	
Turning Length/lane		#DIV/0!	#DIV/0!	#DIV/0!	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	

Calculated Total Length **#DIV/0!** **ft.**

Use **#DIV/0!** **ft. (includes taper)**



(REQUIRED TURN LANE LENGTH)

A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 WB RAMP & SR 149

2047 BUILD

Calc. By: DLW

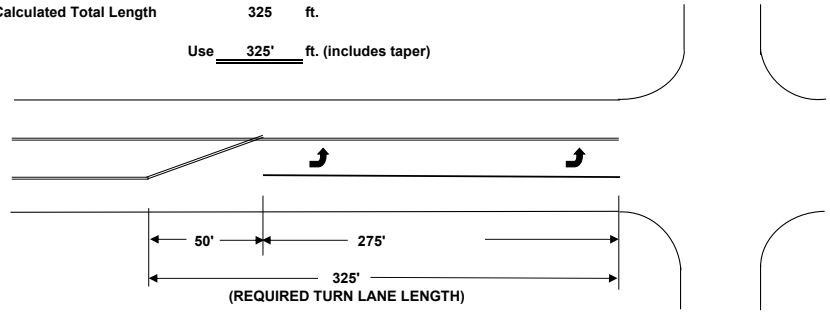
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		EBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	180	160	180	vehicles
No. of turn lanes		1		
Through Volume	10	10	10	vehicles
No. of through lanes		1		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	5	5	6	
Calculated Turn Lane Length	275	275	275	
Turning Length/lane	275	275	275	
Backup Check				
Vehicles/cycle	1	1	1	
Backup Length	50	50	50	
Backup Length/lane	50	50	50	

Calculated Total Length **325** **ft.**

Use **325'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 325
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 94.73684 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	250	250	325	325	325	325
USC	250	250	250	250	250	250
UTR	250	250	325	175	325	175

MID

S= 325
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 94.11765 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	250	250	325	325	325	325
USC	250	250	250	250	250	250
UTR	250	250	325	175	325	175

PM

S= 325
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	311	311	311	175
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

Turn Lane Length Worksheet

Design Data

Project ID: BEL-70-9.35 **Date:** 26-Jun-24

E-W Road: I70 EB RAMP **N-S Road:** SR 149

Analyst: DLW **Checked By:** J Hamilton

Analyzed Year: 2047 BUILD

Input Values:

Type of Traffic Control: S

SIGNALIZED OR **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD OR **U**NSIGNALIZED **T**HROUGH **R**OAD

AM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
50	10	220	0	0	0	0	370		160	710	0

MID Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
40	10	170	0	0	0	0	320	0	110	520	0

PM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
60	10	170	0	0	0	0	490	0	170	440	0

Intersection Geometry - Number of Lanes (Use 0 if Turn Lane is Shared, i.e., Not Exclusive)

Eastbound		*Westbound*		*Northbound*		*Southbound*	
Left	0	Left	0	Left	0	Left	1
Through	1	Through	0	Through	2	Through	2
Right	1	Right	0	Right	0	Right	0
Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n
Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0

Design Speed ***(mph)***

Eastbound	Westbound	Northbound	Southbound
70	0	45	45

Cycle Length

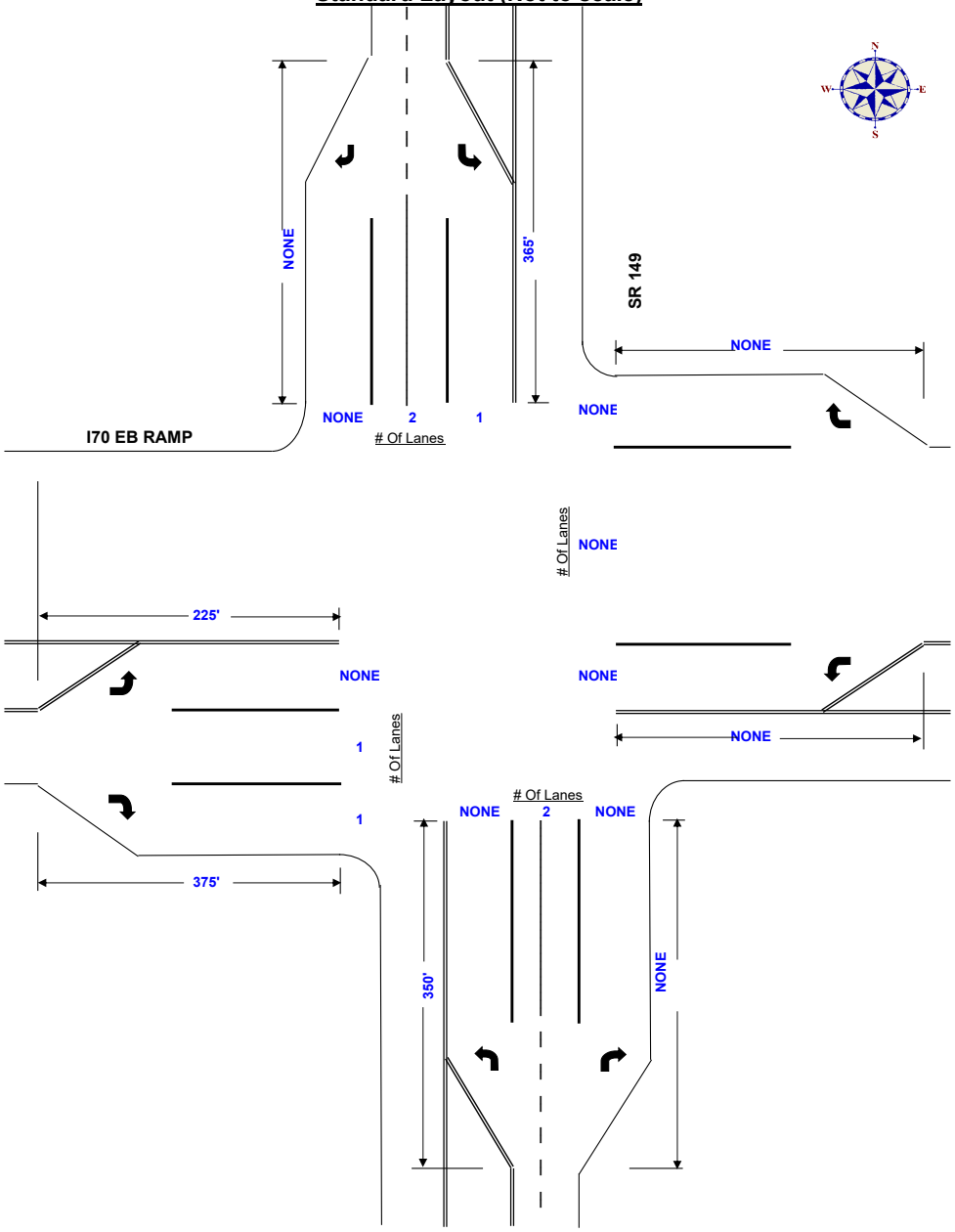
AM (sec)	90
MID (sec)	110
PM (sec)	120

Analysis Results:

Turn Lane Length and Through Storage ***(ft.)***

Eastbound		***Westbound***	
Left	225	Left	NONE
Through	75	Through	75
Right	375	Right	NONE
Northbound		***Southbound***	
Left	350	Left	365
Through	350	Through	362.5
Right	NONE	Right	NONE

Standard Layout (Not to scale)



TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

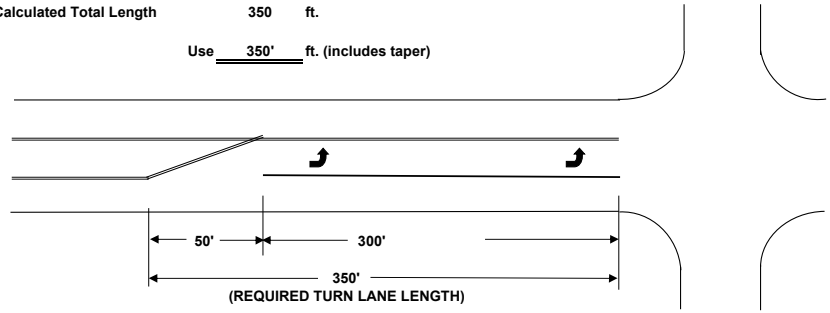
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			0		
Through Volume		370	320	490	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		10	10	17	
Backup Length		375	375	600	
Backup Length/lane		187.5	187.5	300	

Calculated Total Length **350** **ft.**

Use **350'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

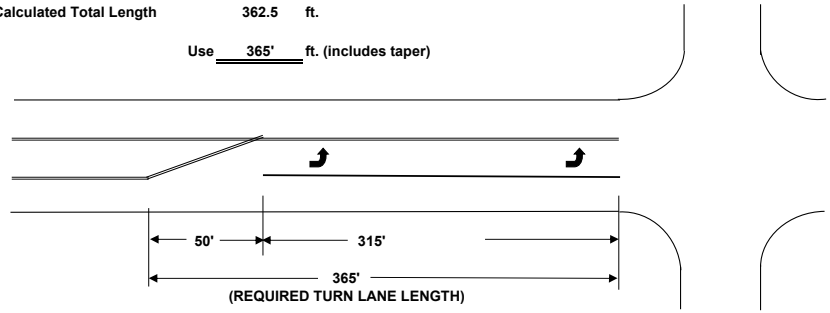
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		SBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		160	110	170	vehicles
No. of turn lanes			0		
Through Volume		710	520	440	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		4	4	6	
Calculated Turn Lane Length		250	250	250	
Turning Length/lane		250	250	250	
Backup Check					
Vehicles/cycle		18	16	15	
Backup Length		625	550	525	
Backup Length/lane		312.5	275	262.5	
Calculated Total Length		**362.5**	**ft.**		
Use		**365'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 300
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 18.3908 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	225	225	300	300	300	300
USC	225	225	225	225	225	225
UTR	225	225	300	175	300	175

MID

S= 300
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 17.46032 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	225	225	300	300	300	300
USC	225	225	225	225	225	225
UTR	225	225	300	175	300	175

PM

S= 300
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	286	286	286	175
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

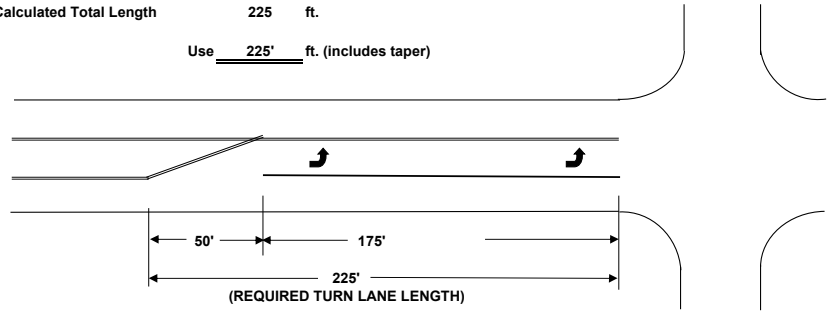
Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		50	40	60	vehicles
No. of turn lanes			0		
Through Volume		10	10	10	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	2	2	
Calculated Turn Lane Length		175	175	175	
Turning Length/lane		175	175	175	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		25	25	25	
Calculated Total Length		**225**	**ft.**		

Use 225' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 83.33333 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 80 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	211	211	211	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

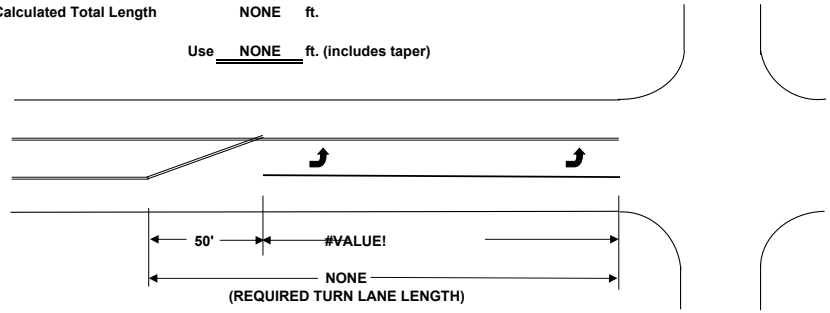
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		WBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			0		
Through Volume		0	0	0	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		#DIV/0!	#DIV/0!	#DIV/0!	
Turning Length/lane		NONE	NONE	NONE	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		25	25	25	

Calculated Total Length **NONE** **ft.**

Use NONE ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

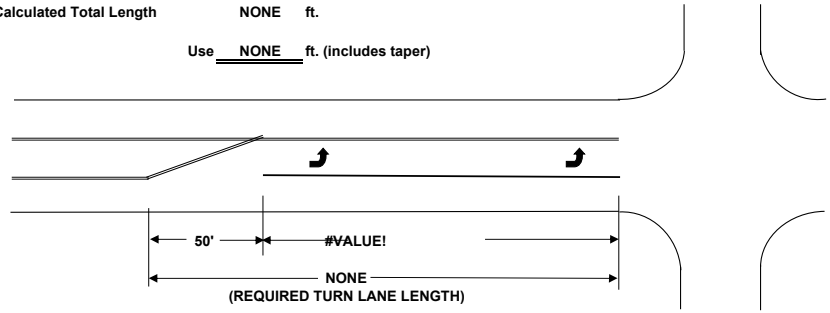
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		NBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	0	0	0	vehicles
No. of turn lanes		0		
Through Volume	370	320	490	vehicles
No. of through lanes		2		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	1	1	1	
Calculated Turn Lane Length	125	125	125	
Turning Length/lane	NONE	NONE	NONE	
Backup Check				
Vehicles/cycle	10	10	17	
Backup Length	375	375	600	
Backup Length/lane	187.5	187.5	300	

Calculated Total Length **NONE** **ft.**

Use NONE ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

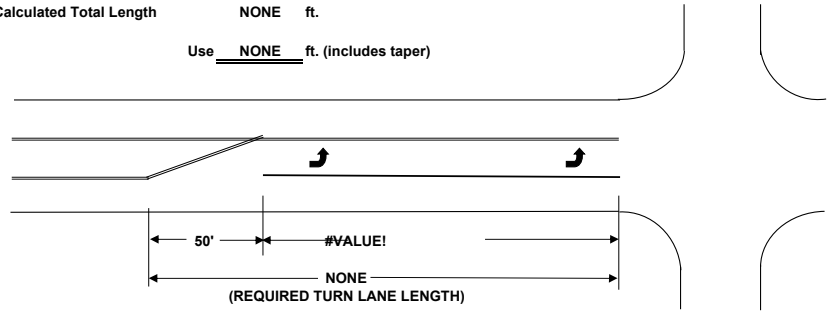
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		SBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	0	0	0	vehicles
No. of turn lanes		0		
Through Volume	710	520	440	vehicles
No. of through lanes		2		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	1	1	1	
Calculated Turn Lane Length	125	125	125	
Turning Length/lane	NONE	NONE	NONE	
Backup Check				
Vehicles/cycle	18	16	15	
Backup Length	625	550	525	
Backup Length/lane	312.5	275	262.5	

Calculated Total Length **NONE** **ft.**

Use NONE ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

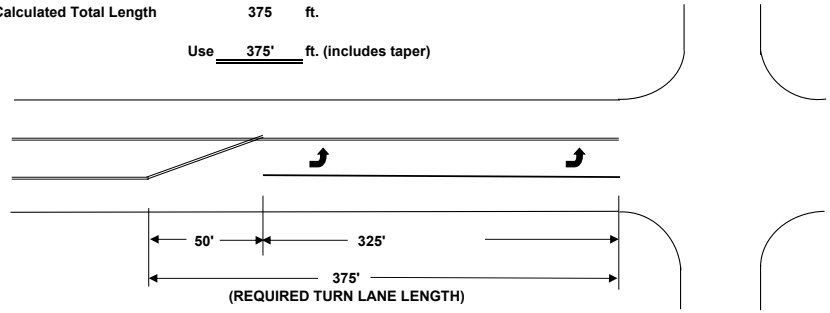
Check By: J Hamilton

Date: 6/26/2024

	AM	MID	PM	
Turn		EBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	220	170	170	vehicles
No. of turn lanes		0		
Through Volume	60	50	70	vehicles
No. of through lanes		2		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	6	6	6	
Calculated Turn Lane Length	325	325	325	
Turning Length/lane	325	325	325	
Backup Check				
Vehicles/cycle	2	2	3	
Backup Length	100	100	150	
Backup Length/lane	50	50	75	

Calculated Total Length **375** **ft.**

Use 375' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 375
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 78.57143 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	375	375	375	375
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

MID

S= 375
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 77.27273 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	375	375	375	375
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

PM

S= 375
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	361	361	361	175
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

I70 EB RAMP & SR 149

2047 BUILD

Calc. By: DLW

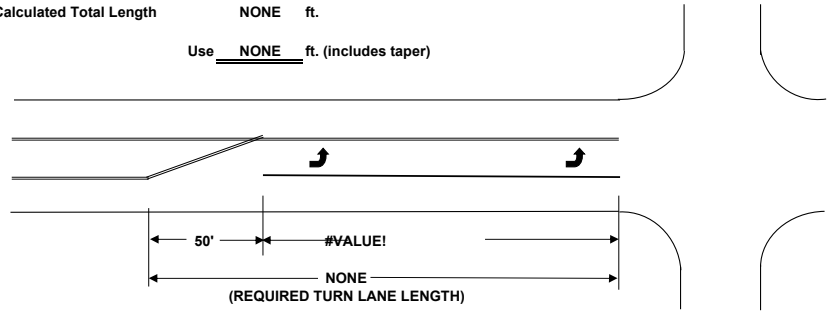
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	0	vehicles
No. of turn lanes			0		
Through Volume		0	0	0	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		#DIV/0!	#DIV/0!	#DIV/0!	
Turning Length/lane		NONE	NONE	NONE	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		25	25	25	

Calculated Total Length **NONE** **ft.**

Use NONE ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. #DIV/0! #DIV/0!

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= #DIV/0!
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

Turn Lane Length Worksheet

Design Data

Project ID: BEL-70-9.35 **Date:** 26-Jun-24

E-W Road: RECO DRIVE **N-S Road:** SR 149

Analyst: DLW **Checked By:** J Hamilton

Analyzed Year: 2047 BUILD

Input Values:

Type of Traffic Control: S

SIGNALIZED OR **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD OR **U**NSIGNALIZED **T**HROUGH **R**OAD

AM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
120	7	45	10	4	70	60	640	20	50	835	95

MID Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
10	3	60	10	8	60	60	470	30	40	540	180

PM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
10	2	110	10	8	60	55	835	20	60	430	230

Intersection Geometry - Number of Lanes (Use 0 if Turn Lane is Shared, i.e., Not Exclusive)

Eastbound		*Westbound*		*Northbound*		*Southbound*	
Left	1	Left	0	Left	1	Left	1
Through	1	Through	1	Through	2	Through	2
Right	0	Right	0	Right	0	Right	1
Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n
Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0

Design Speed ***(mph)***

Eastbound	Westbound	Northbound	Southbound
30	55	45	45

Cycle Length

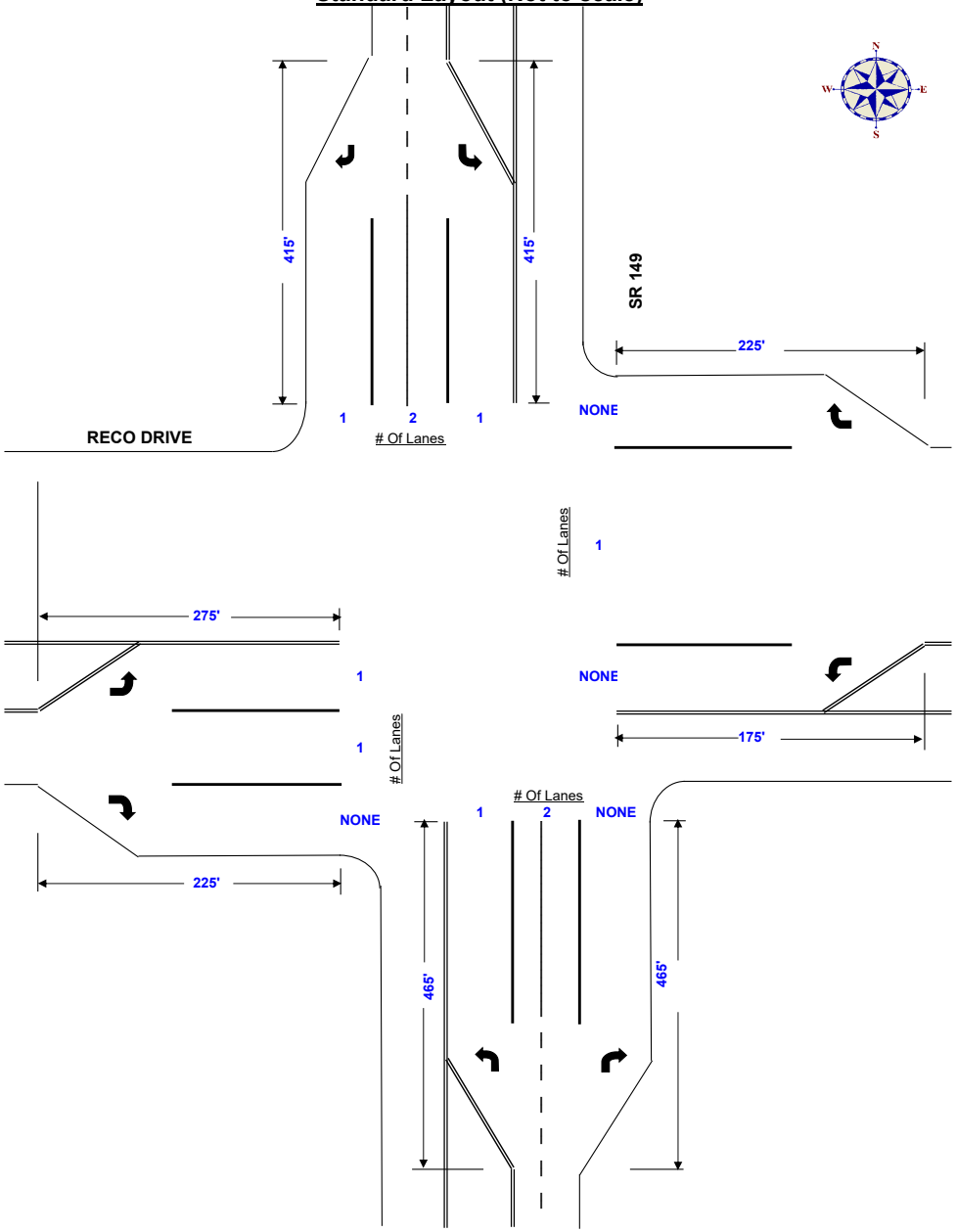
AM (sec)	90
MID (sec)	110
PM (sec)	120

Analysis Results:

Turn Lane Length and Through Storage ***(ft.)***

Eastbound		***Westbound***	
Left	275	Left	175
Through	100	Through	125
Right	225	Right	225
Northbound		***Southbound***	
Left	465	Left	415
Through	462.5	Through	412.5
Right	465	Right	415

Standard Layout (Not to scale)



TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

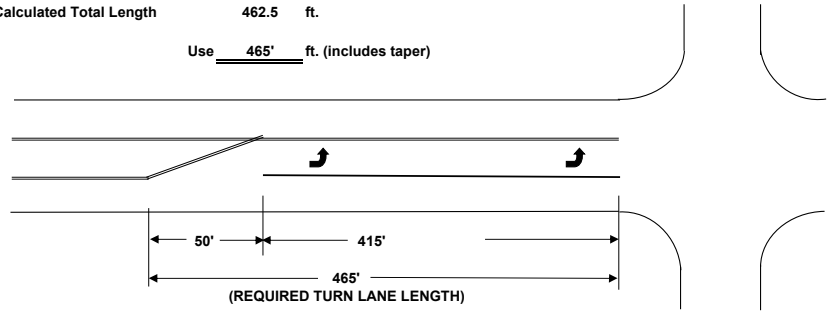
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBL			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		60	60	55	vehicles
No. of turn lanes			1		
Through Volume		660	500	835	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	2	2	
Calculated Turn Lane Length		175	175	175	
Turning Length/lane		175	175	175	
Backup Check					
Vehicles/cycle		17	16	28	
Backup Length		600	550	825	
Backup Length/lane		300	275	412.5	
Calculated Total Length		**462.5**	**ft.**		
	Use	**465'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 8.333333 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 10.71429 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	211	211	211	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

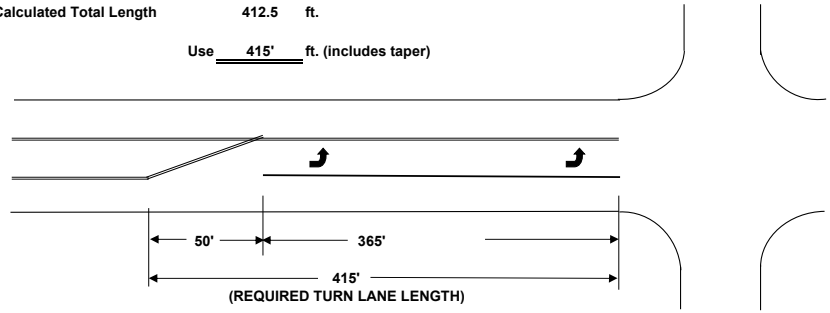
2047 BUILD

		AM	MID	PM	
Turn		SBL			
		AM	**MID**	**PM**	
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		50	40	60	vehicles
No. of turn lanes			1		
Through Volume		835	540	430	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	2	2	
Calculated Turn Lane Length		175	175	175	
Turning Length/lane		175	175	175	
Backup Check					
Vehicles/cycle		21	17	15	
Backup Length		725	600	525	
Backup Length/lane		362.5	300	262.5	
Calculated Total Length		**412.5**	**ft.**		
Use		**415'**	**ft. (includes taper)**		

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 5.649718 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 6.896552 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	211	211	211	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

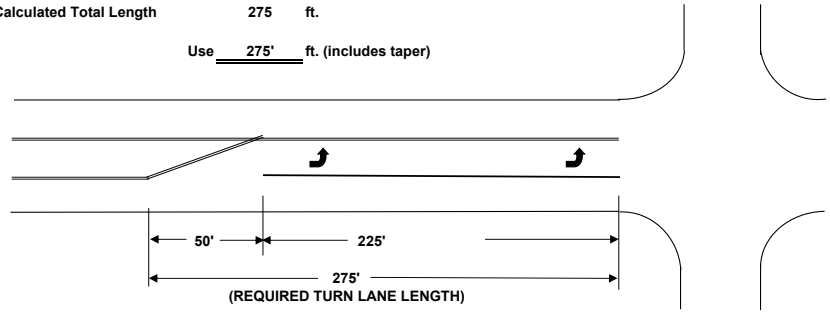
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		120	10	10	vehicles
No. of turn lanes			1		
Through Volume		52	63	2	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		3	1	1	
Calculated Turn Lane Length		225	125	125	
Turning Length/lane		225	125	125	
Backup Check					
Vehicles/cycle		2	2	1	
Backup Length		100	100	50	
Backup Length/lane		50	50	25	
Calculated Total Length		**275**	**ft.**		
Use		**275'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 275
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 69.76744 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	275	275	275	275
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 13.69863 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

2047 BUILD

Calc. By: DLW

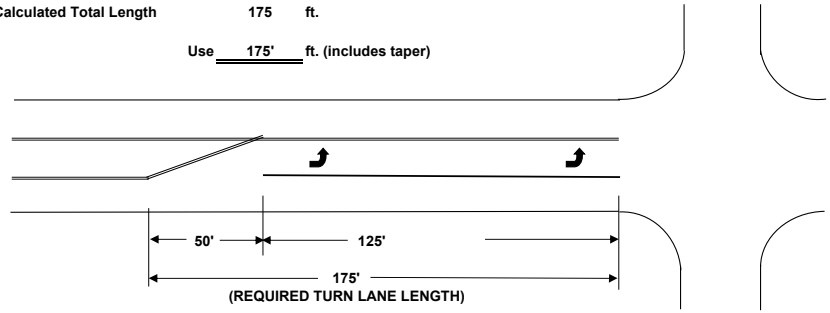
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		WBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	10	vehicles
No. of turn lanes			1		
Through Volume		74	68	8	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		2	3	1	
Backup Length		100	150	50	
Backup Length/lane		50	75	25	

Calculated Total Length **175** **ft.**

Use 175' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 11.90476 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 12.82051 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

2047 BUILD

Calc. By: DLW

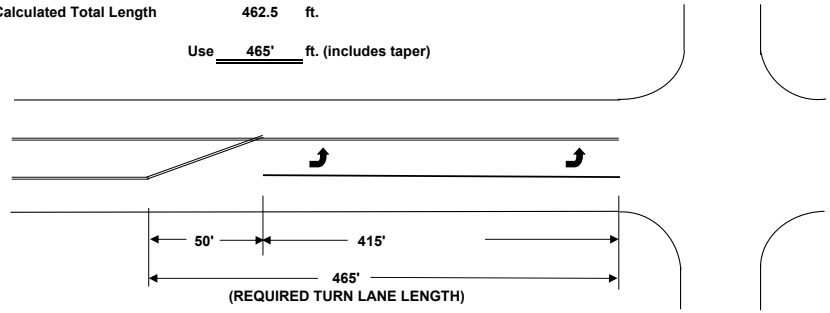
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBR			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		20	30	20	vehicles
No. of turn lanes			1		
Through Volume		640	470	835	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		16	15	28	
Backup Length		550	525	825	
Backup Length/lane		275	262.5	412.5	

Calculated Total Length **462.5** **ft.**

Use **465'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 3.030303 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 6 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

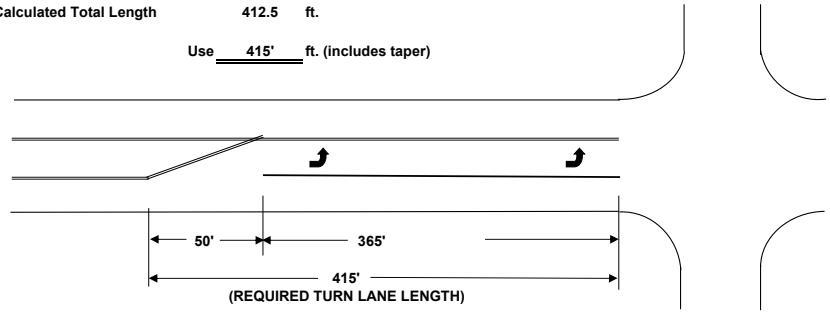
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		SBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		95	180	230	vehicles
No. of turn lanes			1		
Through Volume		835	540	430	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		3	6	8	
Calculated Turn Lane Length		225	325	325	
Turning Length/lane		225	325	325	
Backup Check					
Vehicles/cycle		21	17	15	
Backup Length		725	600	525	
Backup Length/lane		362.5	300	262.5	
Calculated Total Length		**412.5**	**ft.**		
Use		**415'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 275
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 10.21505 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	275	275	275	275
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

MID

S= 375
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 25 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	300	300	375	375	375	375
USC	300	300	300	300	300	300
UTR	300	300	375	175	375	175

PM

S= 375
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	375	375	361	361	361	175
USC	375	375	375	375	375	375
UTR	375	375	450	175	450	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

2047 BUILD

Calc. By: DLW

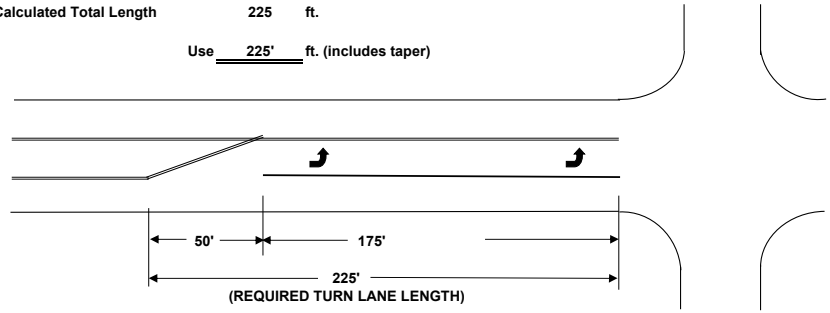
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		45	60	110	vehicles
No. of turn lanes			1		
Through Volume		7	3	2	vehicles
No. of through lanes			2		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	2	4	
Calculated Turn Lane Length		175	175	175	
Turning Length/lane		175	175	175	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		25	25	25	

Calculated Total Length **225** **ft.**

Use 225' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 86.53846 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 95.2381 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	225	225	211	211	211	175
USC	225	225	225	225	225	225
UTR	225	225	300	175	300	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

RECO DRIVE & SR 149

2047 BUILD

	AM	MID	PM	
Turn		EBR		
Design Speed		45		mph
Type of traffic Control:		S		
SIGNALIZED				
UNSIGNALIZED **S**TOPPED **C**ROSSROAD				
UNSIGNALIZED **T**HROUGH **R**OAD				
Turning Volume	70	60	60	vehicles
No. of turn lanes		1		
Through Volume	14	18	18	vehicles
No. of through lanes		2		
Cycle length	90	110	120	secs.
Cycle per hour	40	33	30	
Vehicles/cycle	2	2	2	
Calculated Turn Lane Length	175	175	175	
Turning Length/lane	175	175	175	
Backup Check				
Vehicles/cycle	1	1	1	
Backup Length	50	50	50	
Backup Length/lane	25	25	25	

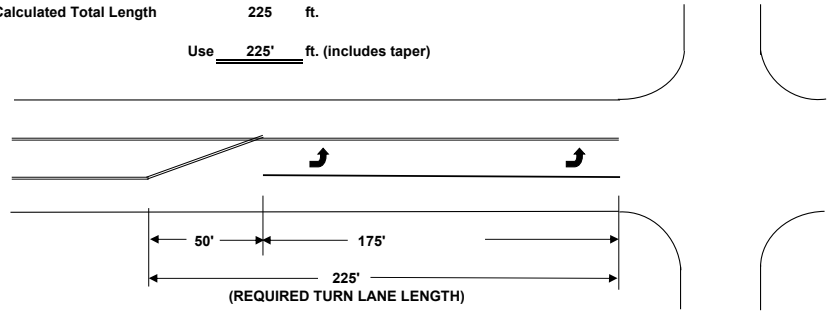
Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

Calculated Total Length **225** **ft.**

Use 225' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 83.33333 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 76.92308 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

PM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	211	211	211	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

Turn Lane Length Worksheet

Design Data

Project ID: BEL-70-9.35 **Date:** 26-Jun-24

E-W Road: LOVES TRUCK ACCESS **N-S Road:** SR 149

Analyst: DLW **Checked By:** J Hamilton

Analyzed Year: 2047 BUILD

Input Values:

Type of Traffic Control: S

SIGNALIZED OR **U**NSIGNALIZED **S**TOPPED **C**ROSSROAD OR **U**NSIGNALIZED **T**HROUGH **R**OAD

AM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
80	0	25	10	8	80	0	500	10	70	770	95

MID Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
20	3	10	10	2	70	0	420	10	90	460	30

PM Peak Hour Volume (vehicles)

Eastbound			*Westbound*			*Northbound*			*Southbound*		
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
65	0	0	10	0	50	55	800	10	50	390	10

Intersection Geometry - Number of Lanes (Use 0 if Turn Lane is Shared, i.e., Not Exclusive)

Eastbound		*Westbound*		*Northbound*		*Southbound*	
Left	0	Left	0	Left	1	Left	1
Through	1	Through	1	Through	1	Through	1
Right	0	Right	0	Right	0	Right	1
Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n	Offset Left ? (y,n)	n
Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0	Offset Dist. (ft.)	0

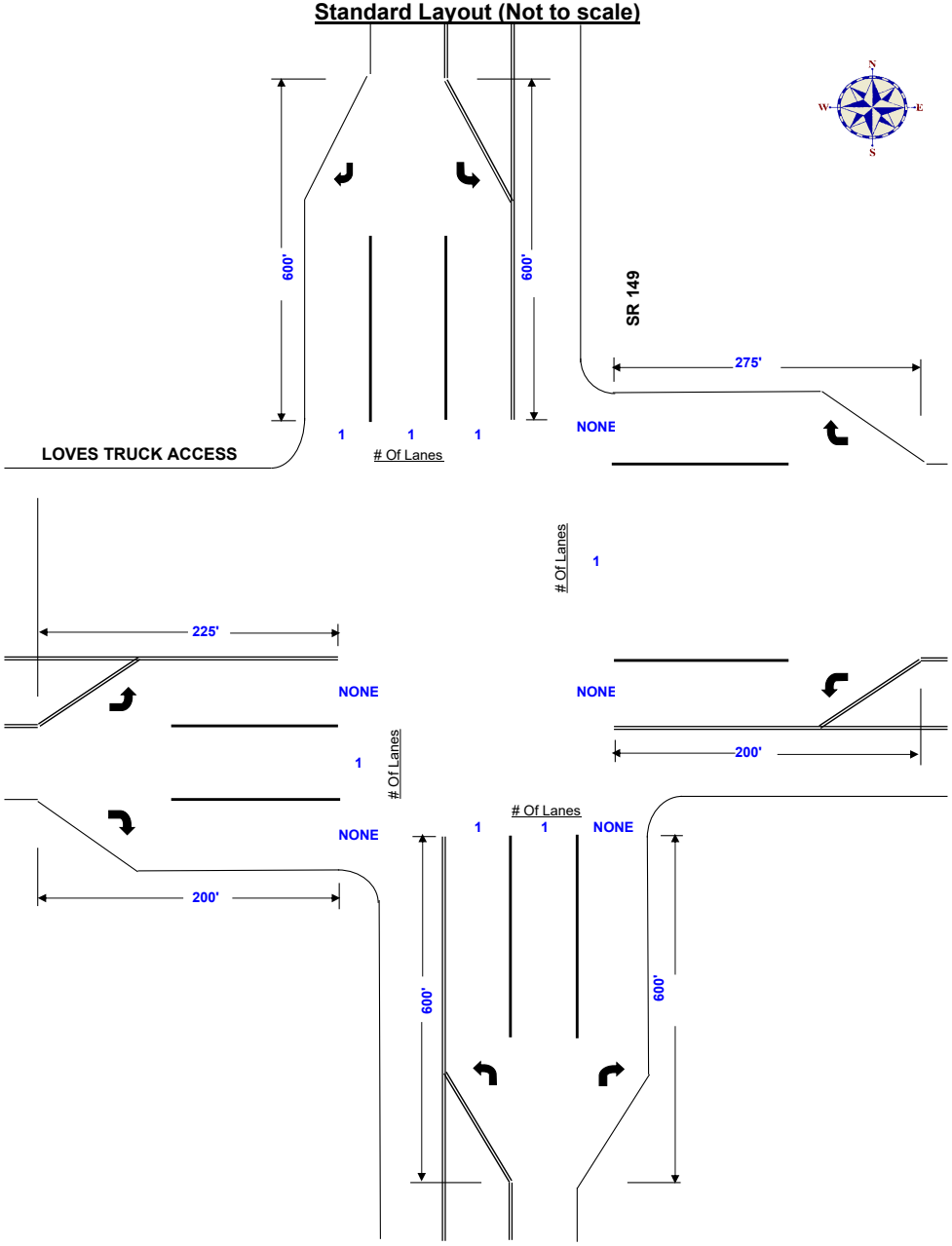
Design Speed ***(mph)***

Eastbound	Westbound	Northbound	Southbound
25	25	45	45

Cycle Length

AM (sec)	90
MID (sec)	110
PM (sec)	120

Standard Layout (Not to scale)



Analysis Results:

Turn Lane Length and Through Storage ***(ft.)***

Eastbound		***Westbound***	
Left	**225**	Left	**200**
Through	**100**	Through	**200**
Right	**200**	Right	**275**
Northbound		***Southbound***	
Left	**600** Lane Blocked	Left	**600** Lane Blocked
Through	**875**	Through	**725**
Right	**600** Lane Blocked	Right	**600** Lane Blocked

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

2047 BUILD

Calc. By: DLW

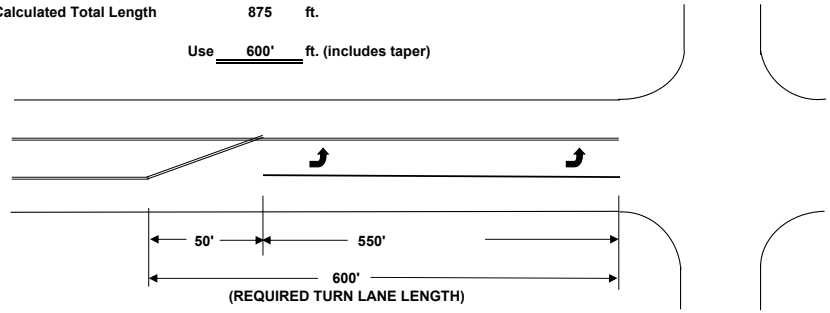
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBL			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		0	0	55	vehicles
No. of turn lanes			1		
Through Volume		510	430	800	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	2	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		13	14	27	
Backup Length		475	500	825	
Backup Length/lane		475	500	825	

Calculated Total Length **875** **ft.**

Use **600'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 0 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	175	175	175	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

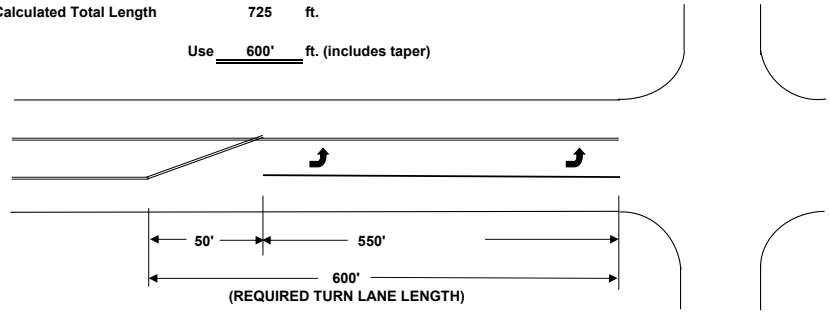
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn			SBL		
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		70	90	50	vehicles
No. of turn lanes			1		
Through Volume		770	460	390	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	3	2	
Calculated Turn Lane Length		175	225	225	
Turning Length/lane		175	225	225	
Backup Check					
Vehicles/cycle		20	15	13	
Backup Length		675	525	475	
Backup Length/lane		675	525	475	
Calculated Total Length		**725**	**ft.**		
Use		**600'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 8.333333 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 275
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 16.36364 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	275	275	275	275
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

PM

S= 275
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	261	261	261	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

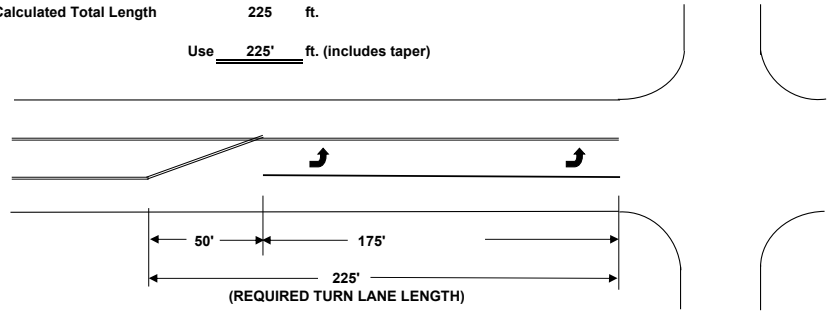
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBL			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		80	20	65	vehicles
No. of turn lanes			1		
Through Volume		25	13	0	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	1	3	
Calculated Turn Lane Length		175	125	125	
Turning Length/lane		175	125	125	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**225**	**ft.**		
Use		**225'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 76.19048 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 60.60606 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	175	175	175	175
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

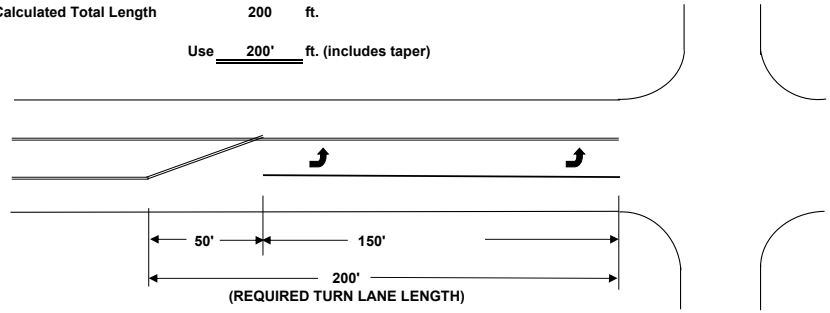
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		WBL			
Design Speed		45			mph
Type of traffic Control:		S			
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	10	vehicles
No. of turn lanes			1		
Through Volume		88	72	0	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		3	3	1	
Backup Length		150	150	50	
Backup Length/lane		150	150	50	
Calculated Total Length		**200**	**ft.**		
Use		**200'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 10.20408 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 12.19512 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

2047 BUILD

Calc. By: DLW

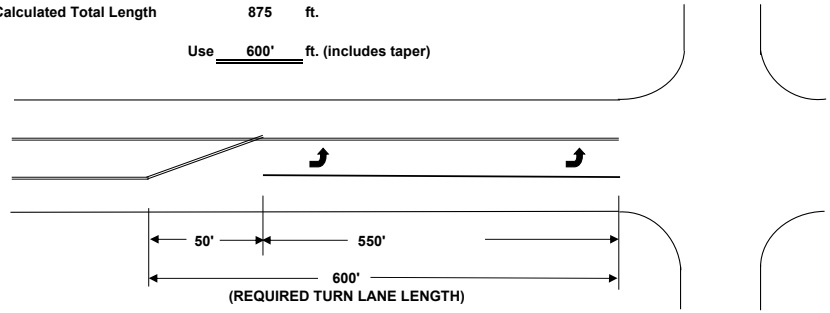
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		NBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		10	10	10	vehicles
No. of turn lanes			1		
Through Volume		500	420	800	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		13	13	27	
Backup Length		475	475	825	
Backup Length/lane		475	475	825	

Calculated Total Length **875** **ft.**

Use **600'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 1.960784 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 2.325581 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

2047 BUILD

Calc. By: DLW

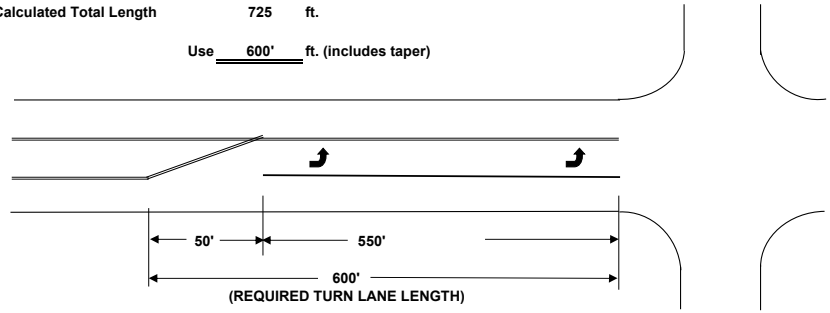
Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		SBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		95	30	10	vehicles
No. of turn lanes			1		
Through Volume		770	460	390	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		3	1	1	
Calculated Turn Lane Length		225	125	125	
Turning Length/lane		225	125	125	
Backup Check					
Vehicles/cycle		20	15	13	
Backup Length		675	525	475	
Backup Length/lane		675	525	475	

Calculated Total Length **725** **ft.**

Use **600'** **ft. (includes taper)**



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 275
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 10.98266 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	275	275	275	275
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 6.122449 LOW

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

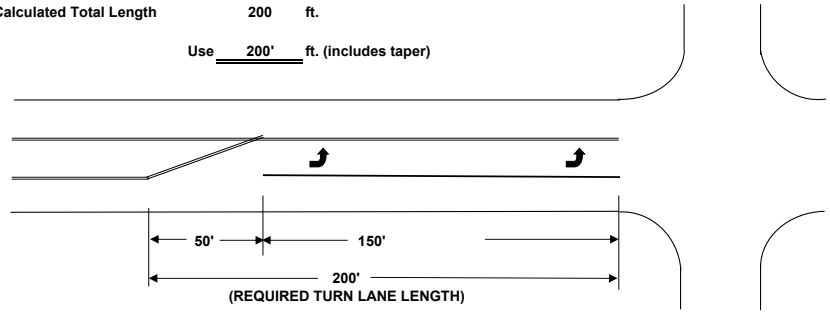
2047 BUILD

Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		25	10	0	vehicles
No. of turn lanes			1		
Through Volume		80	23	65	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		1	1	1	
Calculated Turn Lane Length		125	125	125	
Turning Length/lane		125	125	125	
Backup Check					
Vehicles/cycle		2	1	3	
Backup Length		100	50	150	
Backup Length/lane		100	50	150	
Calculated Total Length		**200**	**ft.**		
Use		**200'**	**ft. (includes taper)**		



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 23.80952 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

MID

S= 175
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 30.30303 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

PM

S= 175
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	100	100	175	175	175	175
USC	100	100	100	100	100	100
UTR	100	100	175	175	175	175

TURN LANE LENGTH CALCULATION

BEL-70-9.35

LOVES TRUCK ACCESS & SR 149

2047 BUILD

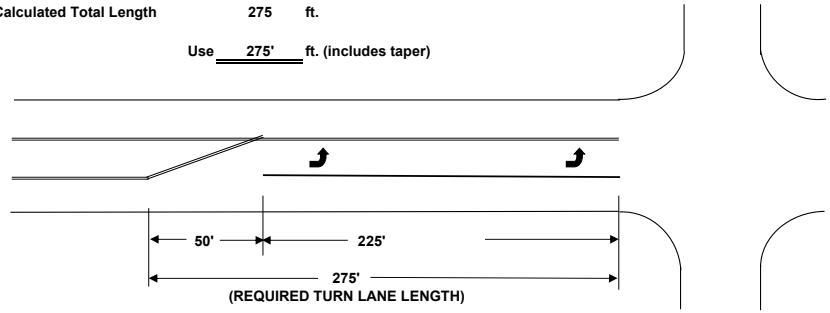
Calc. By: DLW

Check By: J Hamilton

Date: 6/26/2024

		AM	MID	PM	
Turn		EBR			
Design Speed			45		mph
Type of traffic Control:			S		
SIGNALIZED					
UNSIGNALIZED **S**TOPPED **C**ROSSROAD					
UNSIGNALIZED **T**HROUGH **R**OAD					
Turning Volume		80	70	50	vehicles
No. of turn lanes			1		
Through Volume		18	12	10	vehicles
No. of through lanes			1		
Cycle length		90	110	120	secs.
Cycle per hour		40	33	30	
Vehicles/cycle		2	3	2	
Calculated Turn Lane Length		175	225	225	
Turning Length/lane		175	225	225	
Backup Check					
Vehicles/cycle		1	1	1	
Backup Length		50	50	50	
Backup Length/lane		50	50	50	
Calculated Total Length		**275**	**ft.**		

Use 275' ft. (includes taper)



A	
1	50
2	100
3	150
4	175
5	200
6	250

CHARTS

AM

S= 225
USC= FALSE
UTR= FALSE
SPEED = 40-45 AM
% OF TRAFFIC TURNING A.M. 81.63265 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 AM		40-45 AM		50-60 AM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	225	225	225	225
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

MID

S= 275
USC= FALSE
UTR= FALSE
SPEED = 40-45 PM
% OF TRAFFIC TURNING P.M. 85.36585 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	200	200	275	275	275	275
USC	200	200	200	200	200	200
UTR	200	200	275	175	275	175

PM

S= 275
USC= FALSE
UTR= FALSE
SPEED = 30-35 PM
% OF TRAFFIC TURNING P.M. 100 HIGH

Type of Traffic Control	DESIGN SPEED (mph)					
	30-35 PM		40-45 PM		50-60 PM	
	TURNING DEMAND VOLUME					
	HIGH	LOW	HIGH	LOW	HIGH	LOW
S	150	150	261	261	261	175
USC	150	150	150	150	150	150
UTR	150	150	225	175	225	175

APPENDIX E

Highway Capacity

Intersection Analysis

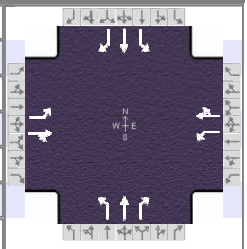
- 2047 AM/MID/PM No Build
  - Bond
  - I-70 WB
  - I-70 EB
  - Reco
- 2047 AM/MID/PM Build-Signalized Intersections
  - Bond
  - I-70 WB
  - I-70 EB
  - Reco
  - Pilot South
- 2047 AM/PM/Pm Build- Roundabout
  - Bond
  - I-70 WB
  - I-70 EB
  - Reco

Freeway Analysis

- 2047 AM/PM (No Build/Build)
  - I-70 Eastbound
  - I-70 Westbound

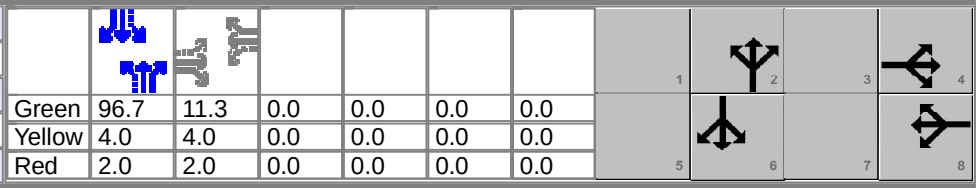
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	29	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	96.7	11.3	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	50	0		25	0		0	7	0	0	4	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	260	0		200	0		300	0	175	225	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		51.0		51.0		69.0		69.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

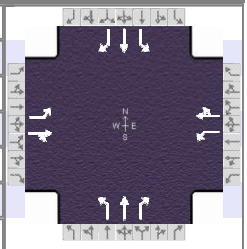
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width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

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HCS Signalized Intersection Results Summary

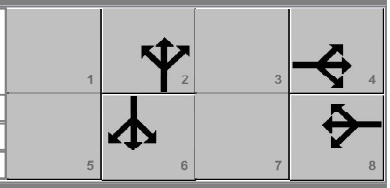
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	29	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	96.7	11.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		17.3		17.3		102.7		102.7
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.4		3.4		0.0		0.0
Queue Clearance Time (g_s), s		7.7		11.0				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	15	76		30	30		12	447	200	91	515	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	855	1530		1082	1606		900	1654	1483	958	1695	1483
Queue Service Time (g_s), s	2.0	5.7		3.3	2.1		0.1	1.4	1.1	2.6	10.2	0.2
Cycle Queue Clearance Time (g_c), s	4.2	5.7		9.0	2.1		10.3	1.4	1.1	4.0	10.2	0.2
Green Ratio (*g/C*)	0.09	0.09		0.09	0.09		0.81	0.81	0.81	0.81	0.81	0.81
Capacity (*c*), veh/h	126	145		111	152		709	1332	1194	820	1365	1194
Volume-to-Capacity Ratio (*X*)	0.121	0.523		0.274	0.199		0.017	0.336	0.168	0.111	0.377	0.013
Back of Queue (*Q*), ft/ln (95 th percentile)	27	97		48	38		1	17	10	18	115	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	3.9		1.6	1.5		0.0	0.6	0.4	0.7	4.5	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00		0.24	0.00		0.00	0.00	0.06	0.08	0.00	0.01
Uniform Delay (d_1), s/veh	52.1	51.7		56.1	50.1		1.5	0.4	0.7	2.8	3.3	2.3
Incremental Delay (d_2), s/veh	0.2	1.1		0.5	0.2		0.0	0.4	0.2	0.3	0.8	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	52.2	52.8		56.6	50.4		1.5	0.8	0.9	3.1	4.1	2.3
Level of Service (LOS)	D	D		E	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	52.7	D		53.5	D		0.8	A		3.9	A	
Intersection Delay, s/veh / LOS	7.7						A					

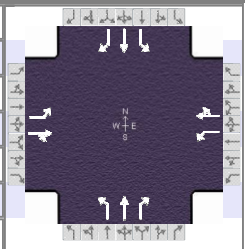
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	29	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	96.7	11.3	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.610	1.000	1.000	0.805	1.000	1.000	1.000	0.945	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.488	0.000		0.619	0.000		0.514	0.000		0.547	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.874	0.874		0.917	0.917		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	855	306	1224	1082	803	803	900	1654	1483	958	1695	1483
Proportion of Vehicles Arriving on Green (P)	0.09	0.09	0.09	0.09	0.09	0.09	0.96	0.97	0.94	0.81	0.81	0.81
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04		0.50	0.50	0.50	0.50	0.50	0.50

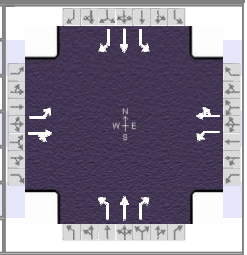
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.09		0.09		0.81		0.81
Permitted Saturation Flow Rate (s_p), veh/h/ln		855		1082		900		958
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		11.4		11.4		96.6		96.6
Permitted Service Time (g_u), s		9.2		5.6		86.6		95.3
Permitted Queue Service Time (g_{ps}), s		2.0		3.3		0.2		2.6
Time to First Blockage (g_f), s		0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

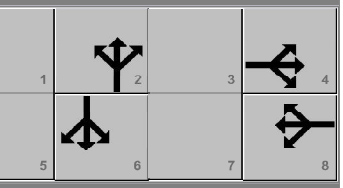
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



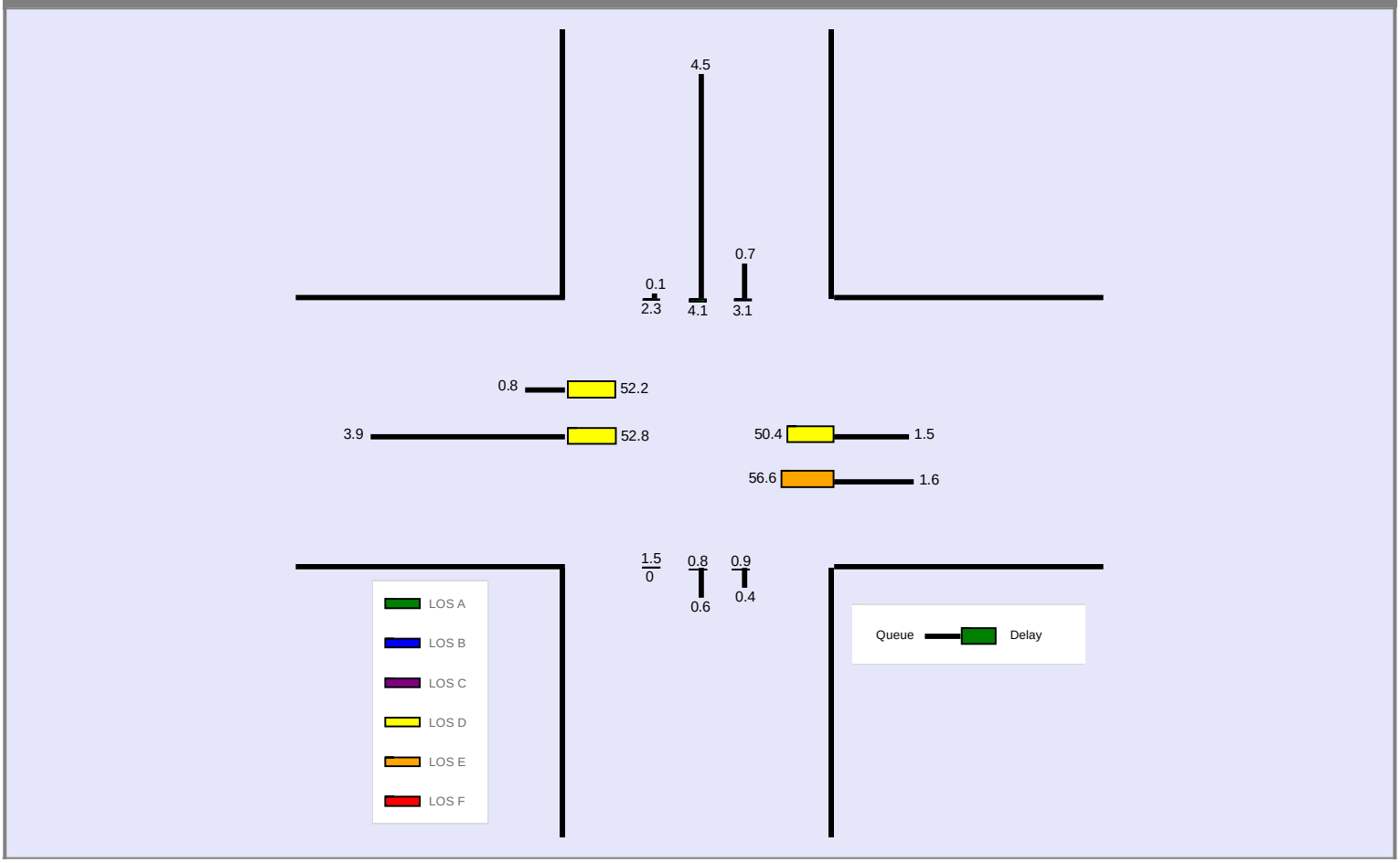
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	29	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	96.7	11.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



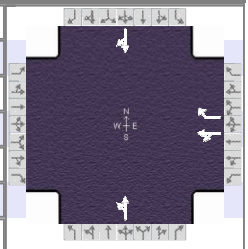
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	27	97		48	38		1	17	10	18	115	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	3.9		1.6	1.5		0.0	0.6	0.4	0.7	4.5	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00		0.24	0.00		0.00	0.00	0.06	0.08	0.00	0.01
Control Delay (*d*), s/veh	52.2	52.8		56.6	50.4		1.5	0.8	0.9	3.1	4.1	2.3
Level of Service (LOS)	D	D		E	D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	52.7	D		53.5	D		0.8	A		3.9	A	
Intersection Delay, s/veh / LOS	7.7						A					



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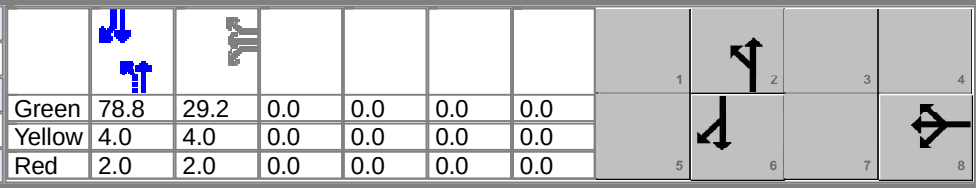
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	97	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	78.8	29.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70
Initial Queue (Q_b), veh/h				0	0	0	0	0			0	0
Base Saturation Flow Rate (s_o), veh/h				1750	1750	1750	1750	1750			1750	1750
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					0	6		4			6	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3	3	3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00	0.88	0.88			0.93	0.93
Lane Width (*W*), ft					12.0	12.0		12.0			12.0	
Turn Bay Length, ft					0	350		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				45	45	45	45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				60.0		60.0		60.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				2.0		2.0		2.0
Minimum Green (G_{min}), s				10		20		20
Start-Up Lost Time (*lt*), s			2.0	2.0	2.0	2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0	2.0	2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Off		Min		Min
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

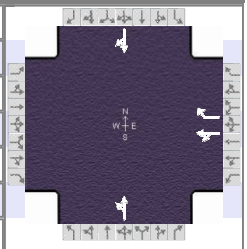
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder,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

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HCS Signalized Intersection Results Summary

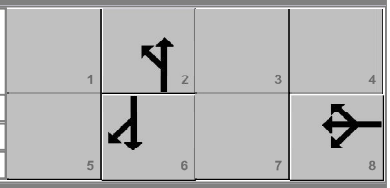
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	97	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	78.8	29.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				35.2		84.8		84.8
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				28.0				
Green Extension Time (g_e), s				1.2		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					372	231		620			606	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1669	1414		976			1617	
Queue Service Time (g_s), s					26.0	17.7		52.4			21.7	
Cycle Queue Clearance Time (g_c), s					26.0	17.7		74.2			21.7	
Green Ratio (*g/C*)					0.24	0.24		0.66			0.66	
Capacity (*c*), veh/h					406	344		680			1062	
Volume-to-Capacity Ratio (*X*)					0.916	0.671		0.912			0.571	
Back of Queue (*Q*), ft/ln (95 th percentile)					404	264		589			272	
Back of Queue (*Q*), veh/ln (95 th percentile)					16.1	10.1		22.8			10.4	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.76		0.00			0.00	
Uniform Delay (d_1), s/veh					44.2	41.1		20.5			9.0	
Incremental Delay (d_2), s/veh					3.5	0.9		16.9			2.1	
Initial Queue Delay (d_3), s/veh					0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh					47.7	41.9		37.4			11.1	
Level of Service (LOS)					D	D		D			B	
Approach Delay, s/veh / LOS	0.0			45.5		D	37.4		D	11.1		B
Intersection Delay, s/veh / LOS	31.3						C					

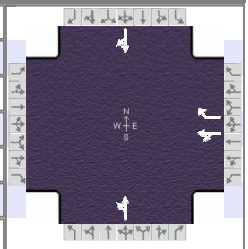
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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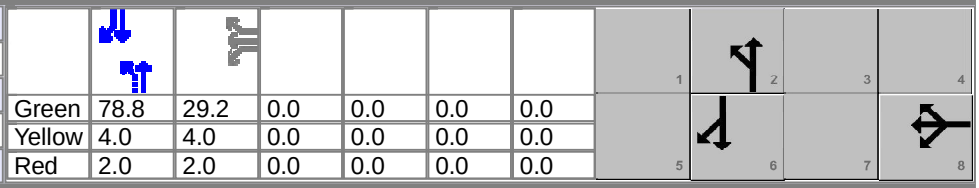
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	97	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	78.8	29.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	1.000	0.953	1.000	0.969	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.954	0.954		0.575	0.575		1.000	0.969	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.575		0.000	0.969
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h				1612	58	1414	302	674	0	0	1334	283
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.24	0.24	0.24	0.85	0.73	0.00	0.00	0.72	0.68
Incremental Delay Factor (k)					0.04	0.04		0.50			0.50	

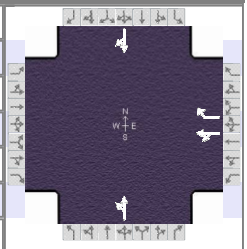
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0		6.0
Green Ratio (g/C)				0.24		0.66		0.66
Permitted Saturation Flow Rate (s_p), veh/h/ln				0		827		974
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		1668
Permitted Effective Green Time (g_p), s				0.0		78.8		0.0
Permitted Service Time (g_u), s				0.0		57.0		0.0
Permitted Queue Service Time (g_{ps}), s						52.4		
Time to First Blockage (g_f), s				0.0		3.0		78.8
Queue Service Time Before Blockage (g_{fs}), s						3.0		
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				

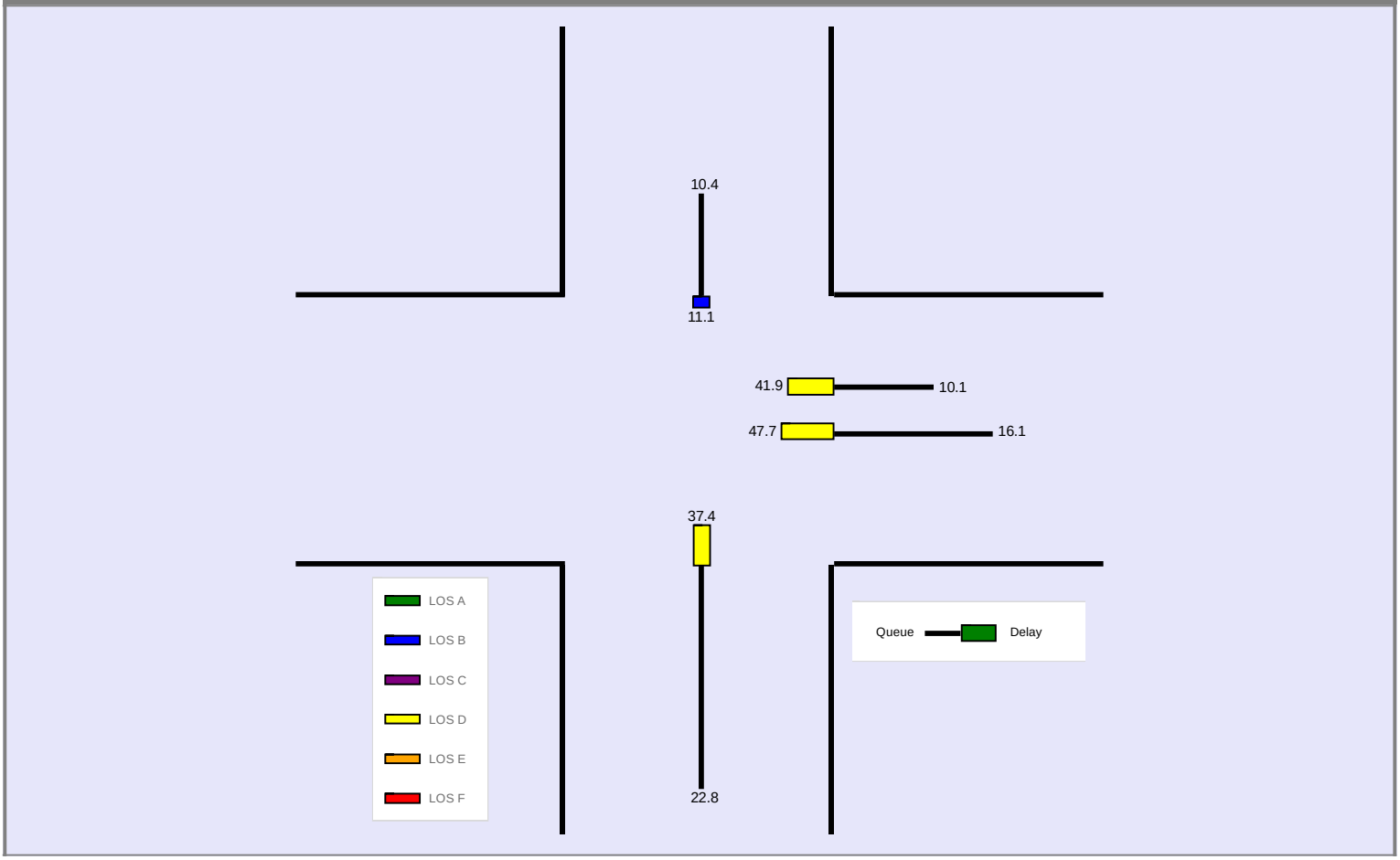


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	97	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	78.8	29.2	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

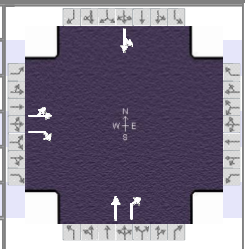
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					404	264		589			272	
Back of Queue (*Q*), veh/ln (95 th percentile)					16.1	10.1		22.8			10.4	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.76		0.00			0.00	
Control Delay (*d*), s/veh					47.7	41.9		37.4			11.1	
Level of Service (LOS)					D	D		D			B	
Approach Delay, s/veh / LOS	0.0			45.5		D	37.4		D	11.1		B
Intersection Delay, s/veh / LOS	31.3						C					



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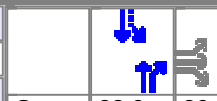
HCS Signalized Intersection Input Data

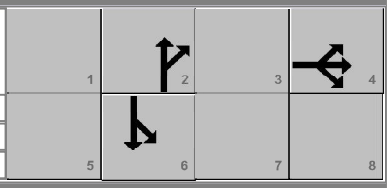
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	84	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On





Green	88.0	20.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	
Initial Queue (Q_b), veh/h	0	0	0					0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750					1750	1750	1750	1750	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		41	21					14	9		14	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3					3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00					0.79	0.79	0.63	0.63	
Lane Width (*W*), ft		12.0	12.0					12.0	12.0		12.0	
Turn Bay Length, ft		0	250					0	280		0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45					45	45	45	45	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0				78.0		78.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		20				20		20
Start-Up Lost Time (*l*t), s	2.0	2.0				2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0				2.0	2.0	2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Min		Min
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

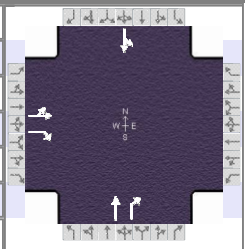
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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HCS Signalized Intersection Results Summary

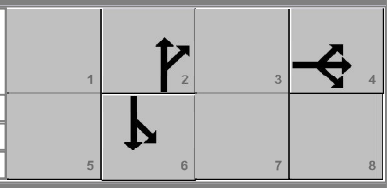
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	84	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	88.0	20.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		11.0				7.0		8.0
Phase Duration, s		26.0				94.0		94.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		19.5						
Green Extension Time (g_e), s		0.5				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		76	185					555	578		859	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1141	1240					1559	1379		1060	
Queue Service Time (g_s), s		7.1	17.5					13.3	20.4		74.7	
Cycle Queue Clearance Time (g_c), s		7.1	17.5					13.3	20.4		88.0	
Green Ratio (*g/C*)		0.17	0.17					0.73	0.73		0.73	
Capacity (*c*), veh/h		190	207					1143	1011		816	
Volume-to-Capacity Ratio (*X*)		0.400	0.894					0.486	0.571		1.053	
Back of Queue (*Q*), ft/ln (95 th percentile)		120	276					158	205		934	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	9.4					5.7	7.7		33.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	1.10					0.00	0.73		0.00	
Uniform Delay (d_1), s/veh		44.6	49.0					4.3	5.9		18.5	
Incremental Delay (d_2), s/veh		0.5	5.3					1.2	1.9		40.3	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0	0.0		0.0	
Control Delay (*d*), s/veh		45.2	54.3					5.5	7.8		58.8	
Level of Service (LOS)		D	D					A	A		F	
Approach Delay, s/veh / LOS	51.6	D		0.0			6.6	A		58.8	E	
Intersection Delay, s/veh / LOS	31.7						C					

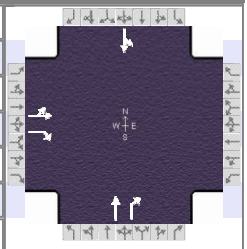
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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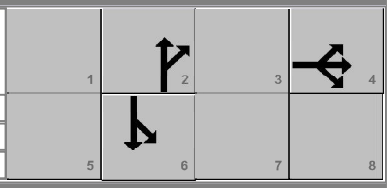
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	84	Reference Point	End	Green	88.0	20.0	0.0	0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.680	0.836				1.000	0.891	0.930	1.000	0.891	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.959	0.959					1.000	1.000		0.680	0.680	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					0.000	0.847		0.000	0.680
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	978	163	1240				0	1559	1379	295	765	0
Proportion of Vehicles Arriving on Green (P)	0.17	0.17	0.17	0.00	0.00	0.00	0.00	0.81	0.77	0.74	0.84	0.00
Incremental Delay Factor (k)		0.04	0.04					0.50	0.50		0.50	

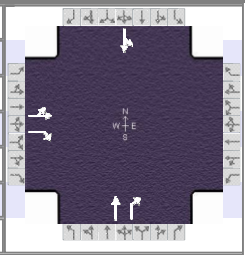
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.17				0.73		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				817		867
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1559		0
Permitted Effective Green Time (g_p), s		0.0				0.0		88.0
Permitted Service Time (g_u), s		0.0				0.0		74.7
Permitted Queue Service Time (g_{ps}), s								74.7
Time to First Blockage (g_f), s		0.0				88.0		1.7
Queue Service Time Before Blockage (g_{fs}), s								1.7
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				

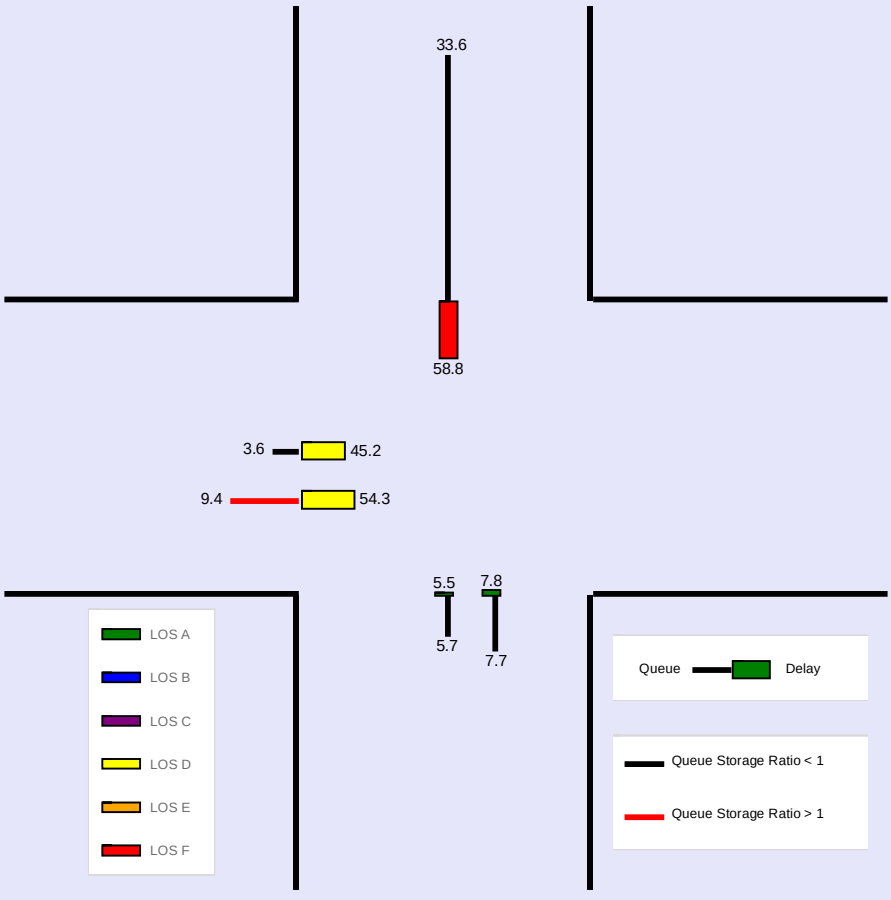


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	84	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	88.0	20.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0	5	6	7	8		

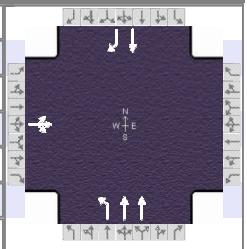
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		120	276					158	205		934	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	9.4					5.7	7.7		33.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	1.10					0.00	0.73		0.00	
Control Delay (*d*), s/veh		45.2	54.3					5.5	7.8		58.8	
Level of Service (LOS)		D	D					A	A		F	
Approach Delay, s/veh / LOS	51.6	D		0.0			6.6	A		58.8	E	
Intersection Delay, s/veh / LOS	31.7						C					



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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	1	110				110	835			380	230

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	75.2	32.8	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0	5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	1	110				110	835			380	230
Initial Queue (Q_b), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750				1750	1750			1750	1750
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		15					50	14			37	4
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3			3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00			0.19	0.19
Lane Width (*W*), ft		12.0					12.0	12.0			12.0	12.0
Turn Bay Length, ft		699					150	0			0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45				45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		92.0				28.0		28.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		10				20		20
Start-Up Lost Time (*lt*), s	2.0	2.0			2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0		2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Off		Off
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

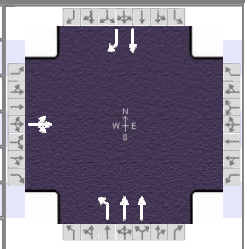
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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HCS Signalized Intersection Results Summary

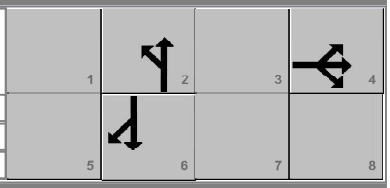
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	1	110				110	835			380	230

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	75.2	32.8	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		12.0				6.0		7.0
Phase Duration, s		38.8				81.2		81.2
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.1				0.0		0.0
Queue Clearance Time (g_s), s		32.1						
Green Extension Time (g_e), s		0.7				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h		363					117	888			468	283
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1415					573	1484			1245	1437
Queue Service Time (g_s), s		30.1					16.2	19.1			18.6	9.7
Cycle Queue Clearance Time (g_c), s		30.1					34.7	19.1			18.6	9.7
Green Ratio (*g/C*)		0.27					0.63	0.63			0.63	0.63
Capacity (*c*), veh/h		386					331	1861			781	901
Volume-to-Capacity Ratio (*X*)		0.939					0.354	0.477			0.600	0.315
Back of Queue (*Q*), ft/ln (95 th percentile)		447					147	273			148	98
Back of Queue (*Q*), veh/ln (95 th percentile)		16.0					4.2	9.8			4.6	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.64					0.98	0.00			0.00	0.39
Uniform Delay (d_1), s/veh		42.6					21.0	11.9			6.9	8.7
Incremental Delay (d_2), s/veh		4.9					2.9	0.9			0.7	0.2
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		47.5					23.9	12.8			7.6	8.9
Level of Service (LOS)		D					C	B			A	A
Approach Delay, s/veh / LOS	47.5	D		0.0			14.1	B		8.1	A	
Intersection Delay, s/veh / LOS	17.7						B					

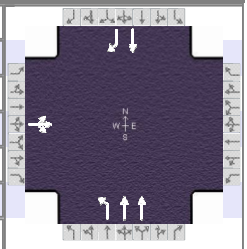
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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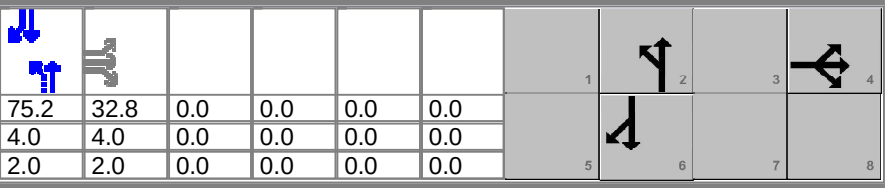
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	1	110				110	835			380	230

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	75.2	32.8	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.883	1.000				0.610	0.891	1.000	1.000	0.711	0.969
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.916	0.916					0.328	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	955	4	457				573	3043	0	0	1245	1437
Proportion of Vehicles Arriving on Green (P)	0.27	0.27	0.27	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.78	0.68
Incremental Delay Factor (k)		0.04					0.50	0.50			0.50	0.50

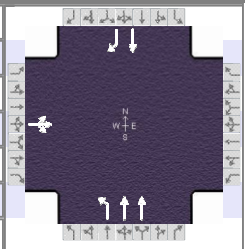
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.27				0.63		0.63
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				573		636
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0				75.2		0.0
Permitted Service Time (g_u), s		0.0				56.7		0.0
Permitted Queue Service Time (g_{ps}), s						16.2		
Time to First Blockage (g_f), s		0.0				0.0		75.2
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM No Build.xus		
Project Description	2047 AM NO BUILD				

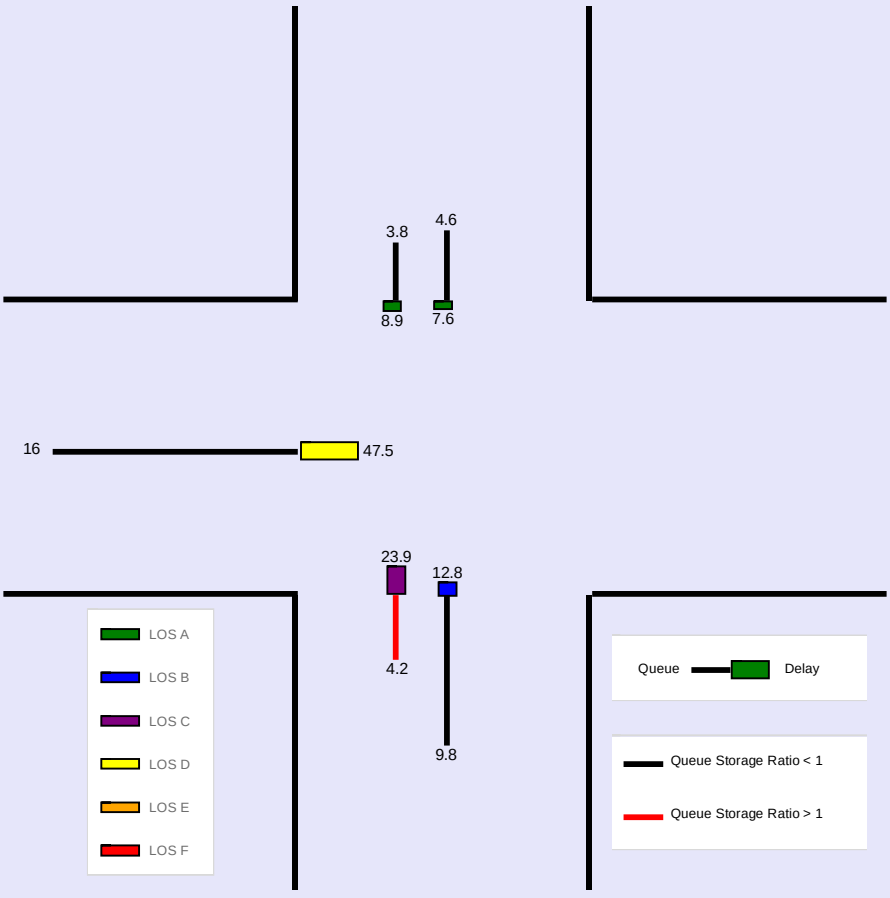


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	230	1	110				110	835			380	230

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	75.2	32.8	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	0.0	0.0	0.0	0.0						

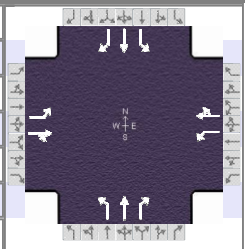
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		447					147	273			148	98
Back of Queue (*Q*), veh/ln (95 th percentile)		16.0					4.2	9.8			4.6	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.64					0.98	0.00			0.00	0.39
Control Delay (*d*), s/veh		47.5					23.9	12.8			7.6	8.9
Level of Service (LOS)		D					C	B			A	A
Approach Delay, s/veh / LOS	47.5	D		0.0			14.1	B		8.1	A	
Intersection Delay, s/veh / LOS	17.7						B					



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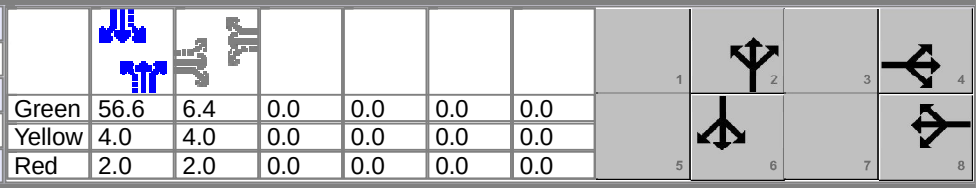
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	56.6	6.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	25	0		0	25		25	8	0	0	6	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	260	0		240	0		300	0	175	225	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		31.0		31.0		44.0		44.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		7		7		7		7
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

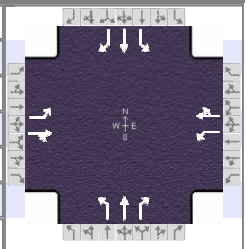
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width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

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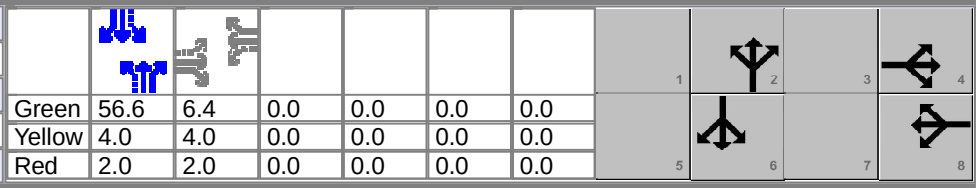
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	56.6	6.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		12.4		12.4		62.6		62.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		5.0		5.7				
Green Extension Time (g_e), s		0.2		0.2		0.0		0.0
Phase Call Probability		0.91		0.91				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	13	64		13	26		22	337	22	13	308	13
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1133	1530		1359	1292		876	1641	1483	1060	1668	1483
Queue Service Time (g_s), s	0.8	3.0		0.7	1.4		0.3	2.3	0.1	0.3	4.2	0.2
Cycle Queue Clearance Time (g_c), s	2.2	3.0		3.7	1.4		4.5	2.3	0.1	2.6	4.2	0.2
Green Ratio (*g/C*)	0.08	0.08		0.08	0.08		0.76	0.76	0.76	0.76	0.76	0.76
Capacity (*c*), veh/h	171	130		157	110		709	1239	1120	863	1260	1120
Volume-to-Capacity Ratio (*X*)	0.075	0.493		0.082	0.234		0.032	0.272	0.020	0.015	0.244	0.011
Back of Queue (*Q*), ft/ln (95 th percentile)	11	48		10	23		2	20	1	2	35	1
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	1.9		0.4	0.8		0.1	0.7	0.0	0.1	1.3	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.04	0.00		0.01	0.00	0.01	0.01	0.00	0.00
Uniform Delay (d_1), s/veh	33.1	32.8		34.5	32.0		1.6	1.2	0.9	2.9	2.8	2.3
Incremental Delay (d_2), s/veh	0.1	1.1		0.1	0.4		0.1	0.4	0.0	0.0	0.5	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.1	33.9		34.6	32.4		1.7	1.6	0.9	2.9	3.2	2.3
Level of Service (LOS)	C	C		C	C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	33.7	C		33.2	C		1.6	A		3.2	A	
Intersection Delay, s/veh / LOS	6.7						A					

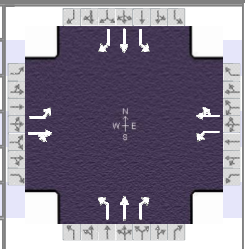
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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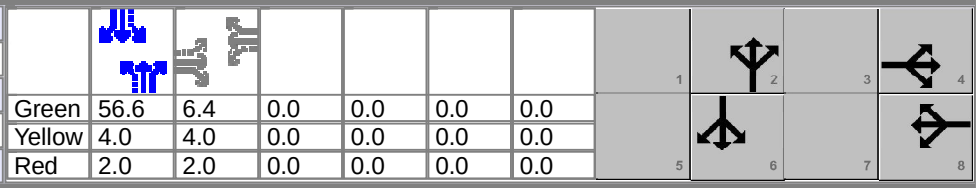
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	19	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	56.6	6.4	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.805	1.000	1.000	1.000	0.805	1.000	0.805	0.938	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.647	0.000		0.777	0.000		0.501	0.000		0.606	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.874	0.874		0.917	0.917		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1133	306	1224	1359	646	646	876	1641	1483	1060	1668	1483
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.89	0.89	0.90	0.76	0.76	0.76
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04		0.50	0.50	0.50	0.50	0.50	0.50

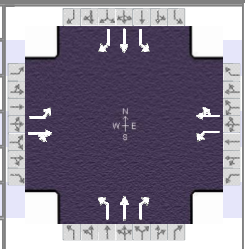
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.08		0.08		0.76		0.76
Permitted Saturation Flow Rate (s_p), veh/h/ln		1133		1359		876		1060
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		6.4		6.4		56.6		56.6
Permitted Service Time (g_u), s		5.0		3.4		52.5		54.3
Permitted Queue Service Time (g_{ps}), s		0.8		0.7		0.3		0.3
Time to First Blockage (g_f), s		0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

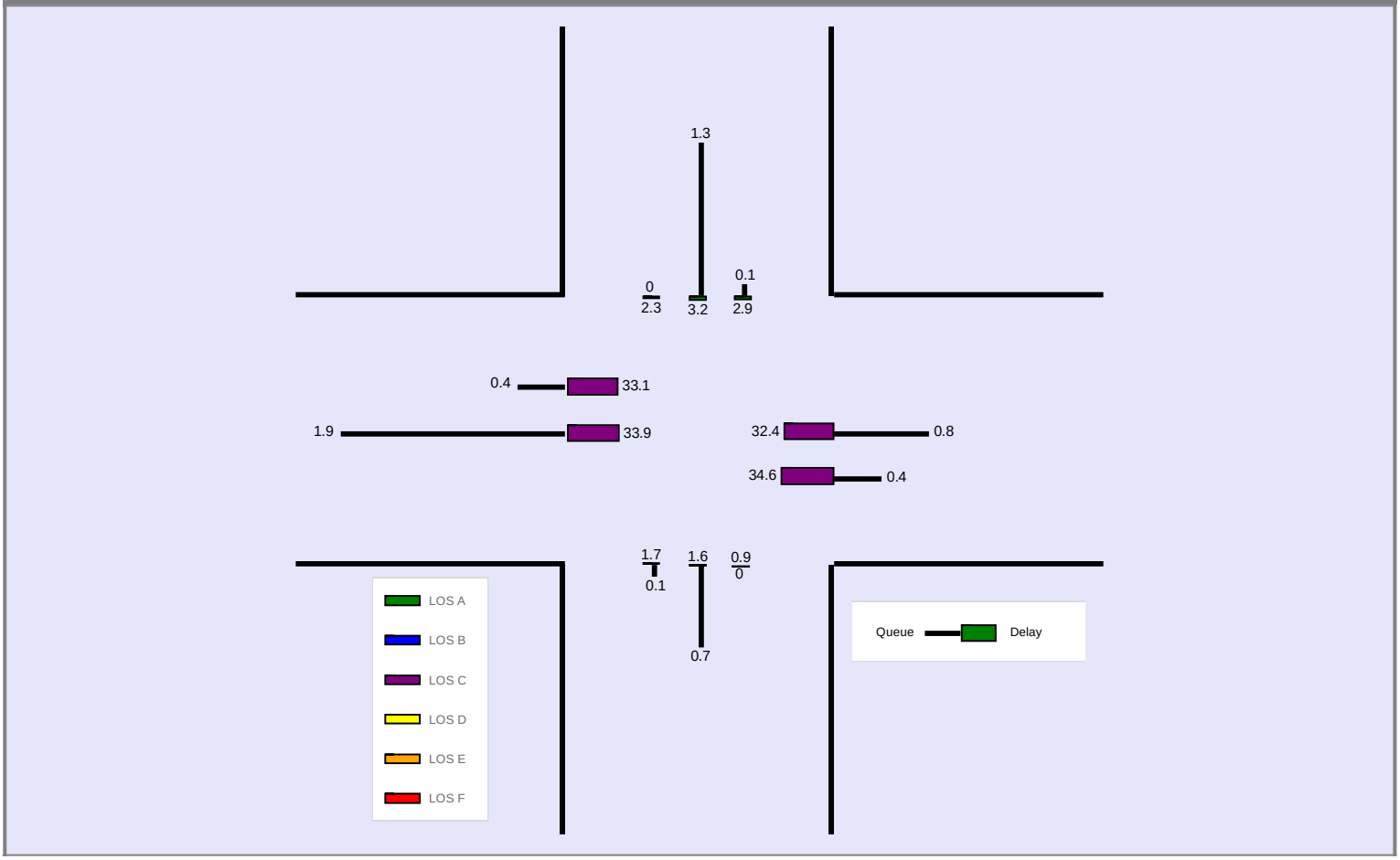
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information													
Cycle, s	75.0	Reference Phase	2										
Offset, s	19	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	56.6	6.4	0.0	0.0	0.0	0.0	1	2	3	4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	5	6	7	8
				Red	2.0	2.0	0.0	0.0	0.0	0.0				

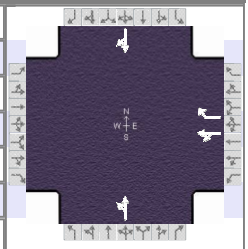
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11	48		10	23		2	20	1	2	35	1
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	1.9		0.4	0.8		0.1	0.7	0.0	0.1	1.3	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.04	0.00		0.01	0.00	0.01	0.01	0.00	0.00
Control Delay (*d*), s/veh	33.1	33.9		34.6	32.4		1.7	1.6	0.9	2.9	3.2	2.3
Level of Service (LOS)	C	C		C	C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	33.7	C		33.2	C		1.6	A		3.2	A	
Intersection Delay, s/veh / LOS	6.7						A					



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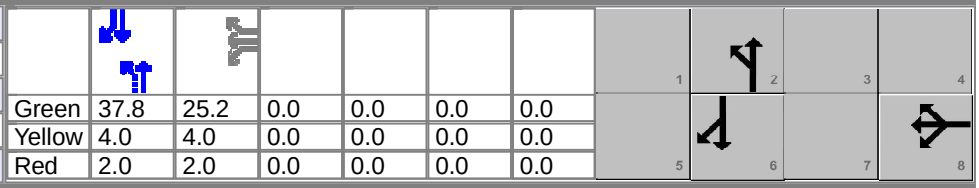
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	61	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	37.8	25.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60
Initial Queue (Q_b), veh/h				0	0	0	0	0			0	0
Base Saturation Flow Rate (s_o), veh/h				1750	1750	1750	1750	1750			1750	1750
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					14	6		25			11	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3	3	3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00	0.95	0.95			0.97	0.97
Lane Width (*W*), ft					12.0	12.0		12.0			12.0	
Turn Bay Length, ft					0	350		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				45	45	45	45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				52.0		23.0		23.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				2.0		2.0		2.0
Minimum Green (G_{min}), s				7		7		7
Start-Up Lost Time (*l*t), s			2.0	2.0	2.0	2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0	2.0	2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Off		Min		Min
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

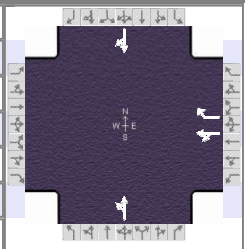
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder,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

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HCS Signalized Intersection Results Summary

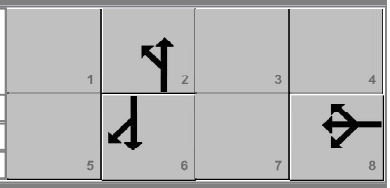
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	61	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	37.8	25.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				31.2		43.8		43.8
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				24.0				
Green Extension Time (g_e), s				1.2		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					456	178		408			372	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1486	1414		841			1542	
Queue Service Time (g_s), s					22.0	7.2		25.5			10.0	
Cycle Queue Clearance Time (g_c), s					22.0	7.2		35.5			10.0	
Green Ratio (*g/C*)					0.34	0.34		0.50			0.50	
Capacity (*c*), veh/h					500	475		496			777	
Volume-to-Capacity Ratio (*X*)					0.912	0.374		0.823			0.478	
Back of Queue (*Q*), ft/ln (95 th percentile)					320	99		292			142	
Back of Queue (*Q*), veh/ln (95 th percentile)					11.5	3.8		9.7			5.2	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.28		0.00			0.00	
Uniform Delay (d_1), s/veh					23.8	18.9		15.5			9.2	
Incremental Delay (d_2), s/veh					2.8	0.2		13.7			2.0	
Initial Queue Delay (d_3), s/veh					0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh					26.6	19.1		29.2			11.3	
Level of Service (LOS)					C	B		C			B	
Approach Delay, s/veh / LOS	0.0			24.5		C	29.2		C	11.3		B
Intersection Delay, s/veh / LOS	22.4						C					

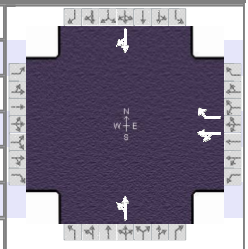
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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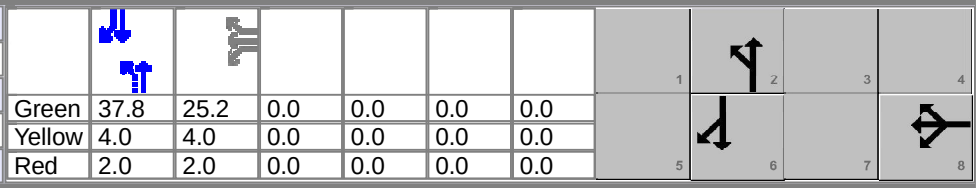
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	61	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	37.8	25.2	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	0.891	0.953	1.000	0.805	1.000	1.000	0.914	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.953	0.953		0.597	0.597		1.000	0.964	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.597		0.000	0.964
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h				1450	36	1414	420	420	0	0	1223	319
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.34	0.34	0.34	0.70	0.60	0.00	0.00	0.62	0.55
Incremental Delay Factor (k)					0.04	0.04		0.50			0.50	

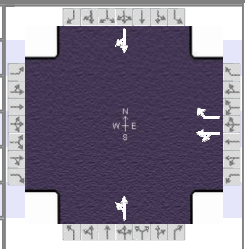
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0		6.0
Green Ratio (g/C)				0.34		0.50		0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln				0		1027		1197
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		1600
Permitted Effective Green Time (g_p), s				0.0		37.8		0.0
Permitted Service Time (g_u), s				0.0		27.8		0.0
Permitted Queue Service Time (g_{ps}), s						25.5		
Time to First Blockage (g_f), s				0.0		2.0		37.8
Queue Service Time Before Blockage (g_{fs}), s						2.0		
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				

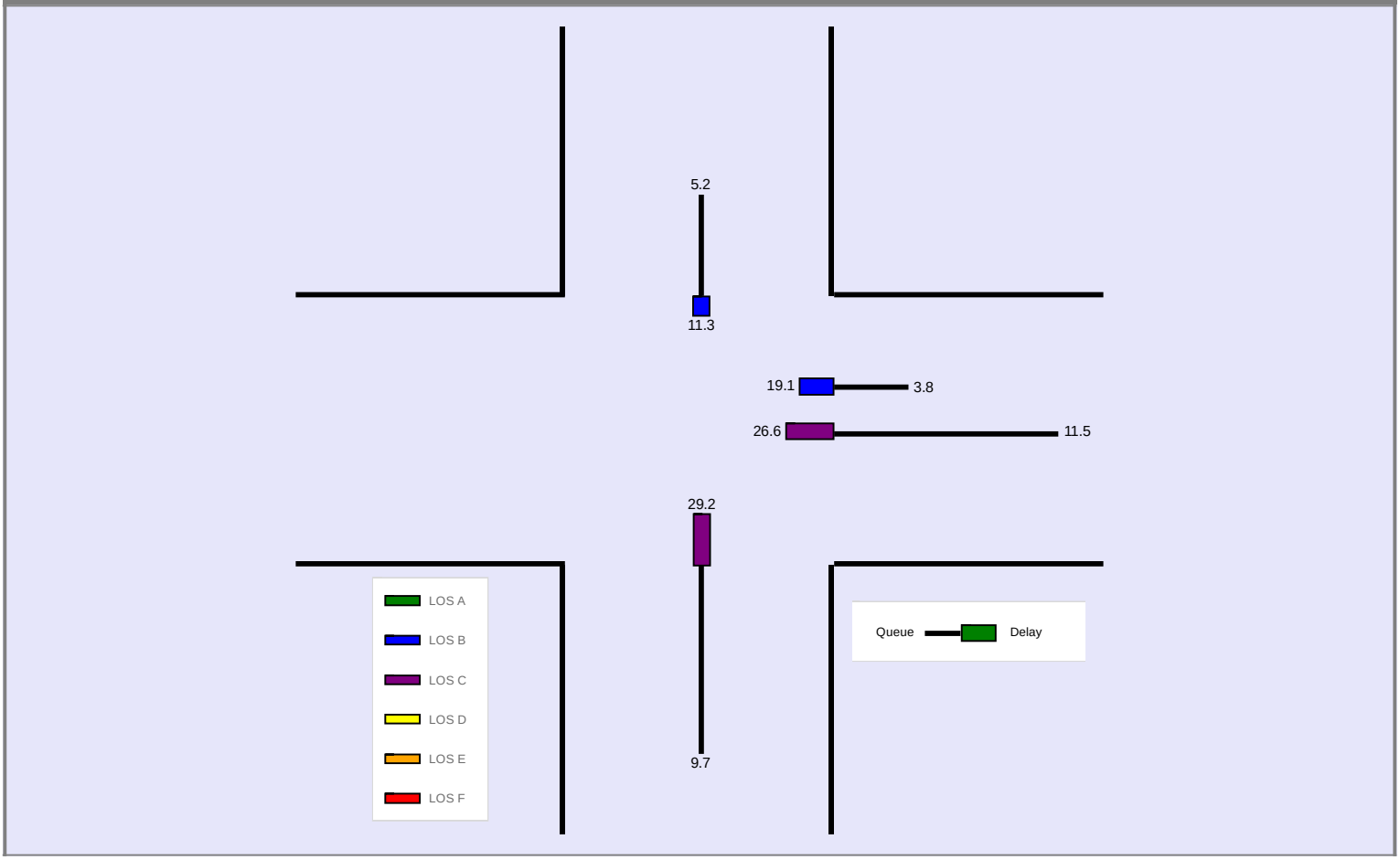


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	61	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	37.8	25.2	0.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

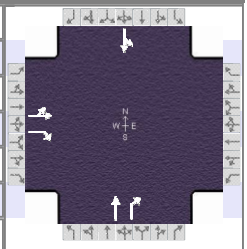
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					320	99		292			142	
Back of Queue (*Q*), veh/ln (95 th percentile)					11.5	3.8		9.7			5.2	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.28		0.00			0.00	
Control Delay (*d*), s/veh					26.6	19.1		29.2			11.3	
Level of Service (LOS)					C	B		C			B	
Approach Delay, s/veh / LOS	0.0			24.5		C	29.2		C	11.3		B
Intersection Delay, s/veh / LOS	22.4						C					



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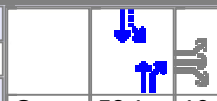
HCS Signalized Intersection Input Data

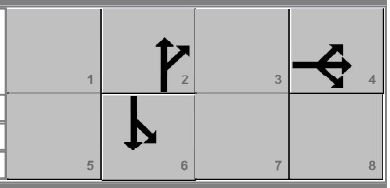
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.96
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	52	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On





	EB			WB			NB			SB		
Green	52.1	10.9		0.0	0.0	0.0	0.0					
Yellow	4.0	4.0		0.0	0.0	0.0	0.0					
Red	2.0	2.0		0.0	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	
Initial Queue (Q_b), veh/h	0	0	0					0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750					1750	1750	1750	1750	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		50	0					17	14		13	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3					3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00					0.87	0.87	0.60	0.60	
Lane Width (*W*), ft		12.0	12.0					12.0	12.0		12.0	
Turn Bay Length, ft		0	250					0	280		0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45					45	45	45	45	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		24.0				51.0		51.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		7				7		7
Start-Up Lost Time (*l*t), s	2.0	2.0				2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0				2.0	2.0	2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Min		Min
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

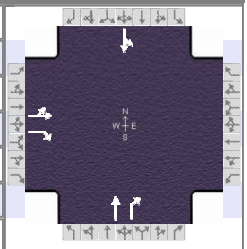
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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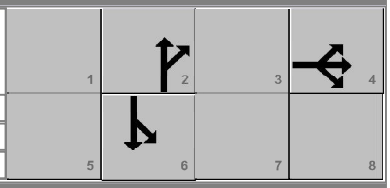
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.96
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	52	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	52.1	10.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		11.0				7.0		8.0
Phase Duration, s		16.9				58.1		58.1
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		10.7						
Green Extension Time (g_e), s		0.3				0.0		0.0
Phase Call Probability		0.99						
Max Out Probability		0.02						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		52	177					366	378		739	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1026	1483					1518	1321		1430	
Queue Service Time (g_s), s		3.4	8.7					4.7	7.4		6.5	
Cycle Queue Clearance Time (g_c), s		3.4	8.7					4.7	7.4		15.0	
Green Ratio (*g/C*)		0.14	0.14					0.70	0.70		0.70	
Capacity (*c*), veh/h		149	215					1055	918		1050	
Volume-to-Capacity Ratio (*X*)		0.350	0.824					0.347	0.412		0.704	
Back of Queue (*Q*), ft/ln (95 th percentile)		51	137					49	68		109	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	5.5					1.7	2.4		3.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.55					0.00	0.24		0.00	
Uniform Delay (d_1), s/veh		28.9	31.1					2.6	3.6		3.0	
Incremental Delay (d_2), s/veh		0.5	3.0					0.8	1.2		2.4	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0	0.0		0.0	
Control Delay (*d*), s/veh		29.4	34.2					3.3	4.8		5.4	
Level of Service (LOS)		C	C					A	A		A	
Approach Delay, s/veh / LOS	33.1	C		0.0			4.1	A		5.4	A	
Intersection Delay, s/veh / LOS	8.5						A					

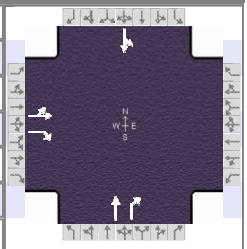
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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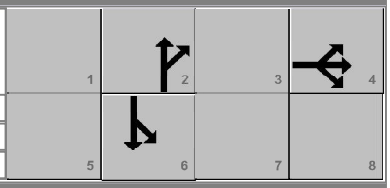
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.96
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	52	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	52.1	10.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.610	1.000				1.000	0.867	0.891	1.000	0.899	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.962	0.962					1.000	1.000		0.909	0.909	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					0.000	0.847		0.000	0.909
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	821	205	1483				0	1518	1321	250	1180	0
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.00	0.00	0.00	0.00	0.81	0.76	0.65	0.87	0.00
Incremental Delay Factor (k)		0.04	0.04					0.50	0.50		0.50	

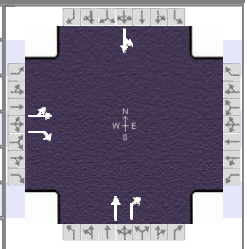
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.14				0.70		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				824		1032
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1518		0
Permitted Effective Green Time (g_p), s		0.0				0.0		52.1
Permitted Service Time (g_u), s		0.0				0.0		47.4
Permitted Queue Service Time (g_{ps}), s								6.5
Time to First Blockage (g_f), s		0.0				52.1		8.5
Queue Service Time Before Blockage (g_{fs}), s								8.5
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.96
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				

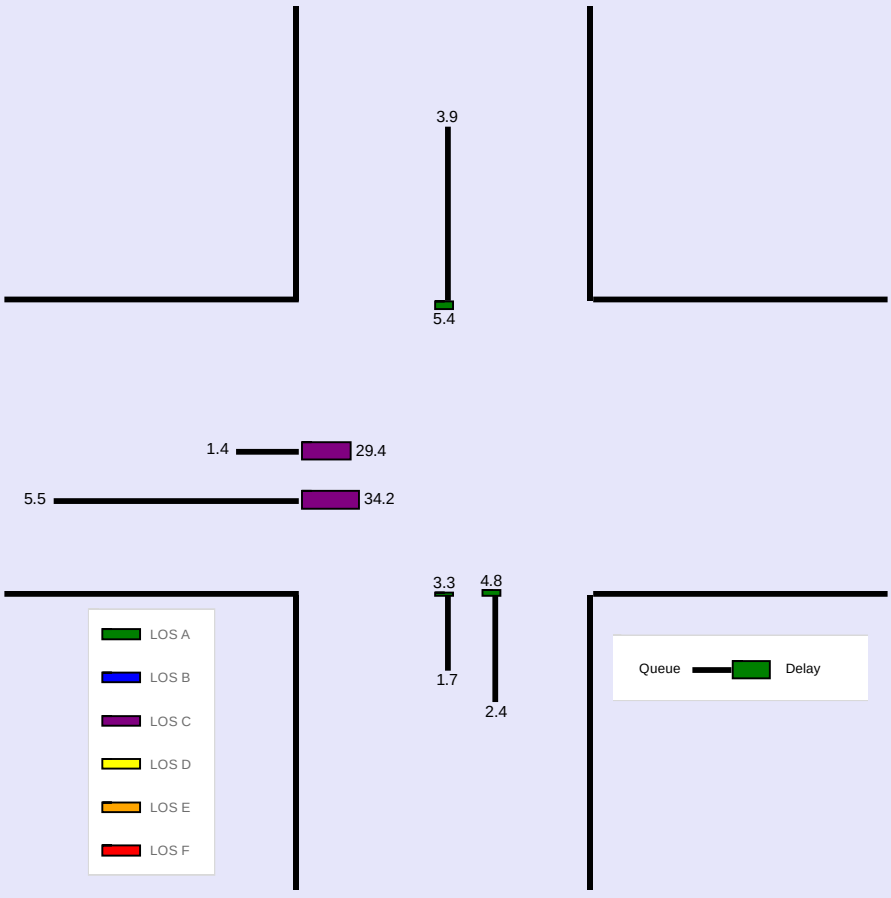


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	52	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	52.1	10.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0	5	6	7	8		

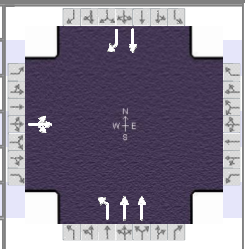
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		51	137					49	68		109	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	5.5					1.7	2.4		3.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.55					0.00	0.24		0.00	
Control Delay (*d*), s/veh		29.4	34.2					3.3	4.8		5.4	
Level of Service (LOS)		C	C					A	A		A	
Approach Delay, s/veh / LOS	33.1	C		0.0			4.1	A		5.4	A	
Intersection Delay, s/veh / LOS	8.5						A					



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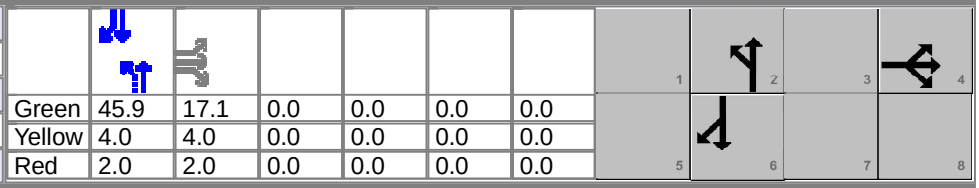
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	70				60	470			520	200

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	45.9	17.1	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	70				60	470			520	200
Initial Queue (Q_b), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750				1750	1750			1750	1750
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		10					0	21			23	14
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3			3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00			0.69	0.69
Lane Width (*W*), ft		12.0					12.0	12.0			12.0	12.0
Turn Bay Length, ft		699					150	0			0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45				45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		46.0				29.0		29.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		10				20		20
Start-Up Lost Time (*lt*), s	2.0	2.0			2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0		2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Off		Off
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

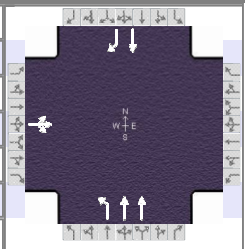
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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HCS Signalized Intersection Results Summary

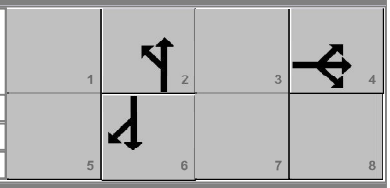
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	70				60	470			520	200

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	45.9	17.1	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		12.0				6.0		7.0
Phase Duration, s		23.1				51.9		51.9
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.1				0.0		0.0
Queue Clearance Time (g_s), s		16.6						
Green Extension Time (g_e), s		0.5				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h		300					67	522			569	219
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1489					856	1393			1436	1321
Queue Service Time (g_s), s		14.6					4.0	6.7			18.7	5.9
Cycle Queue Clearance Time (g_c), s		14.6					22.7	6.7			18.7	5.9
Green Ratio (*g/C*)		0.23					0.61	0.61			0.61	0.61
Capacity (*c*), veh/h		340					406	1705			879	808
Volume-to-Capacity Ratio (*X*)		0.883					0.164	0.306			0.647	0.271
Back of Queue (*Q*), ft/ln (95 th percentile)		234					36	82			225	67
Back of Queue (*Q*), veh/ln (95 th percentile)		8.6					1.4	2.8			7.6	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.33					0.24	0.00			0.00	0.27
Uniform Delay (d_1), s/veh		28.0					16.5	7.0			9.0	6.9
Incremental Delay (d_2), s/veh		3.0					0.9	0.5			2.6	0.6
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		31.0					17.4	7.4			11.5	7.5
Level of Service (LOS)		C					B	A			B	A
Approach Delay, s/veh / LOS	31.0	C		0.0			8.5	A		10.4	B	
Intersection Delay, s/veh / LOS	13.4						B					

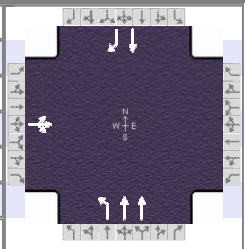
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	70				60	470			520	200

Signal Information					EB		WB		NB		SB	
Cycle, s	75.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	45.9	17.1	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.922	1.000				1.000	0.836	1.000	1.000	0.821	0.891
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.923	0.923					0.489	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1103	0	386				856	2856	0	0	1436	1321
Proportion of Vehicles Arriving on Green (P)	0.23	0.00	0.23	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.62	0.60
Incremental Delay Factor (k)		0.04					0.50	0.50			0.50	0.50

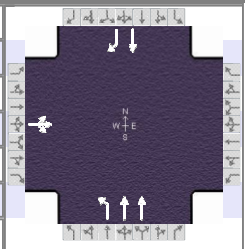
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.23				0.61		0.61
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				856		894
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0				45.9		0.0
Permitted Service Time (g_u), s		0.0				27.2		0.0
Permitted Queue Service Time (g_{ps}), s						4.0		
Time to First Blockage (g_f), s		0.0				0.0		45.9
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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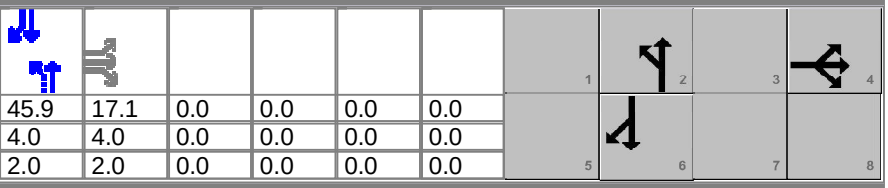
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID No Build.xus		
Project Description	2047 MID BUILD				



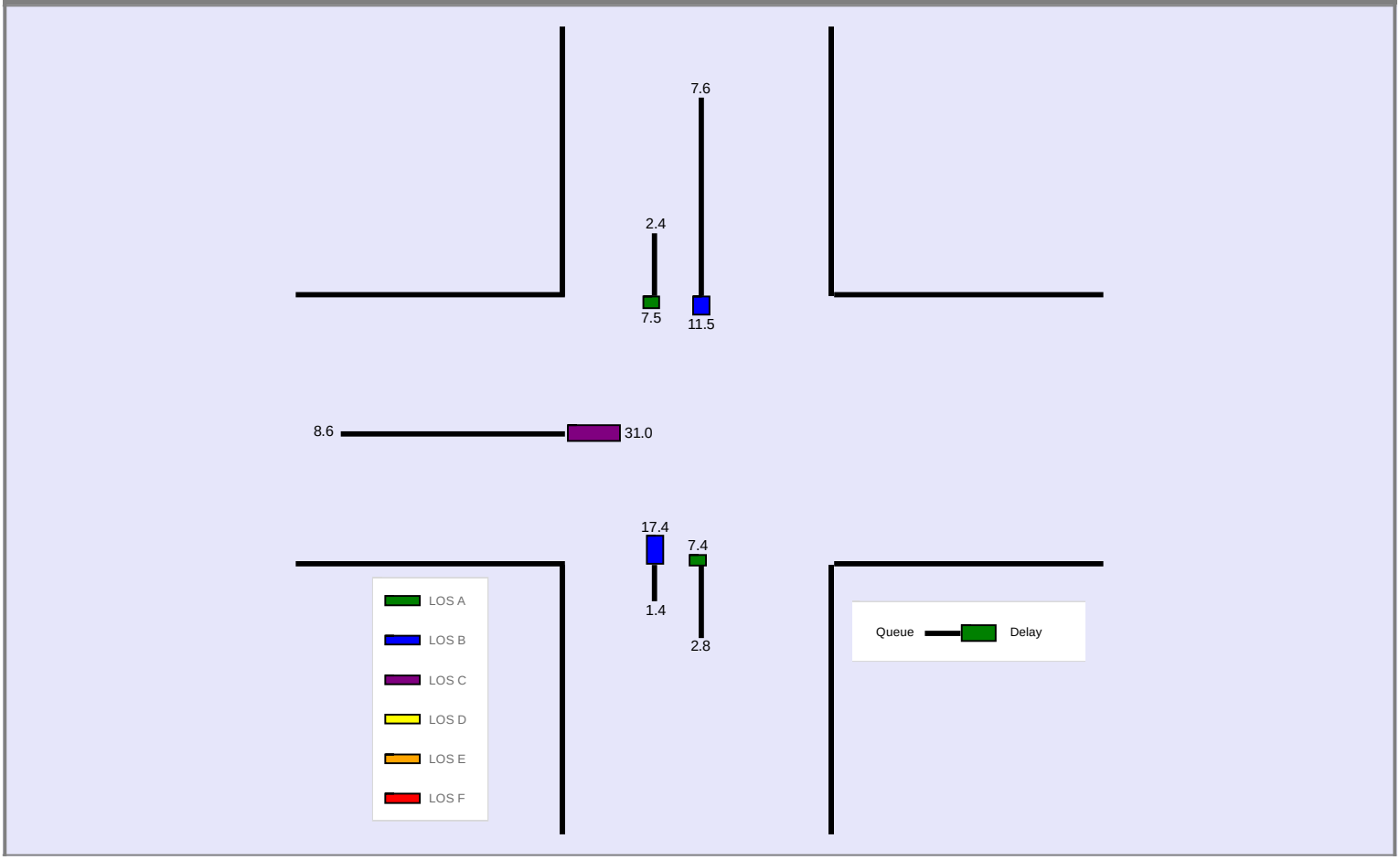
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	70				60	470			520	200

Signal Information			
Cycle, s	75.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	45.9	17.1	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

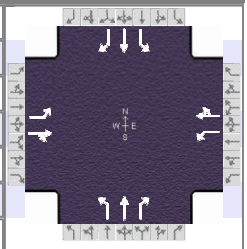
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		234					36	82			225	67
Back of Queue (*Q*), veh/ln (95 th percentile)		8.6					1.4	2.8			7.6	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.33					0.24	0.00			0.00	0.27
Control Delay (*d*), s/veh		31.0					17.4	7.4			11.5	7.5
Level of Service (LOS)		C					B	A			B	A
Approach Delay, s/veh / LOS	31.0	C		0.0			8.5	A		10.4	B	
Intersection Delay, s/veh / LOS	13.4						B					



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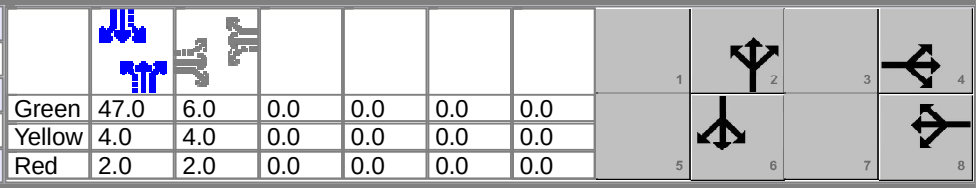
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	350	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	5	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	47.0	6.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	350	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	15	0		0	0		17	6	0	0	4	50
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	260	0		240	0		300	0	175	225	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		45.0		45.0		20.0		20.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		7		7		7		7
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

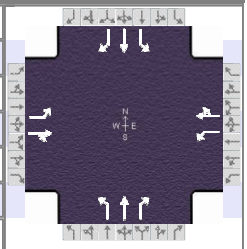
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	350	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	5	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	47.0	6.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		12.0		12.0		53.0		53.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.1		3.1		0.0		0.0
Queue Clearance Time (g_s), s		3.3		5.1				
Green Extension Time (g_e), s		0.2		0.2		0.0		0.0
Phase Call Probability		0.85		0.85				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	11	32		43	21		32	380	21	11	372	11
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1247	1563		1399	1606		890	1668	1483	1019	1695	905
Queue Service Time (g_s), s	0.5	1.2		1.9	0.8		1.0	5.1	0.4	0.2	5.1	0.2
Cycle Queue Clearance Time (g_c), s	1.3	1.2		3.1	0.8		6.0	5.1	0.4	5.4	5.1	0.2
Green Ratio (*g/C*)	0.09	0.09		0.09	0.09		0.72	0.72	0.72	0.72	0.72	0.72
Capacity (*c*), veh/h	211	144		213	148		685	1207	1073	767	1227	654
Volume-to-Capacity Ratio (*X*)	0.051	0.222		0.200	0.144		0.046	0.315	0.020	0.014	0.304	0.016
Back of Queue (*Q*), ft/ln (95 th percentile)	7	19		26	13		6	36	2	2	42	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.8		1.1	0.5		0.2	1.4	0.1	0.1	1.6	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00		0.11	0.00		0.02	0.00	0.01	0.01	0.00	0.01
Uniform Delay (d_1), s/veh	27.7	27.4		28.8	27.2		5.0	3.1	3.5	4.2	3.2	2.5
Incremental Delay (d_2), s/veh	0.0	0.3		0.2	0.2		0.1	0.3	0.0	0.0	0.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.8	27.6		29.0	27.3		5.0	3.4	3.5	4.2	3.8	2.6
Level of Service (LOS)	C	C		C	C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	27.7	C		28.4	C		3.5	A		3.8	A	
Intersection Delay, s/veh / LOS	6.4						A					

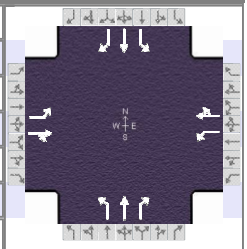
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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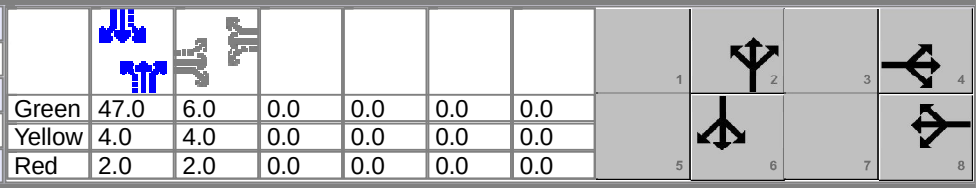
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	350	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	5	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	47.0	6.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.883	1.000	1.000	1.000	1.000	1.000	0.867	0.953	1.000	1.000	0.969	0.610
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.713	0.000		0.799	0.000		0.509	0.000		0.582	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.893	0.893		0.917	0.917		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1247	521	1042	1399	803	803	890	1668	1483	1019	1695	905
Proportion of Vehicles Arriving on Green (P)	0.09	0.09	0.09	0.09	0.09	0.09	0.67	0.73	0.62	0.72	0.72	0.72
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04		0.50	0.50	0.50	0.50	0.50	0.50

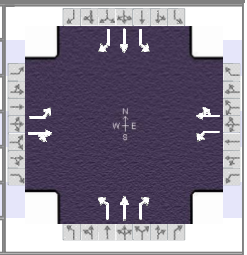
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.09		0.09		0.72		0.72
Permitted Saturation Flow Rate (s_p), veh/h/ln		1247		1399		890		1019
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		6.0		6.0		47.0		47.0
Permitted Service Time (g_u), s		5.2		4.8		41.9		41.9
Permitted Queue Service Time (g_{ps}), s		0.5		1.9		1.0		0.2
Time to First Blockage (g_f), s		0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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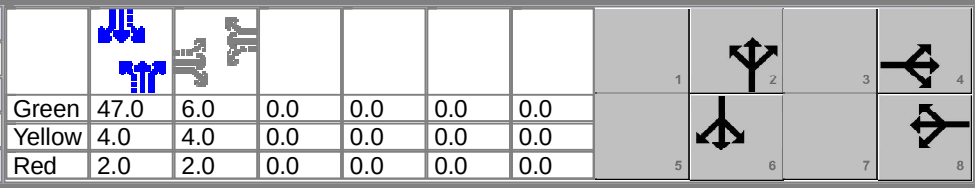
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



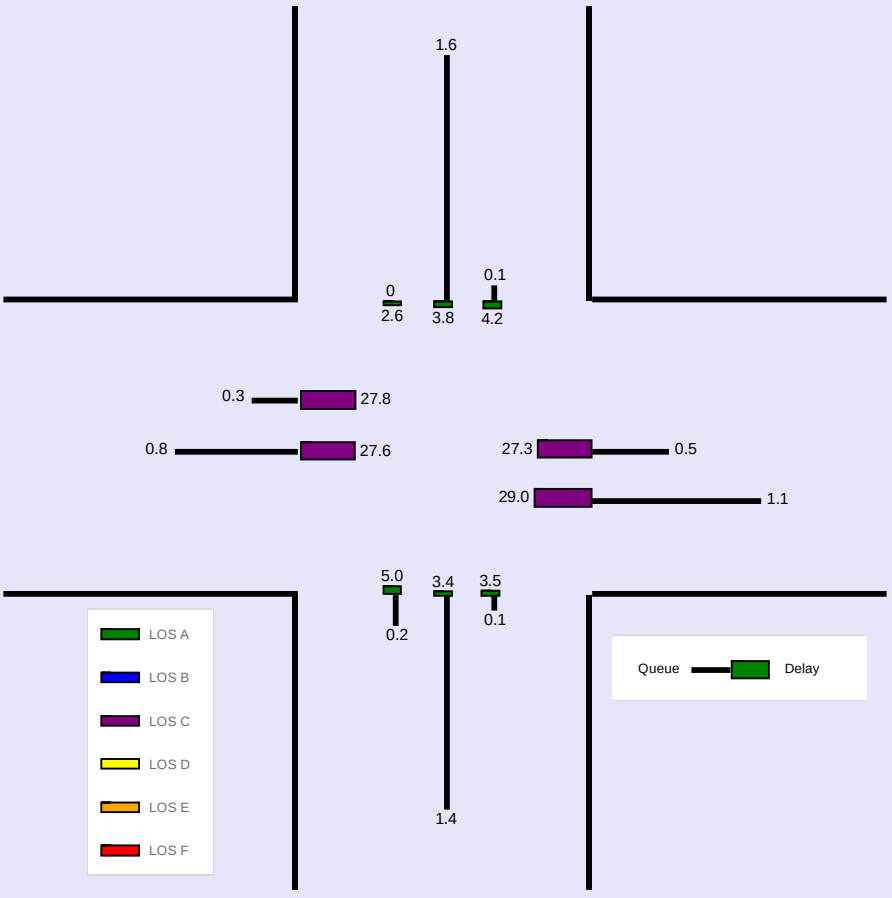
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	350	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	5	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	47.0	6.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

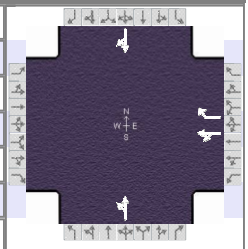
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	7	19		26	13		6	36	2	2	42	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.8		1.1	0.5		0.2	1.4	0.1	0.1	1.6	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00		0.11	0.00		0.02	0.00	0.01	0.01	0.00	0.01
Control Delay (*d*), s/veh	27.8	27.6		29.0	27.3		5.0	3.4	3.5	4.2	3.8	2.6
Level of Service (LOS)	C	C		C	C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	27.7	C		28.4	C		3.5	A		3.8	A	
Intersection Delay, s/veh / LOS	6.4						A					



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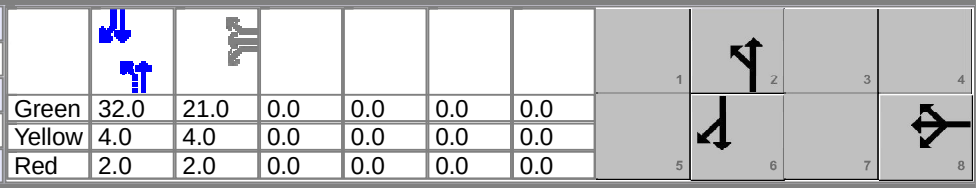
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	2	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	32.0	21.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80
Initial Queue (Q_b), veh/h				0	0	0	0	0			0	0
Base Saturation Flow Rate (s_o), veh/h				1750	1750	1750	1750	1750			1750	1750
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %					19	5		19			6	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3	3	3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00	0.87	0.87			0.97	0.97
Lane Width (*W*), ft					12.0	12.0		12.0			12.0	
Turn Bay Length, ft					0	350		0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				45	45	45	45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				27.0		38.0		38.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				2.0		2.0		2.0
Minimum Green (G_{min}), s				7		7		7
Start-Up Lost Time (*l*t), s			2.0	2.0	2.0	2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0	2.0	2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Off		Min		Min
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

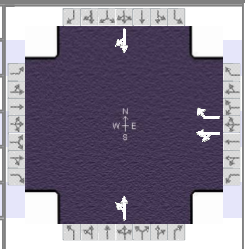
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder,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

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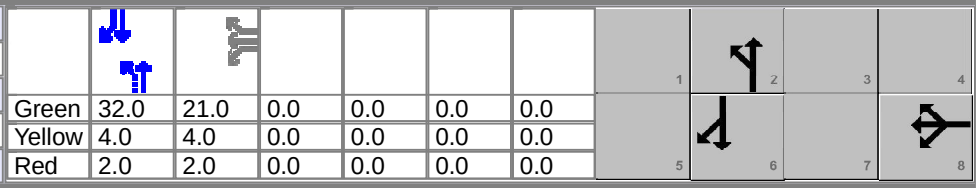
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	2	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	32.0	21.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				27.0		38.0		38.0
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				23.0				
Green Extension Time (g_e), s				0.0		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				1.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					546	186		506			436	
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1421	1425		843			1614	
Queue Service Time (g_s), s					21.0	6.6		22.1			9.9	
Cycle Queue Clearance Time (g_c), s					21.0	6.6		32.0			9.9	
Green Ratio (*g/C*)					0.32	0.32		0.49			0.49	
Capacity (*c*), veh/h					459	460		495			795	
Volume-to-Capacity Ratio (*X*)					1.190	0.403		1.022			0.549	
Back of Queue (*Q*), ft/ln (95 th percentile)					846	87		444			131	
Back of Queue (*Q*), veh/ln (95 th percentile)					29.4	3.4		15.4			5.0	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.25		0.00			0.00	
Uniform Delay (d_1), s/veh					22.0	17.1		15.5			7.9	
Incremental Delay (d_2), s/veh					105.5	0.2		43.2			2.6	
Initial Queue Delay (d_3), s/veh					0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh					127.5	17.3		58.7			10.6	
Level of Service (LOS)					F	B		F			B	
Approach Delay, s/veh / LOS	0.0			99.6		F	58.7		E	10.6		B
Intersection Delay, s/veh / LOS	64.0						E					

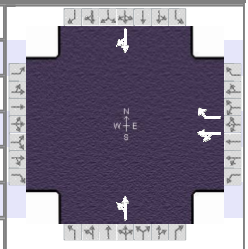
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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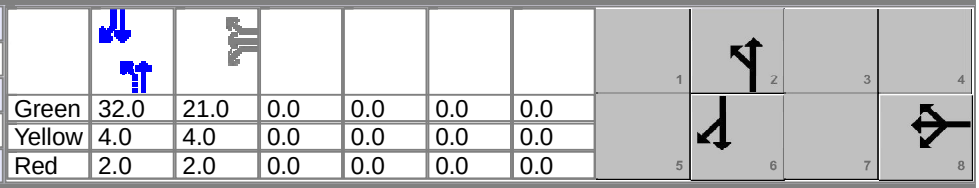
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	2	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	32.0	21.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	0.852	0.961	1.000	0.852	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.953	0.953		0.565	0.565		1.000	0.968	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.565		0.000	0.968
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h				1394	27	1425	381	461	0	0	1314	300
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.32	0.32	0.32	0.75	0.62	0.00	0.00	0.62	0.69
Incremental Delay Factor (k)					0.50	0.04		0.50			0.50	

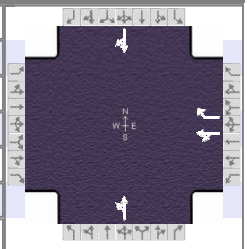
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0		6.0
Green Ratio (g/C)				0.32		0.49		0.49
Permitted Saturation Flow Rate (s_p), veh/h/ln				0		968		1120
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		1668
Permitted Effective Green Time (g_p), s				0.0		32.0		0.0
Permitted Service Time (g_u), s				0.0		22.1		0.0
Permitted Queue Service Time (g_{ps}), s						22.1		
Time to First Blockage (g_f), s				0.0		1.9		32.0
Queue Service Time Before Blockage (g_{fs}), s						1.9		
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				

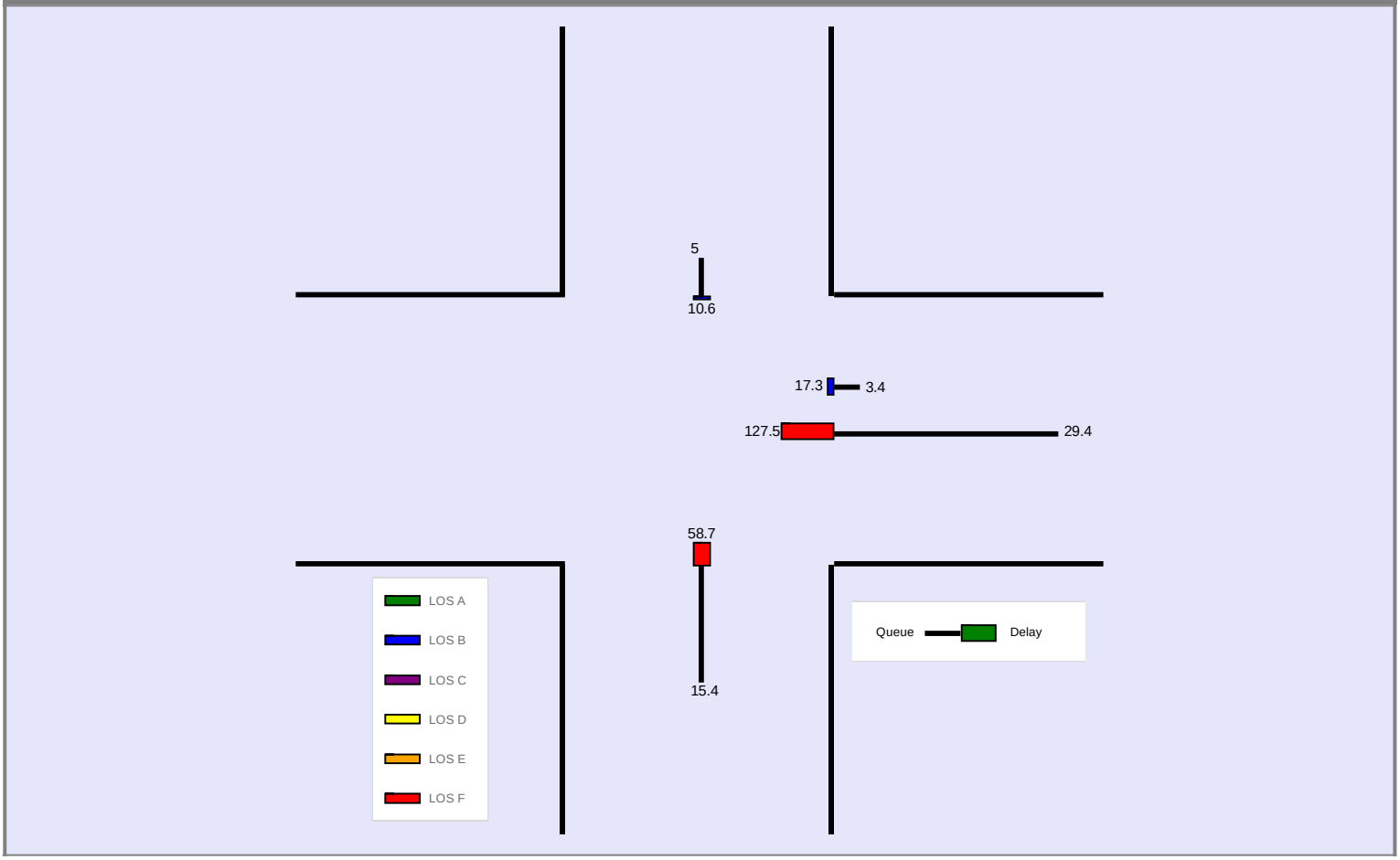


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	2	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	32.0	21.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0	5	6	7	8		

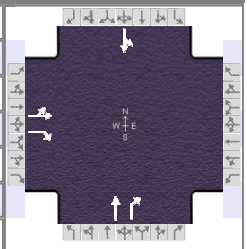
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)					846	87		444			131	
Back of Queue (*Q*), veh/ln (95 th percentile)					29.4	3.4		15.4			5.0	
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.25		0.00			0.00	
Control Delay (*d*), s/veh					127.5	17.3		58.7			10.6	
Level of Service (LOS)					F	B		F			B	
Approach Delay, s/veh / LOS	0.0			99.6		F	58.7		E	10.6		B
Intersection Delay, s/veh / LOS	64.0						E					



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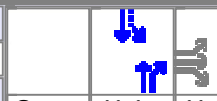
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				

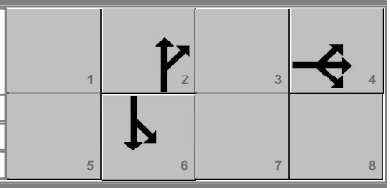


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.1	11.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	
Initial Queue (Q_b), veh/h	0	0	0					0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750					1750	1750	1750	1750	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		56	0					24	23		9	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3					3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00					0.81	0.81	0.24	0.24	
Lane Width (*W*), ft		12.0	12.0					12.0	12.0		12.0	
Turn Bay Length, ft		0	250					0	280		0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45					45	45	45	45	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		26.0				39.0		39.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		7				7		7
Start-Up Lost Time (*l*t), s	2.0	2.0				2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0				2.0	2.0	2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Min		Min
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

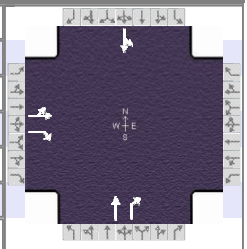
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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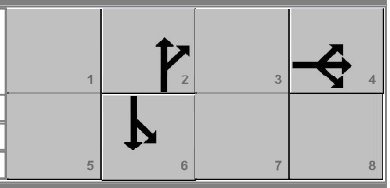
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information					EB			WB			NB			SB		
Cycle, s	65.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	58	Reference Point	End	Green	41.1	11.9		0.0	0.0		0.0			0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		0.0	0.0		0.0			0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		0.0	0.0		0.0			0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		11.0				7.0		8.0
Phase Duration, s		17.9				47.1		47.1
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		11.6						
Green Extension Time (g_e), s		0.4				0.0		0.0
Phase Call Probability		0.99						
Max Out Probability		0.02						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		62	227					454	479		805	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		946	1483					1422	1217		1411	
Queue Service Time (g_s), s		3.7	9.6					7.3	11.6		20.3	
Cycle Queue Clearance Time (g_c), s		3.7	9.6					7.3	11.6		27.5	
Green Ratio (*g/C*)		0.18	0.18					0.63	0.63		0.63	
Capacity (*c*), veh/h		173	272					899	769		957	
Volume-to-Capacity Ratio (*X*)		0.357	0.835					0.505	0.623		0.841	
Back of Queue (*Q*), ft/ln (95 th percentile)		50	143					74	103		108	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	5.7					2.5	3.5		4.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.57					0.00	0.37		0.00	
Uniform Delay (d_1), s/veh		23.2	25.6					3.3	4.2		5.5	
Incremental Delay (d_2), s/veh		0.5	2.6					1.6	3.1		2.3	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0	0.0		0.0	
Control Delay (*d*), s/veh		23.7	28.2					4.9	7.3		7.9	
Level of Service (LOS)		C	C					A	A		A	
Approach Delay, s/veh / LOS	27.2	C		0.0			6.1	A		7.9	A	
Intersection Delay, s/veh / LOS	9.8						A					

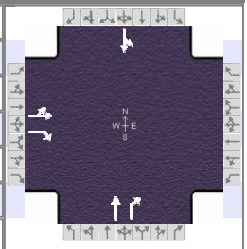
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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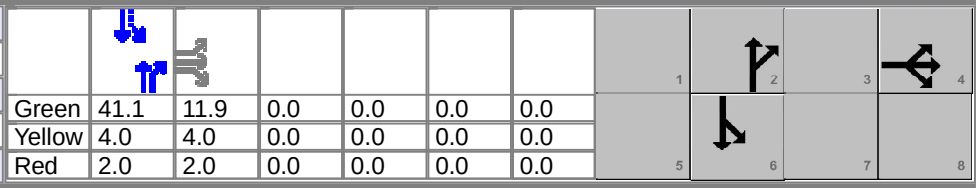
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.1	11.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.563	1.000				1.000	0.813	0.821	1.000	0.930	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.960	0.960					1.000	1.000		0.867	0.867	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					0.000	0.847		0.000	0.867
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	788	158	1483				0	1422	1217	259	1151	0
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.00	0.00	0.00	0.00	0.79	0.76	0.56	0.83	0.00
Incremental Delay Factor (k)		0.04	0.04					0.50	0.50		0.50	

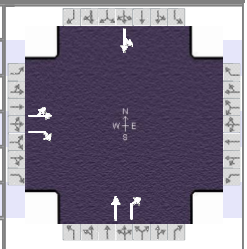
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.18				0.63		0.63
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				789		952
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1422		0
Permitted Effective Green Time (g_p), s		0.0				0.0		41.1
Permitted Service Time (g_u), s		0.0				0.0		33.8
Permitted Queue Service Time (g_{ps}), s								20.3
Time to First Blockage (g_f), s		0.0				41.1		6.3
Queue Service Time Before Blockage (g_{fs}), s								6.3
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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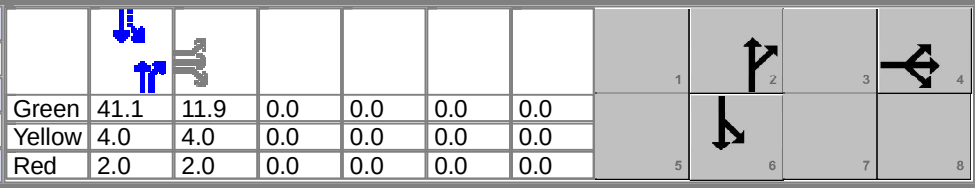
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.97
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



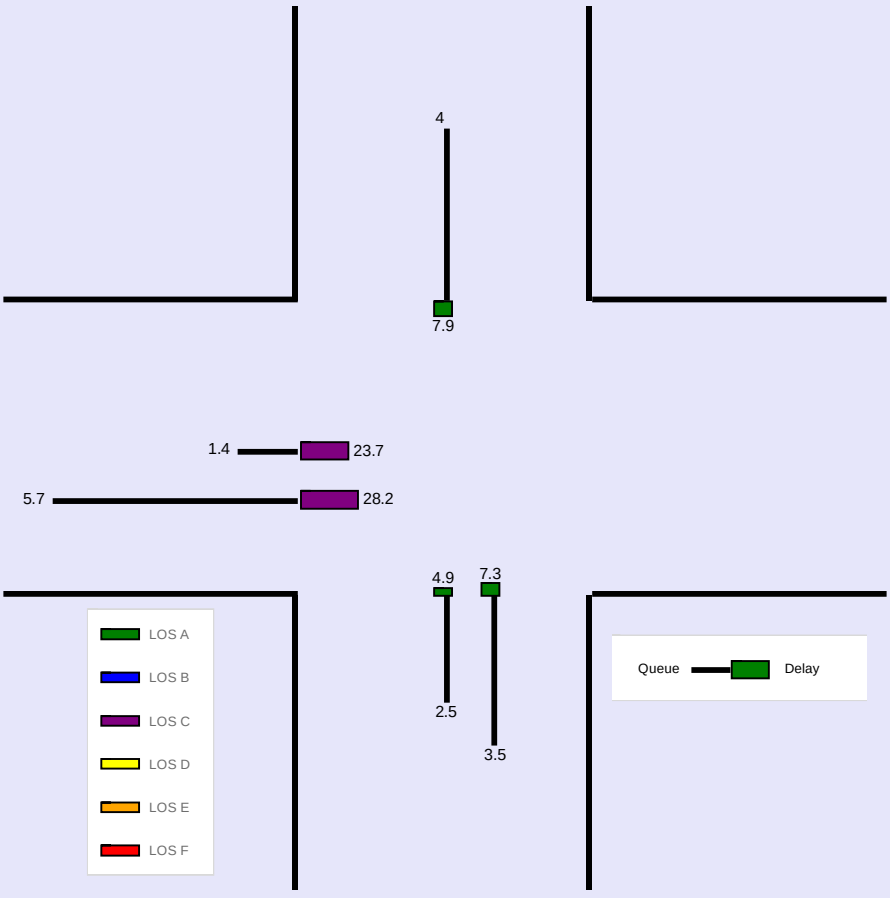
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	58	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.1	11.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

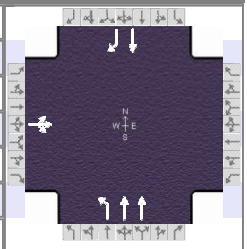
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		50	143					74	103		108	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.4	5.7					2.5	3.5		4.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.57					0.00	0.37		0.00	
Control Delay (*d*), s/veh		23.7	28.2					4.9	7.3		7.9	
Level of Service (LOS)		C	C					A	A		A	
Approach Delay, s/veh / LOS	27.2	C		0.0			6.1	A		7.9	A	
Intersection Delay, s/veh / LOS	9.8						A					



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HCS Signalized Intersection Input Data

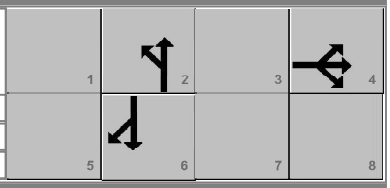
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	65				60	640			700	835

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	38.4	14.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	65				60	640			700	835
Initial Queue (Q_b), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750				1750	1750			1750	1750
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		9					0	28			23	22
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3			3	3
Upstream Filtering (*I*)	1.00	1.00	1.00				1.00	1.00			0.57	0.57
Lane Width (*W*), ft		12.0					12.0	12.0			12.0	12.0
Turn Bay Length, ft		699					150	0			0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45				45	45			45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		32.0				33.0		33.0
Yellow Change Interval (*Y*), s		4.0				4.0		4.0
Red Clearance Interval (R_c), s		2.0				2.0		2.0
Minimum Green (G_{min}), s		10				20		20
Start-Up Lost Time (*lt*), s	2.0	2.0			2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0		2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Off				Off		Off
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

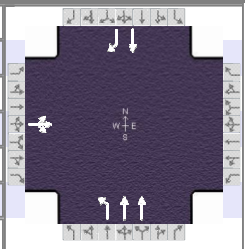
Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder,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

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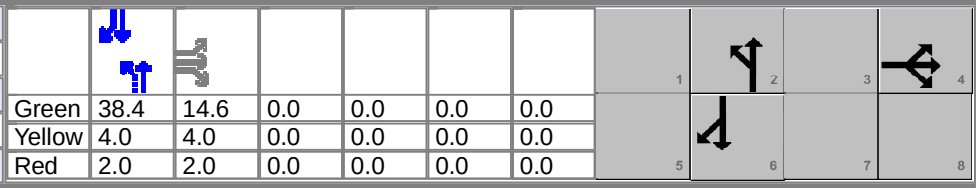
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	65				60	640			700	835

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	38.4	14.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		12.0				6.0		7.0
Phase Duration, s		20.6				44.4		44.4
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.1				0.0		0.0
Queue Clearance Time (g_s), s		14.3						
Green Extension Time (g_e), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h		294					67	711			403	481
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1504					997	1302			1436	1229
Queue Service Time (g_s), s		12.3					2.8	10.0			12.5	11.6
Cycle Queue Clearance Time (g_c), s		12.3					15.3	10.0			12.5	11.6
Green Ratio (*g/C*)		0.23					0.59	0.59			0.59	0.59
Capacity (*c*), veh/h		338					508	1537			848	725
Volume-to-Capacity Ratio (*X*)		0.870					0.131	0.463			0.476	0.663
Back of Queue (*Q*), ft/ln (95 th percentile)		197					27	115			169	96
Back of Queue (*Q*), veh/ln (95 th percentile)		7.3					1.1	3.8			5.7	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.28					0.18	0.00			0.00	0.38
Uniform Delay (d_1), s/veh		24.3					12.6	7.5			10.4	4.2
Incremental Delay (d_2), s/veh		2.7					0.5	1.0			1.1	2.8
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		27.0					13.1	8.5			11.5	7.0
Level of Service (LOS)		C					B	A			B	A
Approach Delay, s/veh / LOS	27.0	C		0.0			8.9	A		9.0	A	
Intersection Delay, s/veh / LOS	11.7						B					

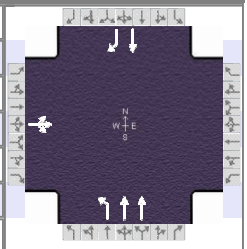
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	65				60	640			700	835

Signal Information					EB		WB		NB		SB	
Cycle, s	65.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	38.4	14.6	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.930	1.000				1.000	0.782	1.000	1.000	0.821	0.828
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.924	0.924					0.570	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1135	0	369				997	2670	0	0	1436	1229
Proportion of Vehicles Arriving on Green (P)	0.23	0.00	0.23	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.47	0.78
Incremental Delay Factor (k)		0.04					0.50	0.50			0.50	0.50

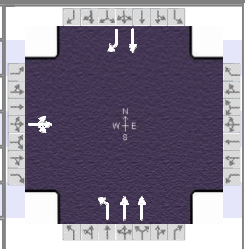
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.23				0.59		0.59
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				997		750
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0				38.4		0.0
Permitted Service Time (g_u), s		0.0				25.9		0.0
Permitted Queue Service Time (g_{ps}), s						2.8		
Time to First Blockage (g_f), s		0.0				0.0		38.4
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								

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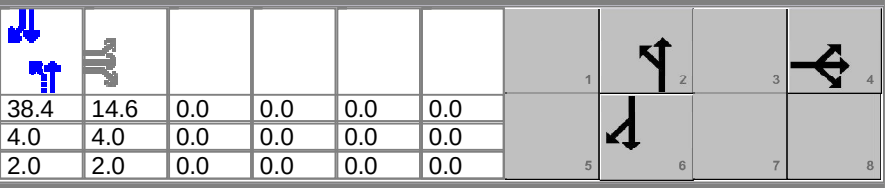
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM NO BUILD	PHF	0.90
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 PM No Build.xus		
Project Description	2047 PM NO BUILD				



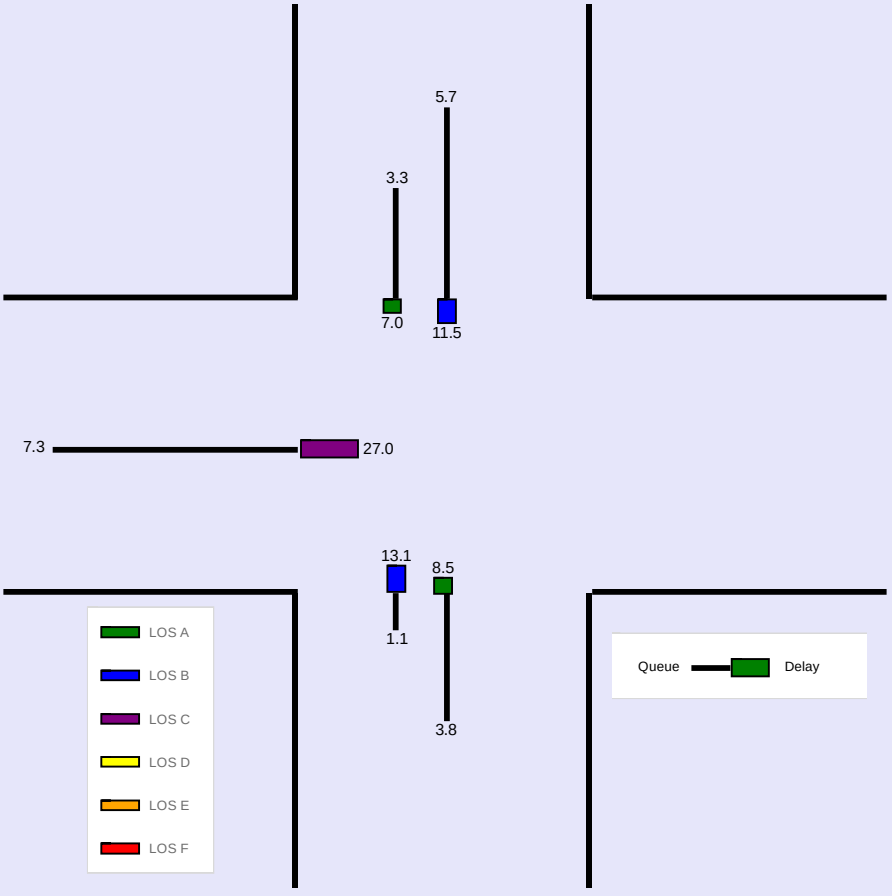
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	200	0	65				60	640			700	835

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	38.4	14.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

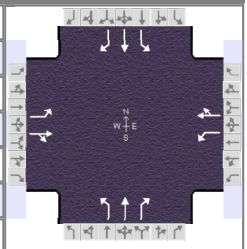
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		197					27	115			169	96
Back of Queue (*Q*), veh/ln (95 th percentile)		7.3					1.1	3.8			5.7	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.28					0.18	0.00			0.00	0.38
Control Delay (*d*), s/veh		27.0					13.1	8.5			11.5	7.0
Level of Service (LOS)		C					B	A			B	A
Approach Delay, s/veh / LOS	27.0	C		0.0			8.9	A		9.0	A	
Intersection Delay, s/veh / LOS	11.7						B					



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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	370	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	33	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	370	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	38	18		17	25		0	6	0	0	5	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	260	0		200	0		300	0	175	225	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

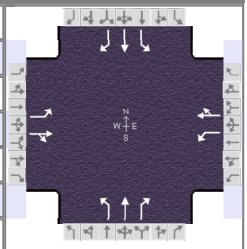
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		23.0		23.0		42.0		42.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	370	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	33	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		15.4		15.4		49.6		49.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g_s), s		0.0		0.0		0.0		0.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

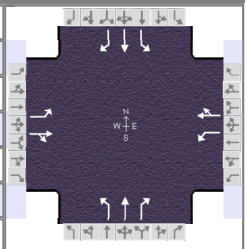
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)	0.14	0.14		0.14	0.14		0.67	0.67	0.67	0.67	0.67	0.67
Capacity (*c*), veh/h	232	193		247	186		548	1120	996	698	1129	996
Volume-to-Capacity Ratio (*X*)	0.065	0.235		0.245	0.163		0.064	0.376	0.023	0.022	0.496	0.015
Back of Queue (*Q*), ft/ln (95 th percentile)	11	30		41	20		9	47	3	3	117	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	1.0		1.5	0.7		0.4	1.8	0.1	0.1	4.5	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.21	0.00		0.03	0.00	0.02	0.01	0.00	0.01
Uniform Delay (d_1), s/veh	25.4	24.7		26.9	24.4		7.4	2.7	3.8	5.3	5.3	3.5
Incremental Delay (d_2), s/veh	0.0	0.2		0.2	0.2		0.2	0.9	0.0	0.1	1.6	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.4	24.9		27.1	24.5		7.6	3.5	3.8	5.4	6.8	3.6
Level of Service (LOS)												
Approach Delay, s/veh / LOS	25.0	C		26.2	C		3.8	A		6.7	A	
Intersection Delay, s/veh / LOS	7.9						A					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	370	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	33	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

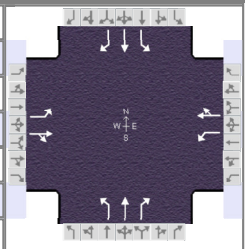
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.704	0.860	1.000	0.867	0.805	1.000	1.000	0.953	1.000	1.000	0.961	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Left-Turn Adjustment Factor (f_{LT})	0.000	0.000		0.000	0.000		0.000	0.000		0.000	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000		0.000	0.000		0.000	0.000		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		0.0		0.0		0.0		0.0
Green Ratio (g/C)		0.14		0.14		0.67		0.67
Permitted Saturation Flow Rate (s_p), veh/h/ln		0		0		0		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0		0		0
Permitted Effective Green Time (g_p), s		0.0		0.0		0.0		0.0
Permitted Service Time (g_u), s		0.0		0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		0.0		0.0
Time to First Blockage (g_f), s		0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0		0.0		0.0
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s		0.0		0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				

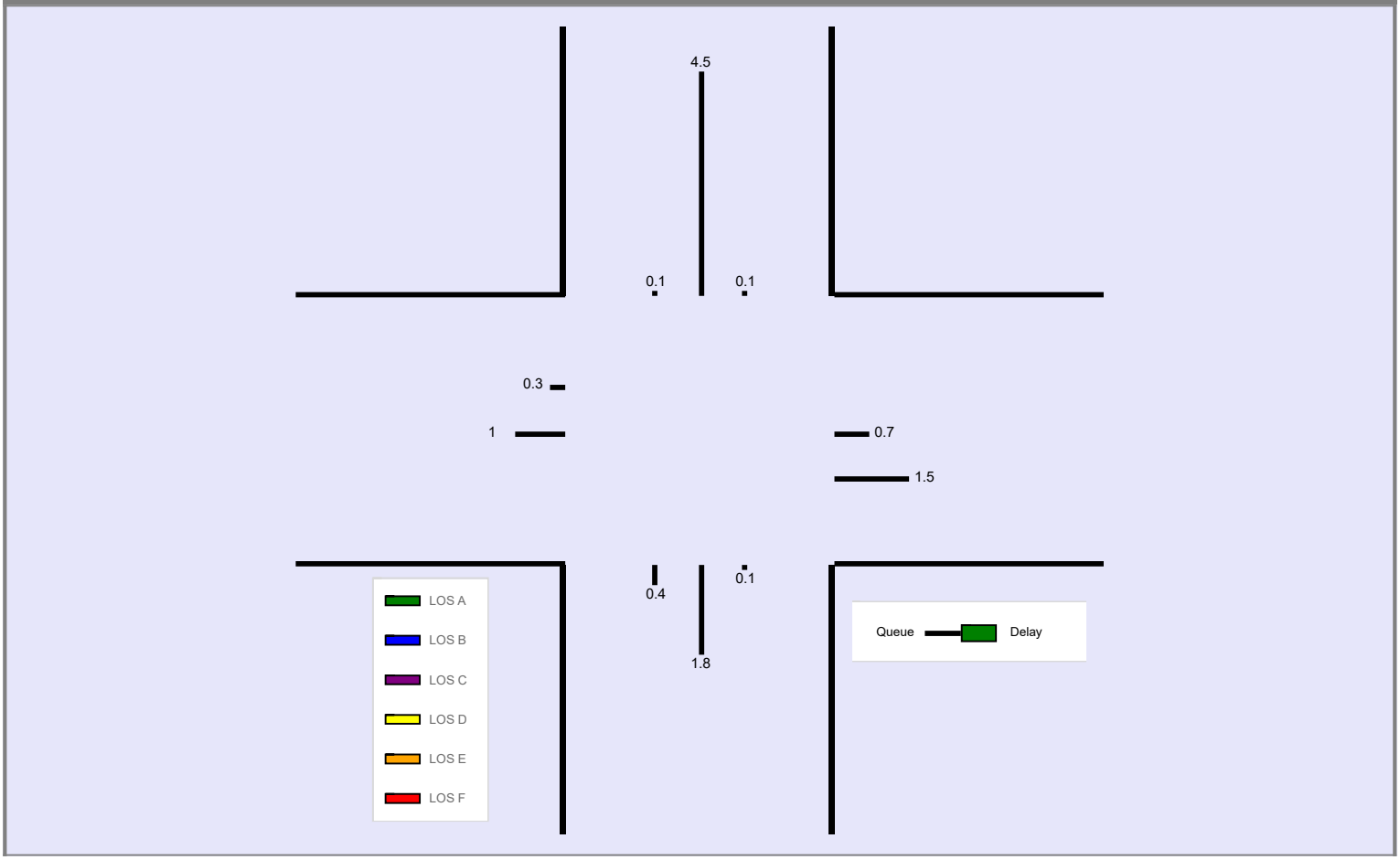


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	20	40	10	10	30	360	20	10	370	10

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	33	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

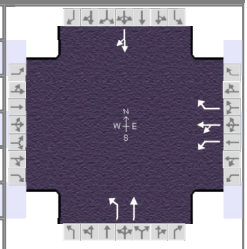
							1 2 3 4
Green	0.0	0.0	0.0	0.0	0.0	0.0	5 6 7 8
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11	30		41	20		9	47	3	3	117	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	1.0		1.5	0.7		0.4	1.8	0.1	0.1	4.5	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.21	0.00		0.03	0.00	0.02	0.01	0.00	0.01
Control Delay (*d*), s/veh	25.4	24.9		27.1	24.5		7.6	3.5	3.8	5.4	6.8	3.6
Level of Service (LOS)												
Approach Delay, s/veh / LOS	25.0	C		26.2	C		3.8	A		6.7	A	
Intersection Delay, s/veh / LOS	7.9						A					



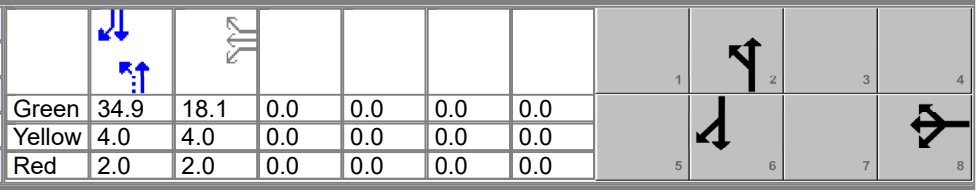
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	36	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	34.9	18.1	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80
Initial Queue (Q_b), veh/h				0	0	0	0	0			0	0
Base Saturation Flow Rate (s_o), veh/h				1750	1750	1750	1750	1750			1750	1750
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				16	0	6	32	4			6	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3	3	3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00	0.92	0.92			0.89	0.89
Lane Width (*W*), ft				12.0	12.0	12.0	12.0	12.0			12.0	
Turn Bay Length, ft				0	0	600	440	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				45	45	45	45	45			45	45

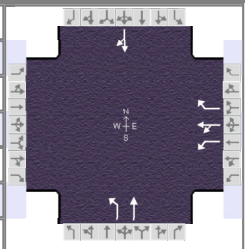
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				37.0		28.0		28.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				2.0		2.0		2.0
Minimum Green (G_{min}), s				10		20		20
Start-Up Lost Time (*l*t), s			2.0	2.0	2.0	2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0	2.0	2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Off		Min		Min
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	36	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	34.9	18.1	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				9.0		6.0		8.0
Phase Duration, s				24.1		40.9		40.9
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				16.5				
Green Extension Time (g_e), s				1.6		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.01				

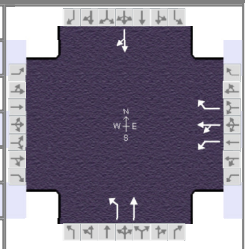
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				333	346	231	205	248			652	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1459	1469	1414	595	1695			1614	
Queue Service Time (g_s), s				13.9	14.5	9.2	9.7	1.6			16.1	
Cycle Queue Clearance Time (g_c), s				13.9	14.5	9.2	34.9	1.6			16.1	
Green Ratio (*g/C*)				0.28	0.28	0.28	0.54	0.54			0.54	
Capacity (*c*), veh/h				405	408	393	284	911			868	
Volume-to-Capacity Ratio (*X*)				0.822	0.848	0.588	0.724	0.273			0.751	
Back of Queue (*Q*), ft/ln (95 th percentile)				216	200	126	160	24			178	
Back of Queue (*Q*), veh/ln (95 th percentile)				7.7	8.0	4.8	5.1	0.9			6.8	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.21	0.36	0.00			0.00	
Uniform Delay (d_1), s/veh				22.0	22.2	20.3	13.6	2.1			6.5	
Incremental Delay (d_2), s/veh				1.6	1.9	0.5	13.8	0.7			5.3	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh				23.6	24.1	20.8	27.4	2.8			11.8	
Level of Service (LOS)				C	C	C	C	A			B	
Approach Delay, s/veh / LOS	0.0			23.1		C	13.9		B	11.8		B
Intersection Delay, s/veh / LOS	17.4						B					

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

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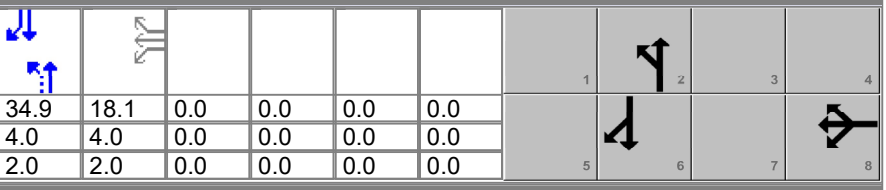
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	36	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	34.9	18.1	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

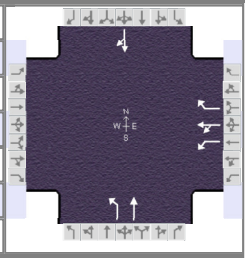
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.875	1.000	0.953	0.750	0.969	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		0.340	0.000		1.000	0.968	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		1.000	1.000		0.000	0.968
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h				1459	1469	1414	595	1695	0	0	1314	300
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.28	0.28	0.28	0.88	0.87	0.00	0.00	0.70	0.78
Incremental Delay Factor (k)				0.04	0.04	0.04	0.50	0.50			0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0		6.0
Green Ratio (g/C)				0.28		0.54		0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln				1459		595		1149
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s				0.0		34.9		0.0
Permitted Service Time (g_u), s				0.0		18.9		0.0
Permitted Queue Service Time (g_{ps}), s						13.0		
Time to First Blockage (g_f), s				0.0		0.0		34.9
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

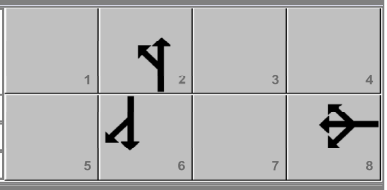
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



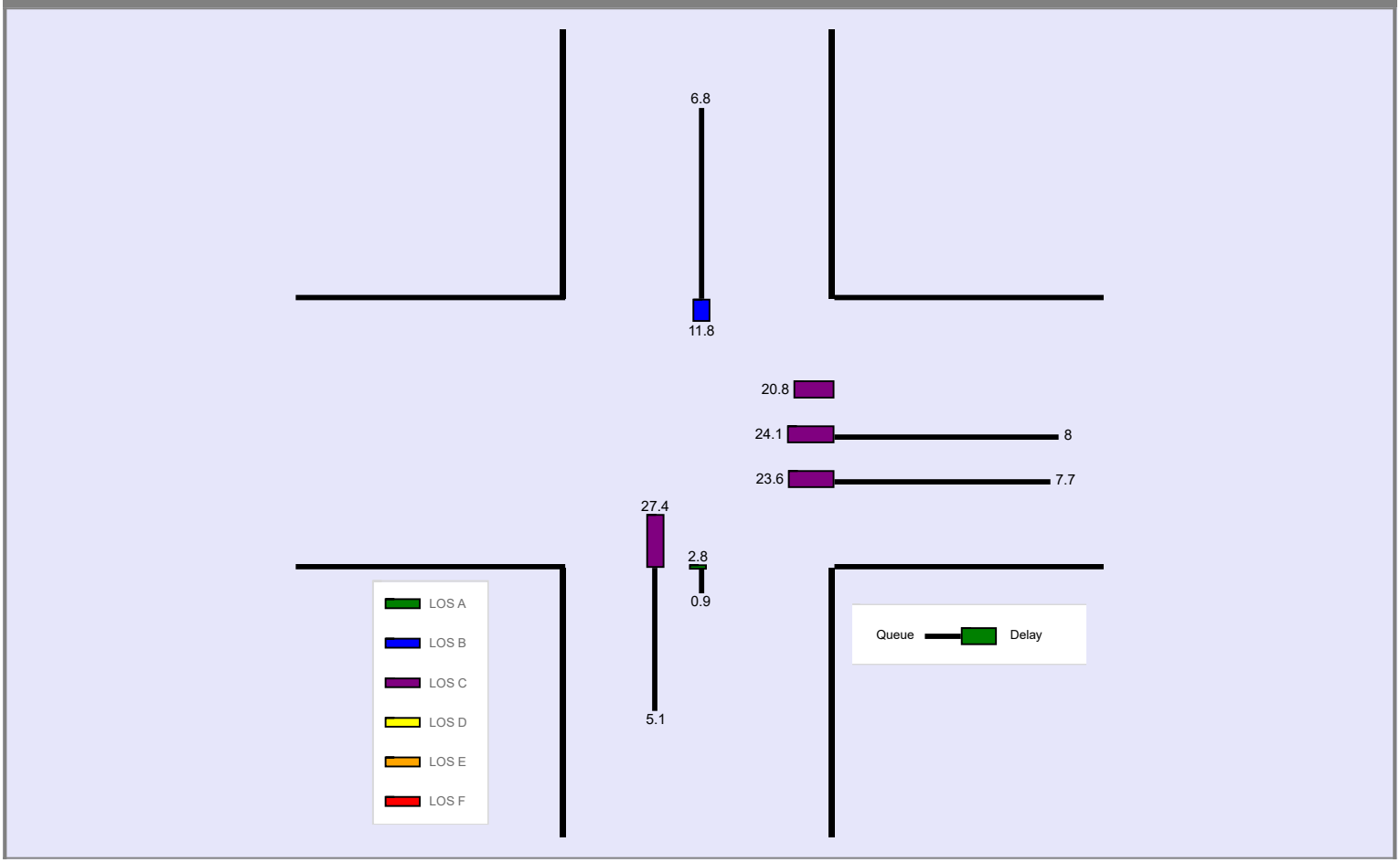
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				520	10	180	190	230			350	80

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	36	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.9	18.1	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

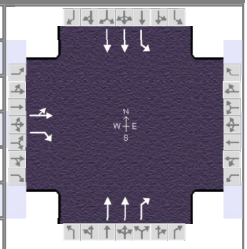


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				216	200	126	160	24			178	
Back of Queue (*Q*), veh/ln (95 th percentile)				7.7	8.0	4.8	5.1	0.9			6.8	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.21	0.36	0.00			0.00	
Control Delay (*d*), s/veh				23.6	24.1	20.8	27.4	2.8			11.8	
Level of Service (LOS)				C	C	C	C	A			B	
Approach Delay, s/veh / LOS	0.0			23.1		C	13.9		B	11.8		B
Intersection Delay, s/veh / LOS	17.4						B					



HCS Signalized Intersection Input Data

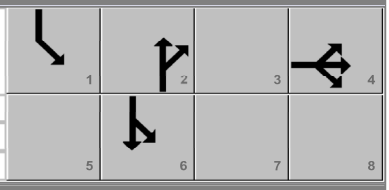
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	
Initial Queue (Q_b), veh/h	0	0	0					0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750					1750	1750	1750	1750	
Parking (N_m), man/h		None					0	L + R	0		None	
Heavy Vehicles (P_{HV}), %		15	26					14	16	3	14	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3					3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00					0.95	0.95	0.09	0.09	
Lane Width (*W*), ft		12.0	12.0					12.0	12.0	12.0	12.0	
Turn Bay Length, ft		0	450					0	280	440	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45					45	45	45	45	

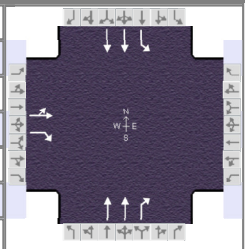
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		26.0				26.0	13.0	39.0
Yellow Change Interval (*Y*), s		4.0				4.0	4.0	4.0
Red Clearance Interval (R_c), s		2.0				2.0	2.0	2.0
Minimum Green (G_{min}), s		20				20	7	20
Start-Up Lost Time (*l*t), s	2.0	2.0				2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0				2.0	2.0	2.0
Passage (*PT*), s		2.0				2.0	2.0	2.0
Recall Mode		Off				Min	Off	Min
Dual Entry		Yes				Yes	No	Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

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

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HCS Signalized Intersection Results Summary

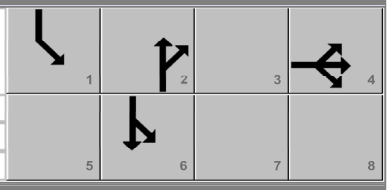
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.0	0.0	0.0	0.0	0.0	0.0	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		0.0				0.0	0.0	0.0
Phase Duration, s		0.0				0.0	0.0	0.0
Change Period, ($Y+R_c$), s		6.0				6.0	6.0	6.0
Max Allow Headway (*MAH*), s		0.0				0.0	0.0	0.0
Queue Clearance Time (g_s), s		0.0				0.0	0.0	0.0
Green Extension Time (g_e), s		0.0				0.0	0.0	0.0
Phase Call Probability		0.00				0.00	0.00	0.00
Max Out Probability		0.00				0.00	0.00	0.00

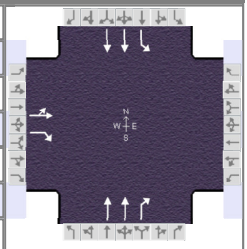
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		0	0					0	0	0	0	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0	0					0		0	0	
Queue Service Time (g_s), s		0.0	0.0					0.0		0.0	0.0	
Cycle Queue Clearance Time (g_c), s		0.0	0.0					0.0		0.0	0.0	
Green Ratio (*g/C*)												
Capacity (*c*), veh/h		455	362					937		483	1511	
Volume-to-Capacity Ratio (*X*)		0.000	0.000					0.000		0.000	0.000	
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0					0		0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0					0.0		0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00					0.00		0.00	0.00	
Uniform Delay (d_1), s/veh		16.4	19.6					16.8		11.3	7.2	
Incremental Delay (d_2), s/veh		0.1	3.5					1.3		0.0	0.1	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0		0.0	0.0	
Control Delay (*d*), s/veh		0.0	0.0					0.0	0.0	0.0	0.0	
Level of Service (LOS)												
Approach Delay, s/veh / LOS	21.7	C		0.0			8.8	A		8.0	A	
Intersection Delay, s/veh / LOS	0.0						A					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

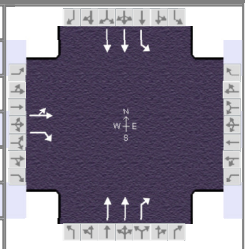
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.883	0.797				1.000	0.891	0.875	0.977	0.891	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Left-Turn Adjustment Factor (f_{LT})	0.000	0.000					0.000	0.000		0.000	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000					0.000	0.000		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h	0	0	0				0	0	0	0	0	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)		0.00	0.00					0.00	0.00	0.00	0.00	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		0.0				0.0	0.0	0.0
Green Ratio (g/C)		0.00				0.00	0.00	0.00
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0				0	0	0
Permitted Effective Green Time (g_p), s		0.0				0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0				0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0				0.0	0.0	0.0
Time to First Blockage (g_f), s		0.0				0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0				0.0	0.0	0.0
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0	0.0	0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				

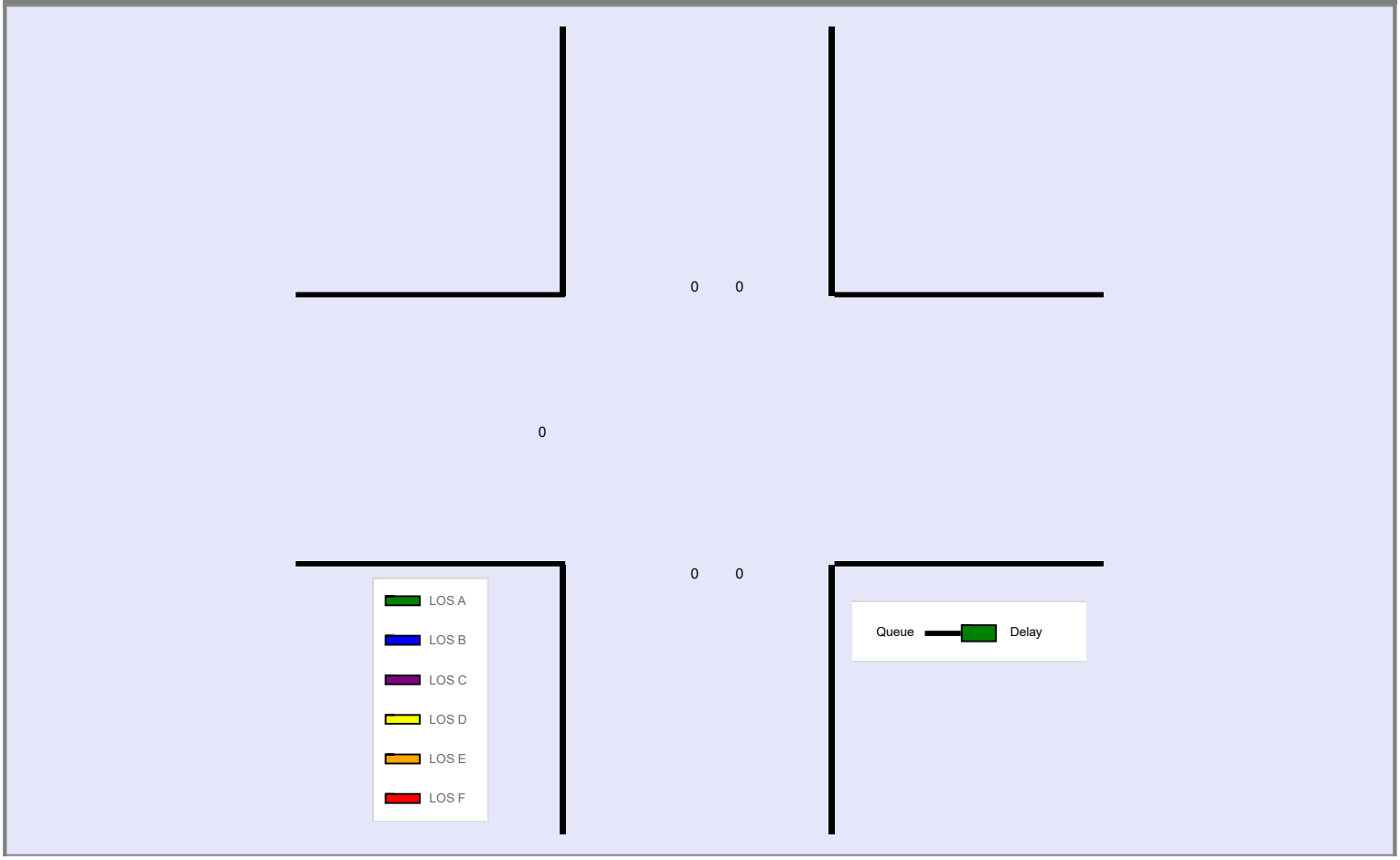


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	10	220					370	390	160	710	

Signal Information			
Cycle, s	0.0	Reference Phase	2
Offset, s	6	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

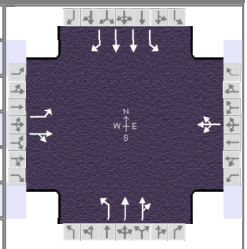
							1	2	3	4
Green	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	0.0	0.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0					0		0	0	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0					0.0		0.0	0.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00					0.00		0.00	0.00	
Control Delay (*d*), s/veh		0.0	0.0					0.0	0.0	0.0	0.0	
Level of Service (LOS)												
Approach Delay, s/veh / LOS	21.7	C		0.0			8.8	A		8.0	A	
Intersection Delay, s/veh / LOS	0.0						A					



HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	7	45	10	4	70	60	640	20	50	835	95

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	16	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	41.6	11.4	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	7	45	10	4	70	60	640	20	50	835	95
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0			0		0	14		0	28	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46	0.82	0.82	0.82
Lane Width (*W*), ft	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	350	0			0		125	0		160	0	160
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

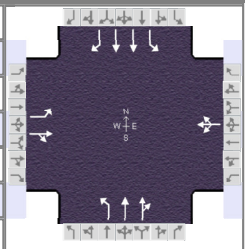
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		21.0		21.0		44.0		44.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

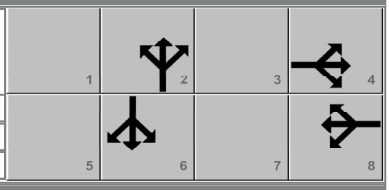
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	7	45	10	4	70	60	640	20	50	835	95

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	16	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.6	11.4	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		8.0		6.0		5.0
Phase Duration, s		17.4		17.4		47.6		47.6
Change Period, (*Y+R c*), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (*g s*), s		11.3		5.3				
Green Extension Time (*g e*), s		0.2		0.4		0.0		0.0
Phase Call Probability		0.99		0.99				
Max Out Probability		0.65		0.00				

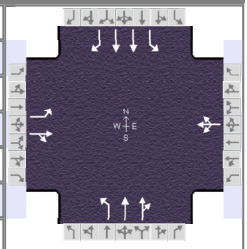
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	128	55			89		58	320	317	51	854	97
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1341	1514			1503		656	1559	1542	803	1302	1483
Queue Service Time (*g s*), s	6.0	2.0			0.0		0.2	0.9	0.9	0.8	9.2	0.5
Cycle Queue Clearance Time (*g c*), s	9.3	2.0			3.3		10.9	0.9	0.9	1.7	9.2	0.5
Green Ratio (*g/C*)	0.18	0.18			0.18		0.64	0.64	0.64	0.64	0.64	0.64
Capacity (*c*), veh/h	278	266			326		437	997	986	613	1665	948
Volume-to-Capacity Ratio (*X*)	0.459	0.208			0.274		0.133	0.321	0.322	0.083	0.513	0.102
Back of Queue (*Q*), ft/ln (95 th percentile)	79	30			49		2	12	10	5	80	6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	1.2			2.0		0.1	0.4	0.4	0.2	2.6	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00			0.00		0.02	0.00	0.00	0.03	0.00	0.04
Uniform Delay (*d 1*), s/veh	27.5	22.9			23.4		1.7	0.6	0.5	2.1	4.4	1.2
Incremental Delay (*d 2*), s/veh	0.4	0.1			0.2		0.3	0.4	0.4	0.2	0.9	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	27.9	23.0			23.6		1.9	1.0	0.9	2.3	5.3	1.4
Level of Service (LOS)	C	C			C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	26.5	C		23.6	C		1.0	A		4.8	A	
Intersection Delay, s/veh / LOS	6.3						A					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				

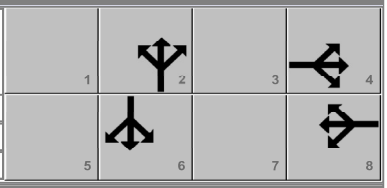


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	7	45	10	4	70	60	640	20	50	835	95

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	16	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	41.6	11.4	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



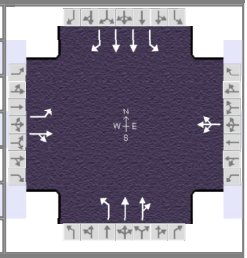
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.891	1.000	1.000	0.782	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.766	0.000		0.986	0.859		0.375	0.000		0.459	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.865	0.865		0.000	0.859		0.989	0.989		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1341	204	1310	179	72	1253	656	3007	94	803	2604	1483
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.18	0.18	0.18	0.98	0.95	0.99	0.84	0.73	0.90
Incremental Delay Factor (k)	0.04	0.04			0.04		0.50	0.50	0.50	0.50	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.18		0.18		0.64		0.64
Permitted Saturation Flow Rate (s_p), veh/h/ln		1341		1370		656		803
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s		11.4		11.4		41.6		41.6
Permitted Service Time (g_u), s		8.1		9.4		32.3		40.6
Permitted Queue Service Time (g_{ps}), s		6.0		0.0		1.4		0.8
Time to First Blockage (g_f), s		0.0		6.4		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s				0.1				
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

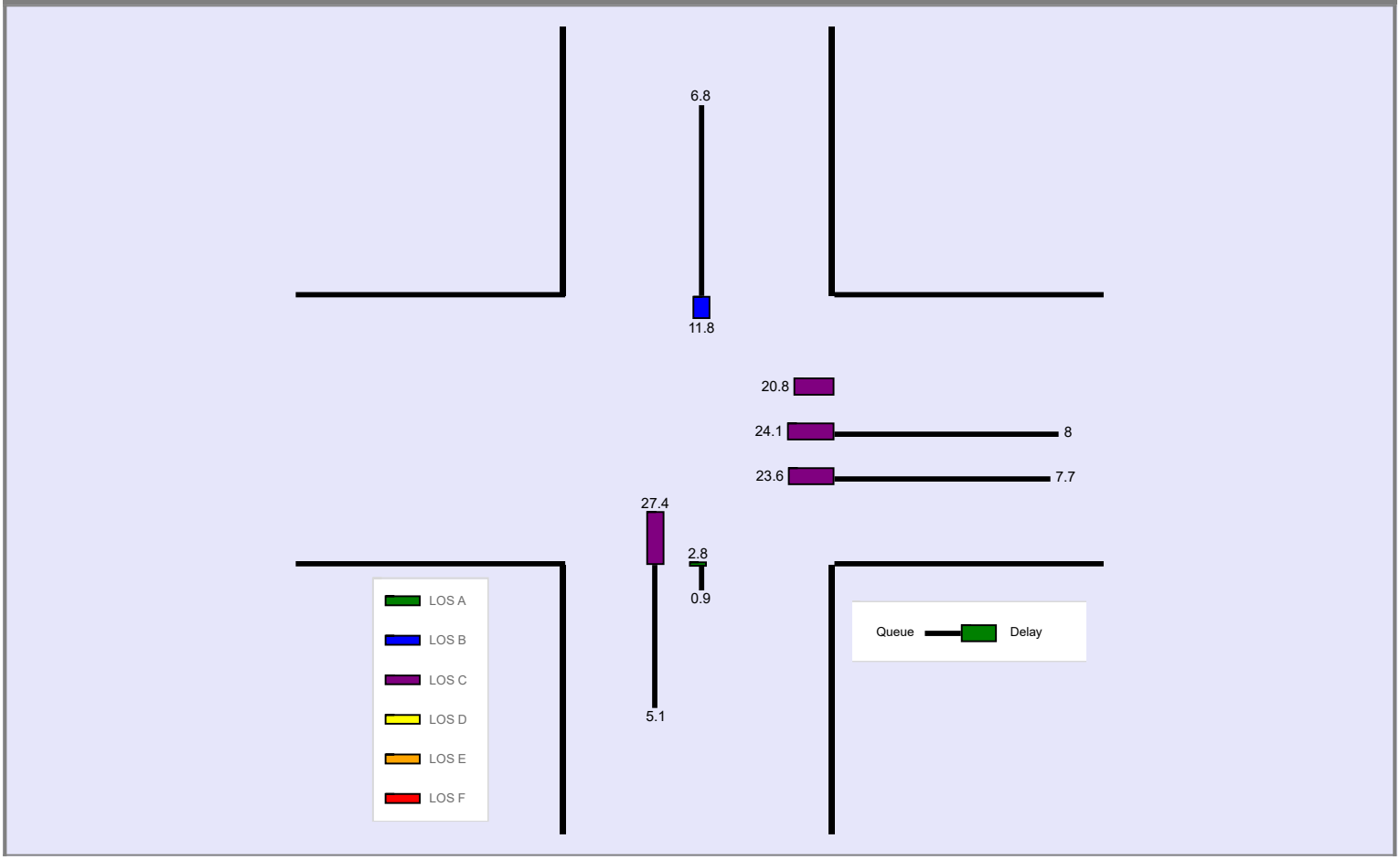
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	120	7	45	10	4	70	60	640	20	50	835	95

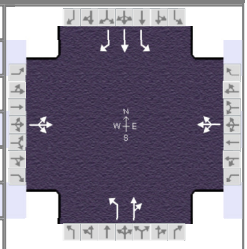
Signal Information					EB			WB			NB			SB		
Cycle, s	65.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	16	Reference Point	End	Green	41.6	11.4		0.0	0.0	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	79	30			49		2	12	10	5	80	6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	1.2			2.0		0.1	0.4	0.4	0.2	2.6	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00			0.00		0.02	0.00	0.00	0.03	0.00	0.04
Control Delay (*d*), s/veh	27.9	23.0			23.6		1.9	1.0	0.9	2.3	5.3	1.4
Level of Service (LOS)	C	C			C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	26.5	C		23.6	C		1.0	A		4.8	A	
Intersection Delay, s/veh / LOS	6.3						A					



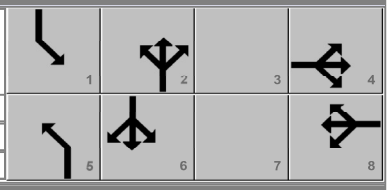
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	0	25	10	8	80	0	500	10	70	770	95

Signal Information												
Cycle, s	65.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	10.0	27.0	10.0	0.0	0.0	0.0		
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	0	25	10	8	80	0	500	10	70	770	95
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		100			90		100	9		100	12	100
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft		0			0		400	0		220	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

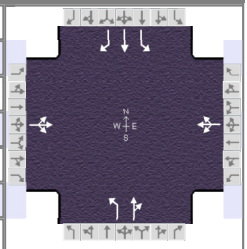
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0	17.0	29.0	20.0	32.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		2.0		2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		10		10	10	20	10	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

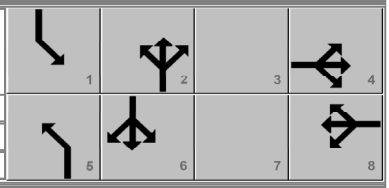
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	0	25	10	8	80	0	500	10	70	770	95

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	27.0	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	1.1	4.0	1.1	3.0
Phase Duration, s		16.0		16.0	0.0	33.0	16.0	49.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	0.0	0.0	3.1	0.0
Queue Clearance Time (g_s), s		12.0		12.0			7.3	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		0.98		0.98			1.00	
Max Out Probability		1.00		1.00			0.00	

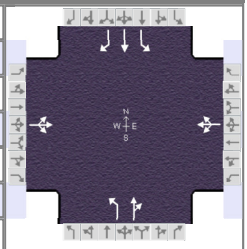
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		114			107		0	554		68	752	93
Adjusted Saturation Flow Rate (*s*), veh/h/ln		215			518		398	1760		398	1722	354
Queue Service Time (g_s), s		0.0			0.0		0.0	17.5		5.3	17.6	8.5
Cycle Queue Clearance Time (g_c), s		10.0			10.0		0.0	17.5		5.3	17.6	8.5
Green Ratio (*g/C*)		0.15			0.15		0.32	0.42		0.60	0.66	0.66
Capacity (*c*), veh/h		131			141		168	731		200	1139	234
Volume-to-Capacity Ratio (*X*)		0.874			0.757		0.000	0.758		0.342	0.660	0.396
Back of Queue (*Q*), ft/ln (95 th percentile)		262			180		0	322		31	239	58
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			4.2		0.0	12.0		0.7	8.7	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00		0.14	0.00	0.00
Uniform Delay (d_1), s/veh		31.0			28.9		0.0	16.2		11.7	7.1	5.7
Incremental Delay (d_2), s/veh		42.0			18.8		0.0	7.2		0.3	2.6	4.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		73.0			47.6		0.0	23.4		12.0	9.7	10.0
Level of Service (LOS)		E			D			C		B	A	A
Approach Delay, s/veh / LOS	73.0	E		47.6	D		23.4	C		9.9	A	
Intersection Delay, s/veh / LOS	21.0						C					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	0	25	10	8	80	0	500	10	70	770	95

Signal Information			
Cycle, s	65.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.0	27.0	10.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

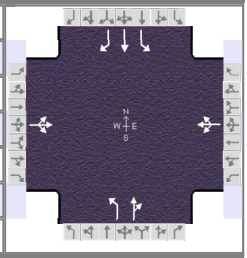
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.220	1.000	1.000	0.298	1.000	0.220	0.930	1.000	0.220	0.906	0.220
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.517	0.514		0.984	0.915		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.514		0.000	0.915		0.996	0.996		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	164	0	51	53	42	423	398	1726	35	398	1722	354
Proportion of Vehicles Arriving on Green (P)	0.15	0.00	0.15	0.15	0.15	0.15	0.00	0.42	0.42	0.10	0.64	0.62
Incremental Delay Factor (k)		0.38			0.28			0.50		0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.15		0.15	0.32	0.42	0.60	0.66
Permitted Saturation Flow Rate (s_p), veh/h/ln		1321		1405	159	0	191	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		202		547				
Permitted Effective Green Time (g_p), s		10.0		10.0	27.0	0.0	29.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	23.3	0.0	9.5	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		0.0	0.0		9.5	
Time to First Blockage (g_f), s		0.6		5.3	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.6		0.4				
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

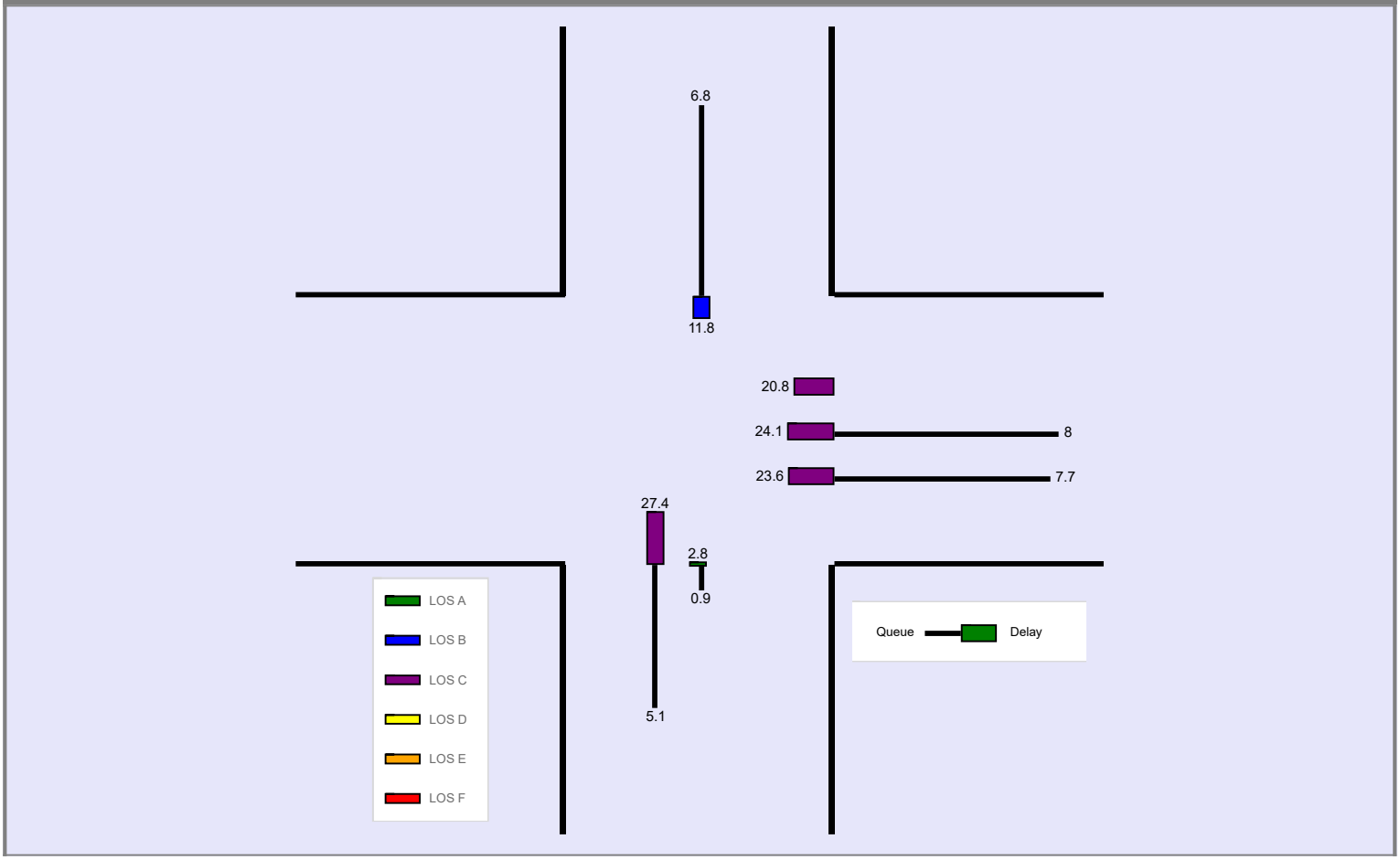
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	AM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 AM Build.xus		
Project Description	2047 AM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	0	25	10	8	80	0	500	10	70	770	95

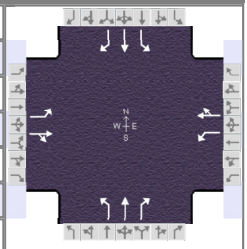
Signal Information					EB			WB			NB			SB		
Cycle, s	65.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0	27.0		10.0	0.0		0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0		0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0		0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		262			180		0	322		31	239	58
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			4.2		0.0	12.0		0.7	8.7	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00		0.14	0.00	0.00
Control Delay (*d*), s/veh		73.0			47.6		0.0	23.4		12.0	9.7	10.0
Level of Service (LOS)		E			D			C		B	A	A
Approach Delay, s/veh / LOS	73.0	E		47.6	D		23.4	C		9.9	A	
Intersection Delay, s/veh / LOS	21.0						C					



HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	66	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0						
Yellow	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	25	25		0	20		25	8	0	0	6	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	260	0		200	0		300	0	175	225	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

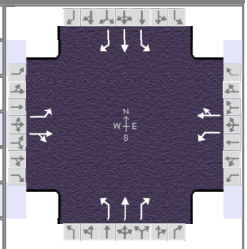
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0		54.0		54.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	66	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		15.3		15.3		54.7		54.7
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		0.0		0.0		0.0		0.0
Queue Clearance Time (g_s), s		0.0		0.0		0.0		0.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability		0.00		0.00		0.00		0.00
Max Out Probability		0.00		0.00		0.00		0.00

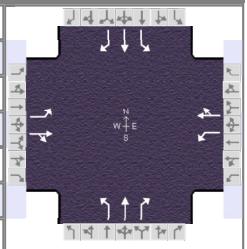
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	0	0		0	0		0	0	0	0	0	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0	0		0	0		0	0	0	0	0	0
Queue Service Time (g_s), s	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clearance Time (g_c), s	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Green Ratio (*g/C*)	0.13	0.13		0.13	0.13		0.70	0.70	0.70	0.70	0.70	0.70
Capacity (*c*), veh/h	230	164		205	180		612	1142	1032	782	1161	1032
Volume-to-Capacity Ratio (*X*)	0.066	0.463		0.074	0.168		0.039	0.310	0.023	0.019	0.313	0.015
Back of Queue (*Q*), ft/ln (95 th percentile)	12	60		10	22		3	33	1	3	62	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	2.0		0.4	0.8		0.1	1.2	0.0	0.1	2.4	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.05	0.00		0.01	0.00	0.01	0.01	0.00	0.01
Uniform Delay (d_1), s/veh	27.9	28.0		30.2	26.9		1.9	1.9	0.5	4.3	4.1	3.3
Incremental Delay (d_2), s/veh	0.0	0.8		0.1	0.2		0.1	0.7	0.0	0.0	0.7	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.0	28.8		30.3	27.1		2.0	2.6	0.5	4.4	4.8	3.3
Level of Service (LOS)												
Approach Delay, s/veh / LOS	28.7	C		28.2	C		2.4	A		4.8	A	
Intersection Delay, s/veh / LOS	7.2						A					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	66	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	0.0	0.0	0.0	0.0	0.0	0.0		5	6	7	8	
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

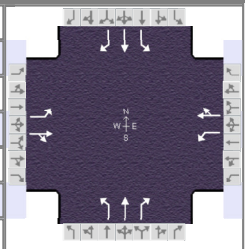
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.805	0.805	1.000	1.000	0.844	1.000	0.805	0.938	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Left-Turn Adjustment Factor (f_{LT})	0.000	0.000		0.000	0.000		0.000	0.000		0.000	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.000		0.000	0.000		0.000	0.000		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Incremental Delay Factor (k)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		0.0		0.0		0.0		0.0
Green Ratio (g/C)		0.13		0.13		0.70		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		0		0		0		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0		0		0		0
Permitted Effective Green Time (g_p), s		0.0		0.0		0.0		0.0
Permitted Service Time (g_u), s		0.0		0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s		0.0		0.0		0.0		0.0
Time to First Blockage (g_f), s		0.0		0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0		0.0		0.0
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s		0.0		0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				

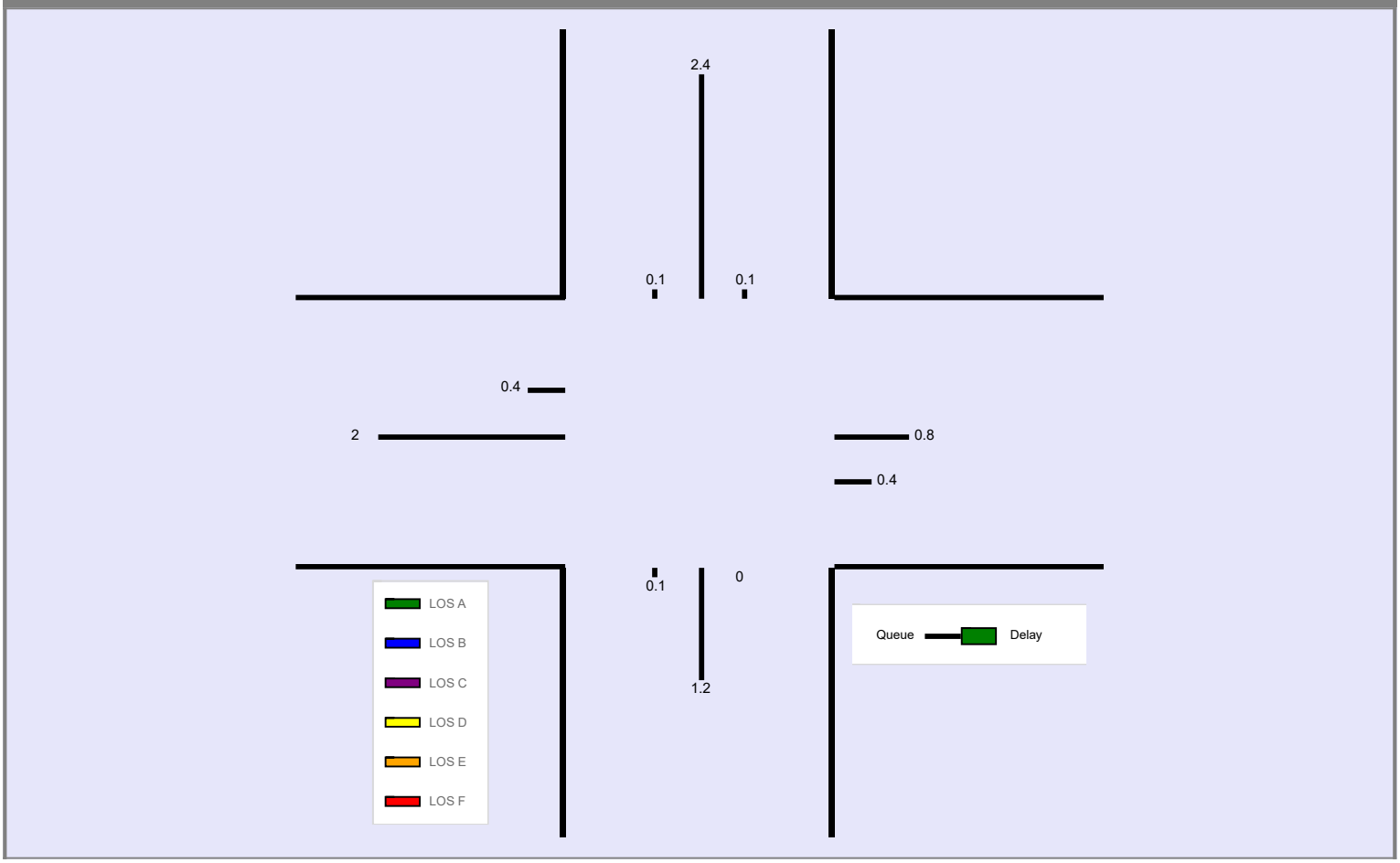


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	10	10	10	20	300	20	10	240	10

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	66	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

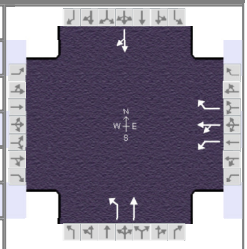
							1	2	3	4		
Green	0.0	0.0	0.0	0.0	0.0	0.0	5	6	7	8		
Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Red	0.0	0.0	0.0	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	12	60		10	22		3	33	1	3	62	2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	2.0		0.4	0.8		0.1	1.2	0.0	0.1	2.4	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00		0.05	0.00		0.01	0.00	0.01	0.01	0.00	0.01
Control Delay (*d*), s/veh	28.0	28.8		30.3	27.1		2.0	2.6	0.5	4.4	4.8	3.3
Level of Service (LOS)												
Approach Delay, s/veh / LOS	28.7	C		28.2	C		2.4	A		4.8	A	
Intersection Delay, s/veh / LOS	7.2						A					



HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information					EB		WB				NB				SB			
Cycle, s	70.0	Reference Phase	2															
Offset, s	37	Reference Point	End															
Uncoordinated	No	Simult. Gap E/W	On	Green	31.7	26.3	0.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0								
				Red	2.0	2.0	0.0	0.0	0.0	0.0								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60
Initial Queue (Q_b), veh/h				0	0	0	0	0			0	0
Base Saturation Flow Rate (s_o), veh/h				1750	1750	1750	1750	1750			1750	1750
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				14	0	6	25	11			6	
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	0
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3	3	3	3	3			3	3
Upstream Filtering (*I*)				1.00	1.00	1.00	0.96	0.96			0.95	0.95
Lane Width (*W*), ft				12.0	12.0	12.0	12.0	12.0			12.0	
Turn Bay Length, ft				0	0	600	440	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				45	45	45	45	45			45	45

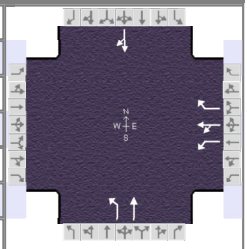
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s				43.0		27.0		27.0
Yellow Change Interval (*Y*), s				4.0		4.0		4.0
Red Clearance Interval (R_c), s				2.0		2.0		2.0
Minimum Green (G_{min}), s				10		20		20
Start-Up Lost Time (*l*t), s			2.0	2.0	2.0	2.0		2.0
Extension of Effective Green (*e*), s			2.0	2.0	2.0	2.0		2.0
Passage (*PT*), s				2.0		2.0		2.0
Recall Mode				Off		Min		Min
Dual Entry				Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

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

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HCS Signalized Intersection Results Summary

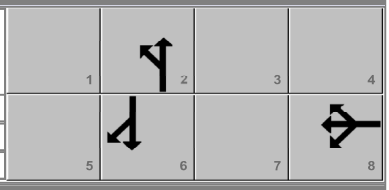
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	31.7	26.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				9.0		6.0		8.0
Phase Duration, s				32.3		37.7		37.7
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				25.0				
Green Extension Time (g_e), s				1.3		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.02				

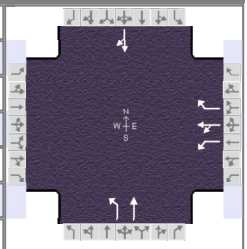
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				513	13	205	196	196			439	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1485	1750	1414	777	1600			1608	
Queue Service Time (g_s), s				23.0	0.3	7.4	5.2	2.7			13.4	
Cycle Queue Clearance Time (g_c), s				23.0	0.3	7.4	30.4	2.7			13.4	
Green Ratio (*g/C*)				0.38	0.38	0.38	0.45	0.45			0.45	
Capacity (*c*), veh/h				558	658	532	306	724			728	
Volume-to-Capacity Ratio (*X*)				0.918	0.019	0.386	0.640	0.270			0.604	
Back of Queue (*Q*), ft/ln (95 th percentile)				362	5	98	95	41			200	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.0	0.2	3.7	3.2	1.5			7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.16	0.22	0.00			0.00	
Uniform Delay (d_1), s/veh				20.8	13.7	15.9	10.3	5.1			12.4	
Incremental Delay (d_2), s/veh				10.3	0.0	0.2	9.5	0.9			3.5	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh				31.1	13.7	16.1	19.8	6.0			16.0	
Level of Service (LOS)				C	B	B	B	A			B	
Approach Delay, s/veh / LOS	0.0			26.6		C	12.9		B	16.0		B
Intersection Delay, s/veh / LOS	20.1						C					

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

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HCS Signalized Intersection Intermediate Values

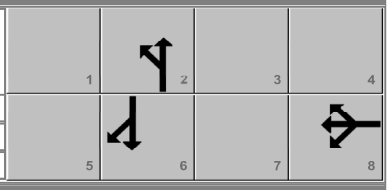
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	31.7	26.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



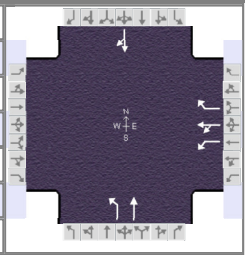
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.891	1.000	0.953	0.805	0.914	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		0.444	0.000		1.000	0.964	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		1.000	1.000		0.000	0.964
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h				1485	1750	1414	777	1600	0	0	1275	333
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.38	0.38	0.38	0.89	0.75	0.00	0.00	0.54	0.45
Incremental Delay Factor (k)				0.18	0.04	0.04	0.50	0.50			0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				4.0		6.0		6.0
Green Ratio (g/C)				0.38		0.45		0.45
Permitted Saturation Flow Rate (s_p), veh/h/ln				1485		777		1206
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s				0.0		31.7		0.0
Permitted Service Time (g_u), s				0.0		18.3		0.0
Permitted Queue Service Time (g_{ps}), s						9.0		
Time to First Blockage (g_f), s				0.0		0.0		31.7
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

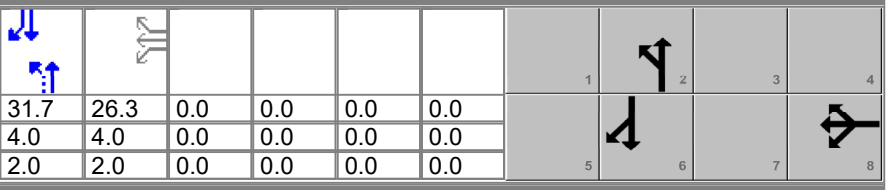
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



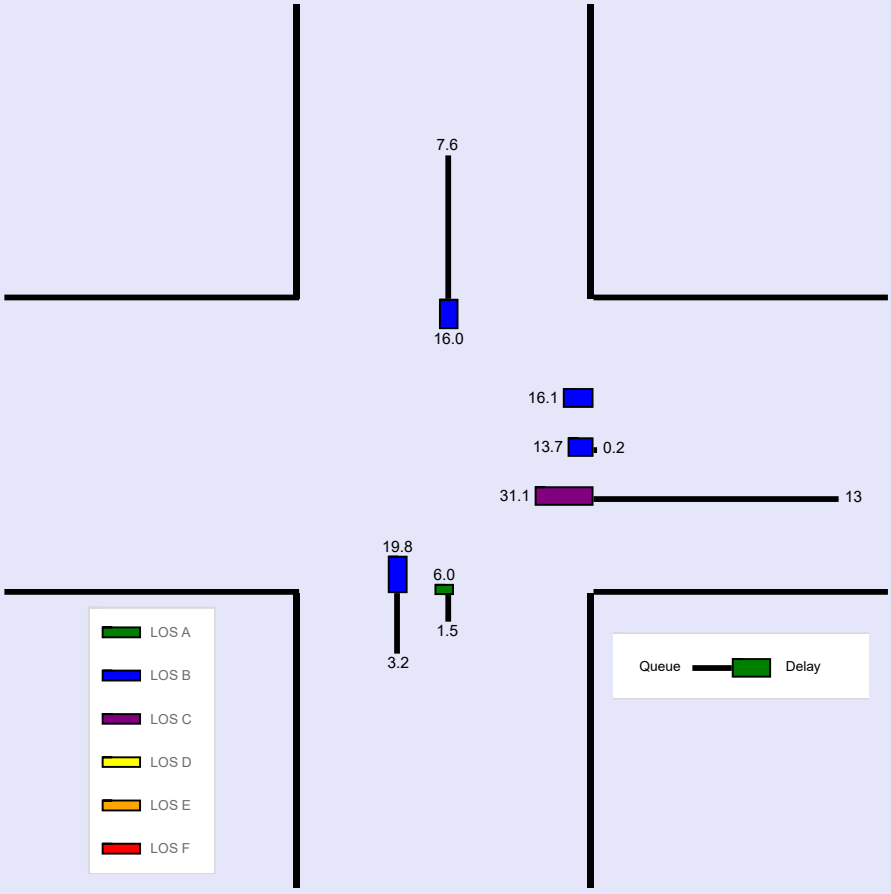
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				400	10	160	180	180			230	60

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	37	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



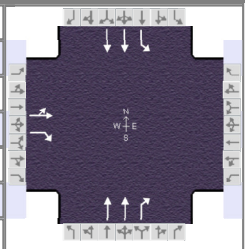
Green	31.7	26.3	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				362	5	98	95	41			200	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.0	0.2	3.7	3.2	1.5			7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.16	0.22	0.00			0.00	
Control Delay (*d*), s/veh				31.1	13.7	16.1	19.8	6.0			16.0	
Level of Service (LOS)				C	B	B	B	A			B	
Approach Delay, s/veh / LOS	0.0			26.6		C	12.9		B	16.0		B
Intersection Delay, s/veh / LOS	20.1						C					



HCS Signalized Intersection Input Data

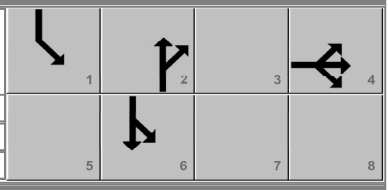
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	18	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	25.6	19.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	
Initial Queue (Q_b), veh/h	0	0	0					0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750					1750	1750	1750	1750	
Parking (N_m), man/h		None					0	L + R	0		None	
Heavy Vehicles (P_{HV}), %		30	29					17	16	9	13	
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3					3	3	3	3	
Upstream Filtering (*I*)	1.00	1.00	1.00					0.95	0.95	0.51	0.51	
Lane Width (*W*), ft		12.0	12.0					12.0	12.0	12.0	12.0	
Turn Bay Length, ft		0	450					0	280	440	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45					45	45	45	45	

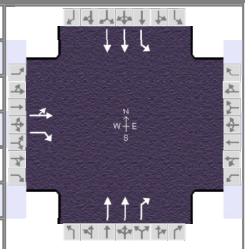
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		28.0				28.0	14.0	42.0
Yellow Change Interval (*Y*), s		4.0				4.0	4.0	4.0
Red Clearance Interval (R_c), s		2.0				2.0	2.0	2.0
Minimum Green (G_{min}), s		20				20	7	20
Start-Up Lost Time (*l*t), s	2.0	2.0				2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0				2.0	2.0	2.0
Passage (*PT*), s		2.0				2.0	2.0	2.0
Recall Mode		Off				Min	Off	Min
Dual Entry		Yes				Yes	No	Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

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

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HCS Signalized Intersection Results Summary

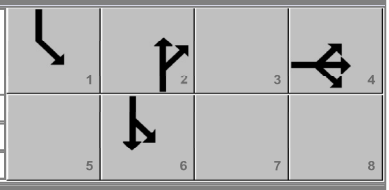
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	18	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	25.6	19.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		11.0				7.3	1.0	4.0
Phase Duration, s		25.8				31.6	12.6	44.2
Change Period, ($Y+R_c$), s		6.0				6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.2				0.0	3.0	0.0
Queue Clearance Time (g_s), s		11.6					5.8	
Green Extension Time (g_e), s		0.3				0.0	0.1	0.0
Phase Call Probability		0.99					0.95	
Max Out Probability		0.00					0.21	

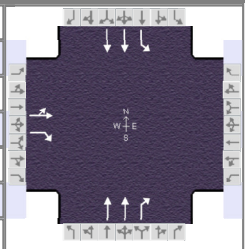
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		54	185					348	359	150	711	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1289	1148					1445		1550	1497	
Queue Service Time (g_s), s		2.2	9.6					6.4		3.8	5.1	
Cycle Queue Clearance Time (g_c), s		2.2	9.6					6.4		3.8	5.1	
Green Ratio (*g/C*)		0.28	0.28					0.37		0.49	0.55	
Capacity (*c*), veh/h		365	325					1056		517	1634	
Volume-to-Capacity Ratio (*X*)		0.149	0.569					0.329		0.291	0.435	
Back of Queue (*Q*), ft/ln (95 th percentile)		33	130					102		55	51	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1	4.2					3.6		2.1	1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.29					0.00		0.13	0.00	
Uniform Delay (d_1), s/veh		18.8	21.4					17.2		11.4	3.7	
Incremental Delay (d_2), s/veh		0.1	0.8					0.8		0.1	0.4	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0		0.0	0.0	
Control Delay (*d*), s/veh		18.9	22.2					18.0	0.0	11.5	4.1	
Level of Service (LOS)		B	C					B	A	B	A	
Approach Delay, s/veh / LOS	21.4	C		0.0			8.9	A		5.4	A	
Intersection Delay, s/veh / LOS	8.9						A					

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

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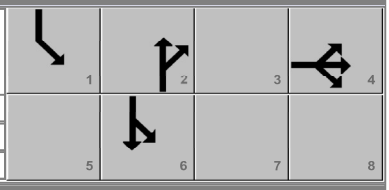
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information													
Cycle, s	70.0	Reference Phase	2										
Offset, s	18	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.6	25.6	19.8	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
				Red	2.0	2.0	2.0	0.0	0.0	0.0			



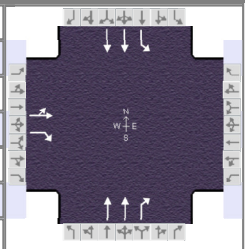
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.766	0.774				1.000	0.867	0.875	0.930	0.899	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	0.900	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.962	0.962					1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h	1031	258	1148				0	2963	1168	1550	3070	0
Proportion of Vehicles Arriving on Green (P)	0.28	0.28	0.28	0.00	0.00	0.00	0.00	0.32	0.44	0.04	0.80	0.00
Incremental Delay Factor (k)		0.04	0.05					0.50	0.50	0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0	6.0	6.0
Green Ratio (g/C)		0.28				0.37	0.49	0.55
Permitted Saturation Flow Rate (s_p), veh/h/ln		0				750	976	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s		0.0				0.0	27.6	0.0
Permitted Service Time (g_u), s		0.0				0.0	19.2	0.0
Permitted Queue Service Time (g_{ps}), s							1.6	
Time to First Blockage (g_f), s		0.0				25.6	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0				0		
Protected Right Effective Green Time (g_R), s		0.0				0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS Signalized Intersection Results Graphical Summary

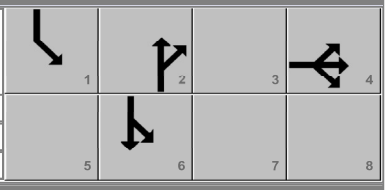
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



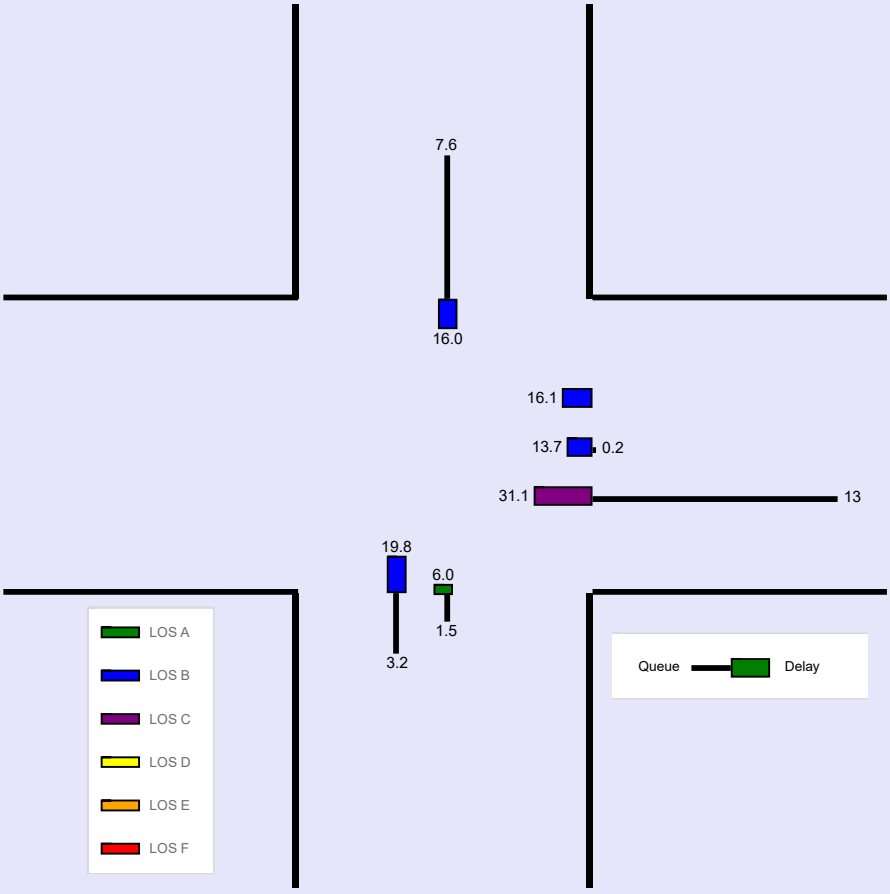
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	10	170					320	330	110	520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	18	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.6	25.6	19.8	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	

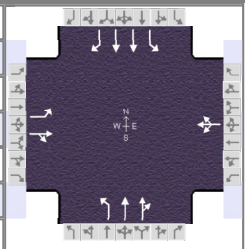


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		33	130					102		55	51	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1	4.2					3.6		2.1	1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.29					0.00		0.13	0.00	
Control Delay (*d*), s/veh		18.9	22.2					18.0	0.0	11.5	4.1	
Level of Service (LOS)		B	C					B	A	B	A	
Approach Delay, s/veh / LOS	21.4	C		0.0			8.9	A		5.4	A	
Intersection Delay, s/veh / LOS	8.9						A					



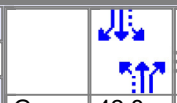
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	180	3	60	10	8	60	60	470	30	40	540	0

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	22	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	42.8	15.2	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	180	3	60	10	8	60	60	470	30	40	540	0
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0			0		0	21		0	23	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.89	0.89	0.89
Lane Width (*W*), ft	12.0	12.0			12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	350	0			0		125	0		160	0	160
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	45	45	45	45	45	45

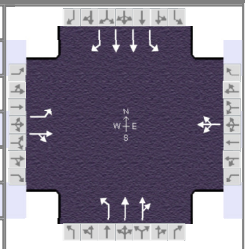
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		43.0		43.0		27.0		27.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		2.0		2.0		2.0		2.0
Minimum Green (G_{min}), s		10		10		20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Off		Off
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

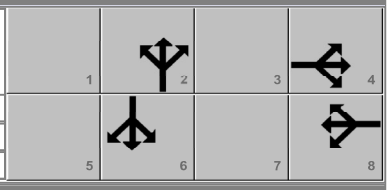
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	180	3	60	10	8	60	60	470	30	40	540	0

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	22	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	42.8	15.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		8.0		6.0		5.0
Phase Duration, s		21.2		21.2		48.8		48.8
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		14.6		5.1				
Green Extension Time (g_e), s		0.6		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

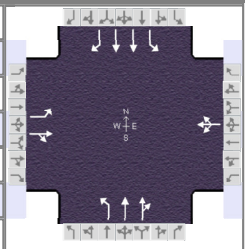
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	191	67			83		58	242	238	62	834	0
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1349	1494			1517		669	1463	1432	929	1367	1483
Queue Service Time (g_s), s	9.6	2.6			0.0		0.3	0.7	0.6	1.2	10.1	0.0
Cycle Queue Clearance Time (g_c), s	12.6	2.6			3.1		12.1	0.7	0.6	2.1	10.1	0.0
Green Ratio (*g/C*)	0.22	0.22			0.22		0.61	0.61	0.61	0.61	0.61	0.61
Capacity (*c*), veh/h	339	326			389		413	893	874	658	1668	905
Volume-to-Capacity Ratio (*X*)	0.564	0.205			0.213		0.140	0.271	0.272	0.094	0.500	0.000
Back of Queue (*Q*), ft/ln (95 th percentile)	128	37			46		4	12	10	9	105	0
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	1.5			1.9		0.2	0.4	0.4	0.4	3.6	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.36	0.00			0.00		0.03	0.00	0.00	0.06	0.00	0.00
Uniform Delay (d_1), s/veh	27.7	22.4			22.6		2.1	0.6	0.6	3.4	5.8	0.0
Incremental Delay (d_2), s/veh	0.5	0.1			0.1		0.5	0.5	0.5	0.3	1.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.3	22.5			22.7		2.6	1.1	1.1	3.7	6.8	0.0
Level of Service (LOS)	C	C			C		A	A	A	A	A	
Approach Delay, s/veh / LOS	26.8	C		22.7	C		1.3	A		6.6	A	
Intersection Delay, s/veh / LOS	8.7						A					

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

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				

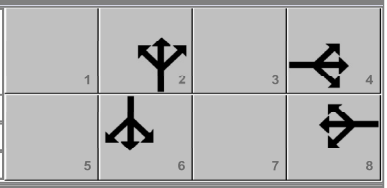


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	180	3	60	10	8	60	60	470	30	40	540	0

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	22	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	42.8	15.2	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



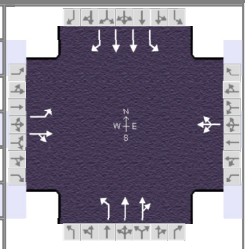
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.836	1.000	1.000	0.821	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.771	0.000		0.985	0.867		0.382	0.000		0.531	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.854	0.854		0.000	0.867		0.979	0.979		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00			1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1349	71	1423	194	156	1167	669	2722	173	929	2734	1483
Proportion of Vehicles Arriving on Green (P)	0.22	0.22	0.22	0.22	0.22	0.22	0.97	0.96	0.98	0.78	0.69	0.00
Incremental Delay Factor (k)	0.04	0.04			0.04		0.50	0.50	0.50	0.50	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0		6.0		6.0
Green Ratio (g/C)		0.22		0.22		0.61		0.61
Permitted Saturation Flow Rate (s_p), veh/h/ln		1349		1355		669		929
Shared Saturation Flow Rate (s_{sh}), veh/h/ln				0				
Permitted Effective Green Time (g_p), s		15.3		15.3		42.7		42.7
Permitted Service Time (g_u), s		12.3		12.8		32.4		41.8
Permitted Queue Service Time (g_{ps}), s		9.6		0.0		1.6		1.2
Time to First Blockage (g_f), s		0.0		8.8		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s				1.0				
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

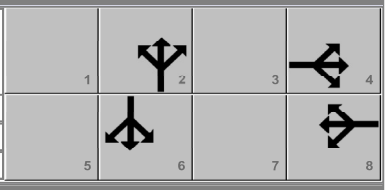
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				

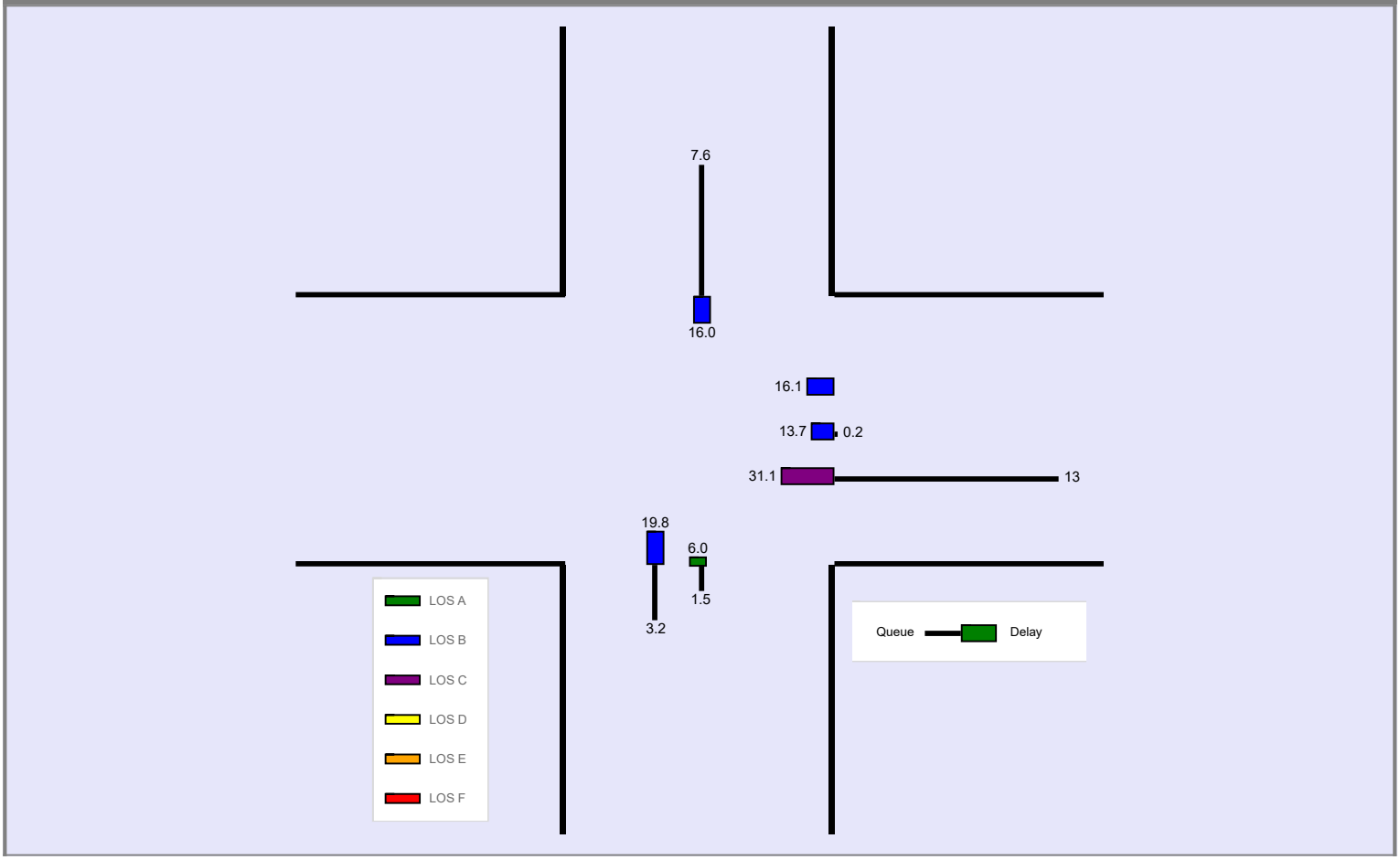


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	180	3	60	10	8	60	60	470	30	40	540	0

Signal Information												
Cycle, s	70.0	Reference Phase	2									
Offset, s	22	Reference Point	End	Green	42.8	15.2	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	0.0	0.0		

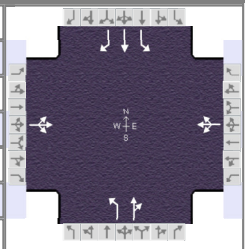


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	128	37			46		4	12	10	9	105	0
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	1.5			1.9		0.2	0.4	0.4	0.4	3.6	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.36	0.00			0.00		0.03	0.00	0.00	0.06	0.00	0.00
Control Delay (*d*), s/veh	28.3	22.5			22.7		2.6	1.1	1.1	3.7	6.8	0.0
Level of Service (LOS)	C	C			C		A	A	A	A	A	
Approach Delay, s/veh / LOS	26.8	C		22.7	C		1.3	A		6.6	A	
Intersection Delay, s/veh / LOS	8.7						A					



HCS Signalized Intersection Input Data

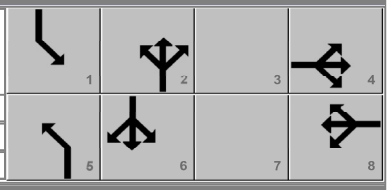
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	3	10	10	2	70	0	420	10	90	460	30

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	31.0	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	3	10	10	2	70	0	420	10	90	460	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		100			92		0	5		89	8	100
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft		0			0		400	0		220	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

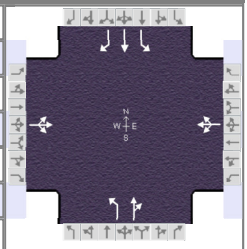
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		16.0		16.0	17.0	34.0	20.0	37.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		2.0		2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		10		10	10	20	10	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0	2.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	Yes	Yes	Yes	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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HCS Signalized Intersection Results Summary

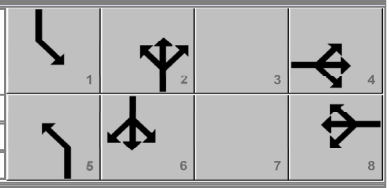
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	3	10	10	2	70	0	420	10	90	460	30

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	31.0	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	1.1	4.0	1.1	3.0
Phase Duration, s		16.0		16.0	0.0	37.0	17.0	54.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.3		3.3	0.0	0.0	3.1	0.0
Queue Clearance Time (g_s), s		11.5		12.0			11.0	
Green Extension Time (g_e), s		0.0		0.0	0.0	0.0	0.1	0.0
Phase Call Probability		0.91		0.91			1.00	
Max Out Probability		1.00		1.00			1.00	

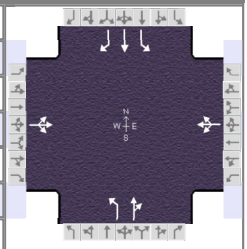
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		36			89		0	467		141	720	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln		261			486		1810	1818		553	1781	354
Queue Service Time (g_s), s		0.0			0.5		0.0	13.5		9.0	16.3	4.1
Cycle Queue Clearance Time (g_c), s		9.5			10.0		0.0	13.5		9.0	16.3	4.1
Green Ratio (*g/C*)		0.14			0.14		0.36	0.44		0.63	0.69	0.69
Capacity (*c*), veh/h		120			127		416	805		262	1222	243
Volume-to-Capacity Ratio (*X*)		0.299			0.701		0.000	0.581		0.539	0.590	0.193
Back of Queue (*Q*), ft/ln (95 th percentile)		47			151		0	245		62	231	25
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			3.5		0.0	9.4		1.4	8.7	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00		0.28	0.00	0.00
Uniform Delay (d_1), s/veh		29.5			31.2		0.0	14.6		9.7	6.8	5.0
Incremental Delay (d_2), s/veh		0.5			13.6		0.0	3.0		0.6	1.8	1.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		30.0			44.8		0.0	17.7		10.3	8.7	6.6
Level of Service (LOS)		C			D			B		B	A	A
Approach Delay, s/veh / LOS	30.0	C		44.8	D		17.7	B		8.8	A	
Intersection Delay, s/veh / LOS	14.2						B					

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

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HCS Signalized Intersection Intermediate Values

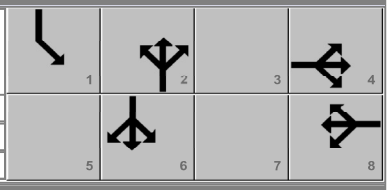
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	3	10	10	2	70	0	420	10	90	460	30

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.0	31.0	10.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



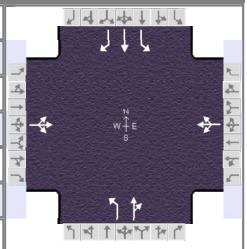
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.220	1.000	1.000	0.282	1.000	1.000	0.961	1.000	0.306	0.938	0.220
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.630	0.624		0.981	0.906		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.624		0.000	0.906		0.996	0.996		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	158	24	79	59	12	415	1810	1776	42	553	1781	354
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.00	0.44	0.44	0.16	0.64	0.61
Incremental Delay Factor (k)		0.04			0.23			0.50		0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0		6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.14		0.14	0.36	0.44	0.63	0.69
Permitted Saturation Flow Rate (s_p), veh/h/ln		1342		1422	744	0	288	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		241		515				
Permitted Effective Green Time (g_p), s		10.0		10.0	31.0	0.0	33.0	0.0
Permitted Service Time (g_u), s		0.0		0.5	29.3	0.0	17.5	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		0.5	0.0		14.7	
Time to First Blockage (g_f), s		1.3		5.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.3		5.2				
Protected Right Saturation Flow (s_R), veh/h/ln								0
Protected Right Effective Green Time (g_R), s								0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

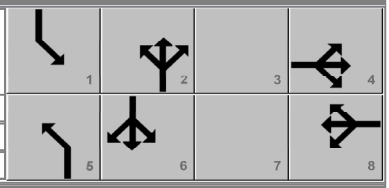
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	MID BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 MID Build.xus		
Project Description	2047 MID BUILD				

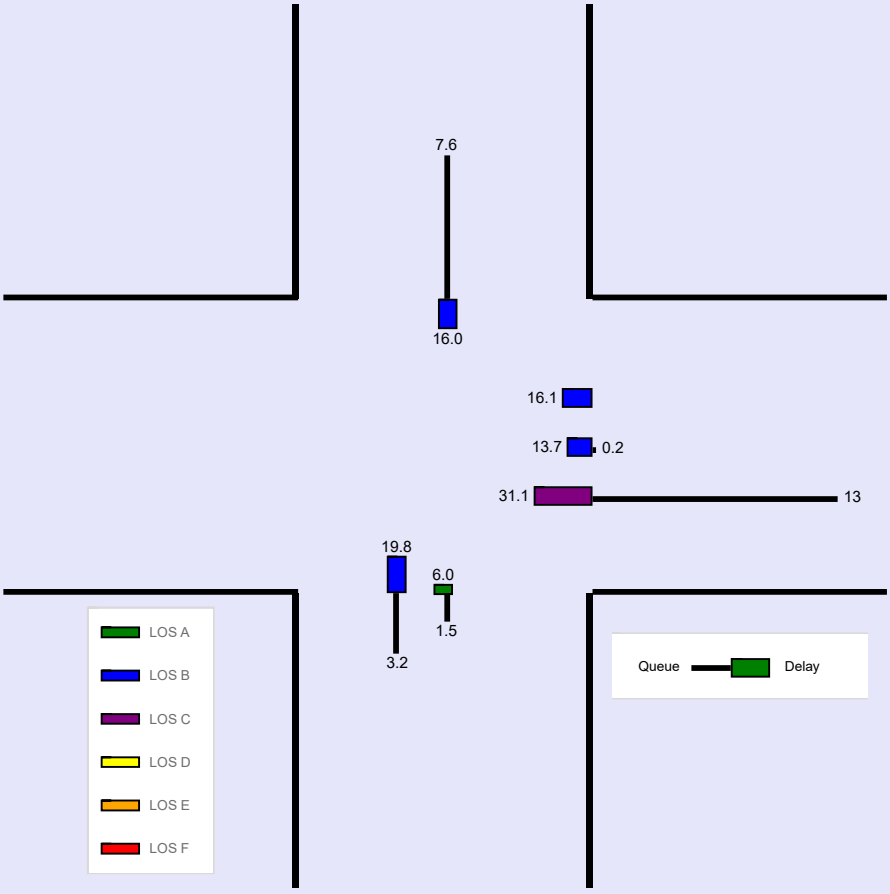


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	3	10	10	2	70	0	420	10	90	460	30

Signal Information												
Cycle, s	70.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	11.0	31.0	10.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0		

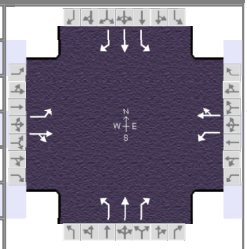


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		47			151		0	245		62	231	25
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			3.5		0.0	9.4		1.4	8.7	0.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00		0.28	0.00	0.00
Control Delay (*d*), s/veh		30.0			44.8		0.0	17.7		10.3	8.7	6.6
Level of Service (LOS)		C			D			B		B	A	A
Approach Delay, s/veh / LOS	30.0	C		44.8	D		17.7	B		8.8	A	
Intersection Delay, s/veh / LOS	14.2						B					



HCS Signalized Intersection Results Summary

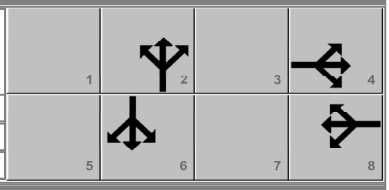
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM BUILD	PHF	0.66
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	BOND DRIVE	File Name	2047 PM Build.xus		
Project Description	2047 PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	10	40	20	10	10	10	380	170	60	340	10

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	21	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	63.3	9.7	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		6.0		5.0		5.0
Phase Duration, s		15.7		15.7		69.3		69.3
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		6.9		8.8				
Green Extension Time (g_e), s		0.2		0.2		0.0		0.0
Phase Call Probability		0.97		0.97				
Max Out Probability		0.00		0.00				

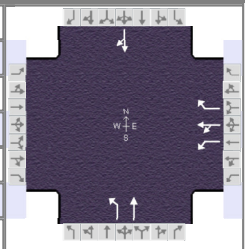
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	15	76		30	30		12	437	196	91	515	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1401	1231		1345	1606		780	1668	1483	966	1695	905
Queue Service Time (g_s), s	0.8	4.9		1.8	1.4		0.4	6.3	2.9	2.9	9.5	0.4
Cycle Queue Clearance Time (g_c), s	2.3	4.9		6.8	1.4		9.9	6.3	2.9	9.2	9.5	0.4
Green Ratio (*g/C*)	0.11	0.11		0.11	0.11		0.74	0.74	0.74	0.74	0.74	0.74
Capacity (*c*), veh/h	221	141		161	184		578	1242	1104	732	1262	673
Volume-to-Capacity Ratio (*X*)	0.068	0.538		0.189	0.165		0.020	0.352	0.177	0.124	0.408	0.022
Back of Queue (*Q*), ft/ln (95 th percentile)	12	78		27	24		3	62	26	22	102	3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	2.6		1.1	1.0		0.1	2.4	1.0	0.9	3.9	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.00		0.13	0.00		0.01	0.00	0.15	0.10	0.00	0.01
Uniform Delay (d_1), s/veh	35.0	35.5		38.7	34.0		5.0	2.9	2.8	5.1	4.0	2.8
Incremental Delay (d_2), s/veh	0.0	1.2		0.2	0.2		0.1	0.6	0.3	0.3	1.0	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.0	36.7		38.9	34.1		5.1	3.5	3.1	5.5	5.0	2.9
Level of Service (LOS)	D	D		D	C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	36.4	D		36.5	D		3.4	A		5.0	A	
Intersection Delay, s/veh / LOS	7.6						A					

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

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HCS Signalized Intersection Results Summary

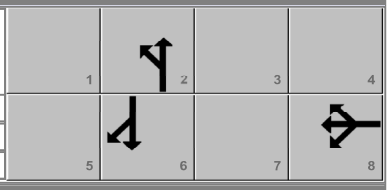
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Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM BUILD	PHF	0.78
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 WESTBOUND	File Name	2047 PM Build.xus		
Project Description	2047 PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				280	10	180	170	380			330	70

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	21	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	56.8	16.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				9.0		6.0		8.0
Phase Duration, s				22.2		62.8		62.8
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				3.1		0.0		0.0
Queue Clearance Time (g_s), s				15.0				
Green Extension Time (g_e), s				1.1		0.0		0.0
Phase Call Probability				1.00				
Max Out Probability				0.00				

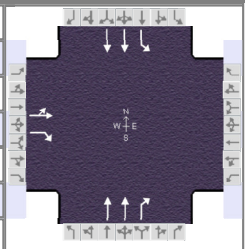
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				179	192	231	185	414			606	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1511	1436	1448	575	1627			1644	
Queue Service Time (g_s), s				9.3	10.6	13.0	0.7	1.4			14.6	
Cycle Queue Clearance Time (g_c), s				9.3	10.6	13.0	28.4	1.4			14.6	
Green Ratio (*g/C*)				0.19	0.19	0.19	0.67	0.67			0.67	
Capacity (*c*), veh/h				287	273	275	371	1088			1099	
Volume-to-Capacity Ratio (*X*)				0.625	0.705	0.838	0.500	0.380			0.551	
Back of Queue (*Q*), ft/ln (95 th percentile)				159	288	203	46	25			174	
Back of Queue (*Q*), veh/ln (95 th percentile)				5.8	6.4	7.9	1.4	0.9			6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.34	0.11	0.00			0.00	
Uniform Delay (d_1), s/veh				31.6	32.2	33.2	3.9	0.6			6.0	
Incremental Delay (d_2), s/veh				0.8	1.3	2.6	4.3	0.9			1.8	
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh				32.5	33.4	35.8	8.3	1.6			7.8	
Level of Service (LOS)				C	C	D	A	A			A	
Approach Delay, s/veh / LOS	0.0			34.0		C	3.6		A	7.8		A
Intersection Delay, s/veh / LOS	15.2						B					

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

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HCS Signalized Intersection Results Summary

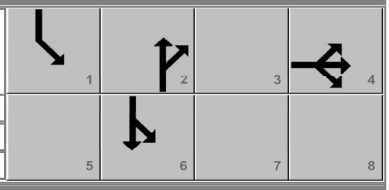
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	I 70 EASTBOUND	File Name	2047 PM Build.xus		
Project Description	2047 PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	60	10	170					490	510	170	440	

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	80	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	39.2	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		11.0				7.3	1.0	4.0
Phase Duration, s		26.0				45.2	13.8	59.0
Change Period, ($Y+R_c$), s		6.0				6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.2				0.0	3.0	0.0
Queue Clearance Time (g_s), s		17.5					7.6	
Green Extension Time (g_e), s		0.4				0.0	0.3	0.0
Phase Call Probability		1.00					0.99	
Max Out Probability		0.00					0.00	

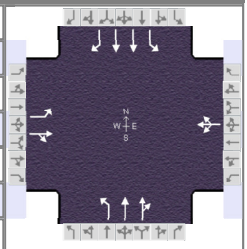
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		76	185					534	556	219	568	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1037	963					1354		1628	1536	
Queue Service Time (g_s), s		5.2	15.5					10.3		5.6	6.3	
Cycle Queue Clearance Time (g_c), s		5.2	15.5					10.3		5.6	6.3	
Green Ratio (*g/C*)		0.23	0.23					0.46		0.58	0.62	
Capacity (*c*), veh/h		243	226					1249		527	1917	
Volume-to-Capacity Ratio (*X*)		0.313	0.818					0.428		0.417	0.296	
Back of Queue (*Q*), ft/ln (95 th percentile)		76	214					150		76	76	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.2	6.3					5.0		3.0	2.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.47					0.00		0.17	0.00	
Uniform Delay (d_1), s/veh		26.9	30.8					13.5		10.1	6.1	
Incremental Delay (d_2), s/veh		0.3	2.8					0.9		0.1	0.2	
Initial Queue Delay (d_3), s/veh		0.0	0.0					0.0		0.0	0.0	
Control Delay (*d*), s/veh		27.1	33.6					14.4	0.0	10.2	6.3	
Level of Service (LOS)		C	C					B	A	B	A	
Approach Delay, s/veh / LOS	31.7	C		0.0			7.0	A		7.3	A	
Intersection Delay, s/veh / LOS	10.2						B					

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

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HCS Signalized Intersection Results Summary

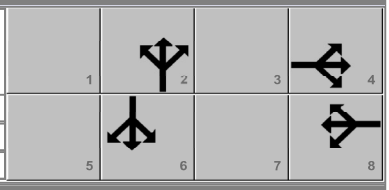
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM BUILD	PHF	0.94
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	RECO DRIVE	File Name	2047 PM Build.xus		
Project Description	2047 PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	2	110	10	8	60	55	835	20	60	430	230

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	21	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.6	17.4	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		6.0		8.0		6.0		5.0
Phase Duration, s		23.4		23.4		61.6		61.6
Change Period, (*Y+R c*), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		0.0		0.0
Queue Clearance Time (*g s*), s		16.5		6.0				
Green Extension Time (*g e*), s		0.7		0.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

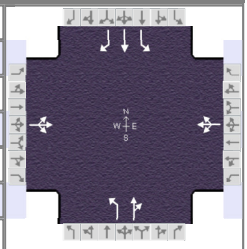
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	176	119			83		56	437	434	63	449	240
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1349	1487			1463		956	1368	1356	596	1380	1483
Queue Service Time (*g s*), s	10.7	5.9			0.0		0.3	2.8	2.8	5.1	7.3	7.4
Cycle Queue Clearance Time (*g c*), s	14.5	5.9			4.0		8.5	2.8	2.8	8.6	7.3	7.4
Green Ratio (*g/C*)	0.20	0.20			0.20		0.65	0.65	0.65	0.65	0.65	0.65
Capacity (*c*), veh/h	300	305			348		625	894	886	448	1804	969
Volume-to-Capacity Ratio (*X*)	0.584	0.390			0.238		0.090	0.489	0.489	0.140	0.249	0.248
Back of Queue (*Q*), ft/ln (95 th percentile)	150	90			63		3	31	25	30	96	93
Back of Queue (*Q*), veh/ln (95 th percentile)	6.0	3.6			2.4		0.1	1.0	1.0	1.1	3.3	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.00			0.00		0.03	0.00	0.00	0.19	0.00	0.58
Uniform Delay (*d 1*), s/veh	34.5	29.2			28.4		1.6	0.9	0.9	9.8	8.4	8.6
Incremental Delay (*d 2*), s/veh	0.7	0.3			0.1		0.1	0.9	0.9	0.6	0.3	0.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.2	29.5			28.6		1.7	1.8	1.8	10.4	8.7	9.2
Level of Service (LOS)	D	C			C		A	A	A	B	A	A
Approach Delay, s/veh / LOS	32.9	C		28.6	C		1.8	A		9.0	A	
Intersection Delay, s/veh / LOS	9.9						A					

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

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HCS Signalized Intersection Results Summary

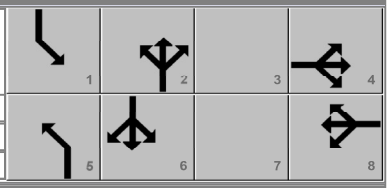
General Information				Intersection Information	
Agency	MEAD & HUNT			Duration, h	0.250
Analyst	DLW	Analysis Date	4/5/2024	Area Type	Other
Jurisdiction	ODOT	Time Period	PM BUILD	PHF	0.92
Urban Street	SR 149	Analysis Year	2047	Analysis Period	1> 7:00
Intersection	Pilot South Access	File Name	2047 PM Build.xus		
Project Description	2047 PM BUILD				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	65	0	0	5	0	50	55	745	10	50	390	10

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	47.0	10.0	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	1.1	4.0	1.1	3.0
Phase Duration, s		16.0		16.0	16.0	53.0	16.0	53.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		3.2		3.2	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		12.0		12.0	3.0		6.1	
Green Extension Time (g_e), s		0.0		0.0	0.1	0.0	0.1	0.0
Phase Call Probability		0.95		0.95	1.00		1.00	
Max Out Probability		1.00		1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		71			60		60	821		64	500	13
Adjusted Saturation Flow Rate (*s*), veh/h/ln		163			432		1810	1836		497	1693	354
Queue Service Time (g_s), s		0.0			0.0		1.0	30.7		4.1	10.5	1.0
Cycle Queue Clearance Time (g_c), s		10.0			10.0		1.0	30.7		4.1	10.5	1.0
Green Ratio (*g/C*)		0.12			0.12		0.67	0.55		0.67	0.55	0.55
Capacity (*c*), veh/h		104			97		664	1015		179	936	196
Volume-to-Capacity Ratio (*X*)		0.680			0.616		0.090	0.808		0.359	0.534	0.065
Back of Queue (*Q*), ft/ln (95 th percentile)		149			115		13	489		46	153	8
Back of Queue (*Q*), veh/ln (95 th percentile)		3.3			2.6		0.5	18.9		1.1	5.5	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.03	0.00		0.21	0.00	0.00
Uniform Delay (d_1), s/veh		41.1			38.4		5.8	15.4		14.5	6.1	5.7
Incremental Delay (d_2), s/veh		13.8			8.3		0.0	6.9		0.4	2.1	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh		54.9			46.7		5.8	22.3		15.0	8.2	6.4
Level of Service (LOS)		D			D		A	C		B	A	A
Approach Delay, s/veh / LOS	54.9	D		46.7	D		21.2	C		8.9	A	
Intersection Delay, s/veh / LOS	19.2						B					

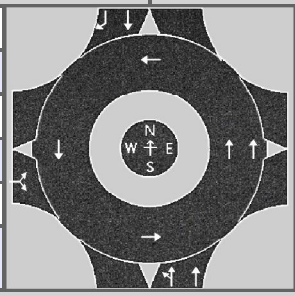
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS Roundabouts Report

General Information

Analyst	DLW
Agency or Co.	Mead & Hunt
Date Performed	4/7/2024
Analysis Year	2047
Time Analyzed	AM Peak - BUILD
Project Description	BEL-70-9.35



Site Information

Intersection	Reco Drive & SR149
E/W Street Name	Reco Drive
N/S Street Name	SR 149
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1
Lane Assignment			LR						LT		T		T		R	
Volume (V), veh/h	0	230		110					0	110	770		0		340	240
Percent Heavy Vehicles, %	0	22		0					0	18	50		0		23	50
Flow Rate (v_{PCE}), pc/h	0	299		117					0	138	1229		0		445	383
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763					4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.6087					2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		416					642	725		445	383	
Entry Volume, veh/h		362					440	496		332	285	
Circulating Flow (v_c), pc/h	445			1666			299			138		
Exiting Flow (v_{ex}), pc/h	0			521			1528			562		
Capacity (c_{pce}), pc/h		877					1082	1082		1252	1252	
Capacity (c), veh/h		763					741	741		933	933	
v/c Ratio (x)		0.47					0.59	0.67		0.36	0.31	

Delay and Level of Service

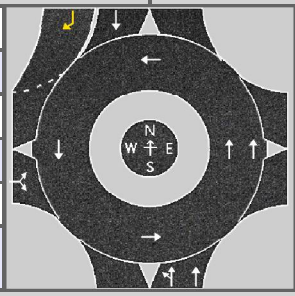
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.3					14.7	17.5		7.7	7.1	
Lane LOS		B					B	C		A	A	
95% Queue Length, Q_{95} (veh)		2.6					4.0	5.2		1.6	1.3	
95% Queue Length, Q_{95} (ft)		72.7					136.8	182.0		47.4	45.5	
Approach Delay, s/veh | LOS	11.3	B					16.2	C		7.4	A	
Intersection Delay, s/veh | LOS	B											

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HCS Roundabouts Report

General Information

Analyst	DLW
Agency or Co.	Mead & Hunt
Date Performed	4/7/2024
Analysis Year	2047
Time Analyzed	MID Peak - BUILD
Project Description	BEL-70-9.35



Site Information

Intersection	Reco Drive & SR149
E/W Street Name	Reco Drive
N/S Street Name	SR 149
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
Lane Assignment			LR						LT		T				T	
Volume (V), veh/h	0	200		70					0	60	440		0		440	200
Percent Heavy Vehicles, %	0	30		38					0	0	34		0		37	14
Flow Rate (v_{PCE}), pc/h	0	289		107					0	67	655		0		670	253
Right-Turn Bypass	None				None				None				Yielding			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763					4.5436	4.5436			4.9763	4.9763
Follow-Up Headway, s		2.6087					2.5352	2.5352			2.6087	2.6087

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		396					339	383			670	253
Entry Volume, veh/h		300					261	295			489	222
Circulating Flow (v_c), pc/h	670			1011			289			67		
Exiting Flow (v_{ex}), pc/h	0			67			944			777		
Capacity (c_{pce}), pc/h		697					1092	1092			1289	1289
Capacity (c), veh/h		528					840	840			941	1131
v/c Ratio (x)		0.57					0.31	0.35			0.52	0.20

Delay and Level of Service

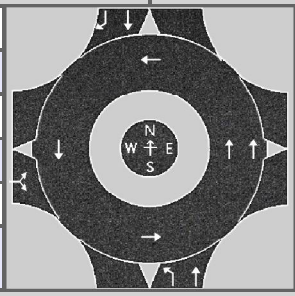
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		18.3					7.8	8.3			10.5	4.9
Lane LOS		C					A	A			B	A
95% Queue Length, Q_{95} (veh)		3.5					1.3	1.6			3.1	0.7
95% Queue Length, Q_{95} (ft)		110.0					40.3	50.9			100.4	19.5
Approach Delay, s/veh | LOS	18.3	C					8.1	A		8.8	A	
Intersection Delay, s/veh | LOS	B											

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HCS Roundabouts Report

General Information

Analyst	DLW
Agency or Co.	Mead & Hunt
Date Performed	4/7/2024
Analysis Year	2047
Time Analyzed	PM Peak -BUILD
Project Description	BEL-70-9.35



Site Information

Intersection	Reco Drive & SR149
E/W Street Name	Reco Drive
N/S Street Name	SR 149
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	ODOT

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	1
Lane Assignment			LR						L		T		T		R	
Volume (V), veh/h	0	200		70					0	60	550		0		700	190
Percent Heavy Vehicles, %	0	10		8					0	0	29		0		23	50
Flow Rate (v_{PCE}), pc/h	0	244		84					0	67	788		0		957	317
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763					4.5436	4.5436		4.5436	4.5436	
Follow-Up Headway, s		2.6087					2.5352	2.5352		2.5352	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		328					67	788		957	317	
Entry Volume, veh/h		300					53	625		743	246	
Circulating Flow (v_c), pc/h	957			1099			244			67		
Exiting Flow (v_{ex}), pc/h	0			384			1032			1041		
Capacity (c_{pce}), pc/h		520					1137	1137		1336	1336	
Capacity (c), veh/h		475					902	902		1038	1038	
v/c Ratio (x)		0.63					0.06	0.69		0.72	0.24	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		22.8					4.5	15.9		15.3	5.7	
Lane LOS		C					A	C		C	A	
95% Queue Length, Q_{95} (veh)		4.3					0.2	5.8		6.4	0.9	
95% Queue Length, Q_{95} (ft)		115.7					6.2	178.6		189.4	31.5	
Approach Delay, s/veh | LOS	22.8	C					15.1	C		12.9	B	
Intersection Delay, s/veh | LOS	C											

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HCS Freeway Facilities Report

Project Information

Analyst	DLW	Date	4/9/2024
Agency	Mead & Hunt	Analysis Year	2047 NO BUILD & BUILD
Jurisdiction	ODOT	Time Analyzed	AM PEAK
Facility Name		Units	U.S. Customary
Project Description	BEL-70-9.35		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.04		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I 70 EB	16970	2
2	Diverge	Diverge	I 70 EB TO SR 149 EXIT RAMP	1500	2
3	Basic	Basic	I 70 EB	2800	2
4	Merge	Merge	SR 149 TO I 70 EB ENTRANCE RAMP	1500	2
5	Basic	Basic	I 70 EB	19683	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.671	2140	4800	0.45	74.9	14.3	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.671	0.752	2140	340	4800	2200	0.45	0.15	68.4	68.4	15.6	18.2	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.671	1760	4800	0.37	74.8	11.7	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.671	0.885	2589	829	4800	2200	0.54	0.38	66.0	66.0	19.6	19.7	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.735	2605	4800	0.54	74.0	17.6	B

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AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3320	3133	0.70	17.58	73.8	15.9	11.2	6.50	C

Facility Overall Results

Space Mean Speed, mi/h	73.8	Average Density, veh/mi/ln	11.2
Average Travel Time, min	6.50	Average Density, pc/mi/ln	15.9
Total VMT, veh-mi/AP	3320	Total VHD, veh-h	0.70
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	17.58

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HCS Freeway Facilities Report

Project Information

Analyst	DLW	Date	4/9/2024
Agency	Mead & Hunt	Analysis Year	2047 No Build & Build
Jurisdiction	ODOT	Time Analyzed	AM Peak
Facility Name		Units	U.S. Customary
Project Description	BEL-70-9.35		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.58		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I 70 WB	20683	2
2	Diverge	Diverge	I 70 WB TO SR 149 EXIT RAMP	1500	2
3	Basic	Basic	I 70 WB	2800	2
4	Merge	Merge	SR 149 TO I 70 WB ENTRANCE RAMP	1500	2
5	Basic	Basic	I 70 WB	18834	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.667	2089	4800	0.44	75.0	13.9	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.667	0.833	2089	600	4800	2200	0.44	0.27	67.7	67.7	15.4	17.7	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.667	1340	4800	0.28	74.8	8.9	A

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.667	0.775	1683	343	4800	2200	0.35	0.16	67.7	67.7	12.4	11.7	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.680	1705	4800	0.36	75.0	11.4	B

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AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2695	2537	0.26	6.54	74.5	12.6	8.5	6.90	B

Facility Overall Results

Space Mean Speed, mi/h	74.5	Average Density, veh/mi/ln	8.5
Average Travel Time, min	6.90	Average Density, pc/mi/ln	12.6
Total VMT, veh-mi/AP	2695	Total VHD, veh-h	0.26
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	6.54

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HCS Freeway Facilities Report

Project Information

Analyst	DLW	Date	4/9/2024
Agency	Mead & Hunt	Analysis Year	2047 No Build & Build
Jurisdiction	ODOT	Time Analyzed	PM Peak
Facility Name		Units	U.S. Customary
Project Description	BEL-70-9.35		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.04		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I 70 EB	16970	2
2	Diverge	Diverge	I 70 EB TO SR 149 EXIT RAMP	1500	2
3	Basic	Basic	I 70 EB	2800	2
4	Merge	Merge	SR 149 TO I 70 EB ENTRANCE RAMP	1500	2
5	Basic	Basic	I 70 EB	19683	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.709	2341	4800	0.49	74.7	15.7	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.709	0.676	2341	315	4800	2200	0.49	0.14	68.5	68.5	17.1	19.9	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.709	2041	4800	0.43	74.8	13.6	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.709	0.820	2651	610	4800	2200	0.55	0.28	65.9	65.9	20.1	20.3	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.735	2649	4800	0.55	73.8	17.9	B

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AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3592	3380	0.87	21.67	73.7	16.8	12.1	6.50	C

Facility Overall Results

Space Mean Speed, mi/h	73.7	Average Density, veh/mi/ln	12.1
Average Travel Time, min	6.50	Average Density, pc/mi/ln	16.8
Total VMT, veh-mi/AP	3592	Total VHD, veh-h	0.87
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	21.67

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HCS Freeway Facilities Report

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Agency	Mead & Hunt	Analysis Year	2047 No Build & Build
Jurisdiction	ODOT	Time Analyzed	PM Peak
Facility Name		Units	U.S. Customary
Project Description	BEL-70-9.35		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.58		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I 70 WB	20683	2
2	Diverge	Diverge	I 70 WB TO SR 149 EXIT RAMP	1500	2
3	Basic	Basic	I 70 WB	2800	2
4	Merge	Merge	SR 149 TO I 70 WB ENTRANCE RAMP	1500	2
5	Basic	Basic	I 70 WB	18834	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.714	3010	4800	0.63	72.2	20.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.714	0.877	3010	861	4800	2200	0.63	0.39	66.9	66.9	22.5	25.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.714	1952	4800	0.41	74.8	13.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.714	0.719	2366	414	4800	2200	0.49	0.19	67.0	67.0	17.7	17.0	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.714	2369	4800	0.49	74.6	15.9	B

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AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4070	3826	1.64	41.04	72.8	18.2	13.1	7.10	C

Facility Overall Results

Space Mean Speed, mi/h	72.8	Average Density, veh/mi/ln	13.1
Average Travel Time, min	7.10	Average Density, pc/mi/ln	18.2
Total VMT, veh-mi/AP	4070	Total VHD, veh-h	1.64
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	41.04

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