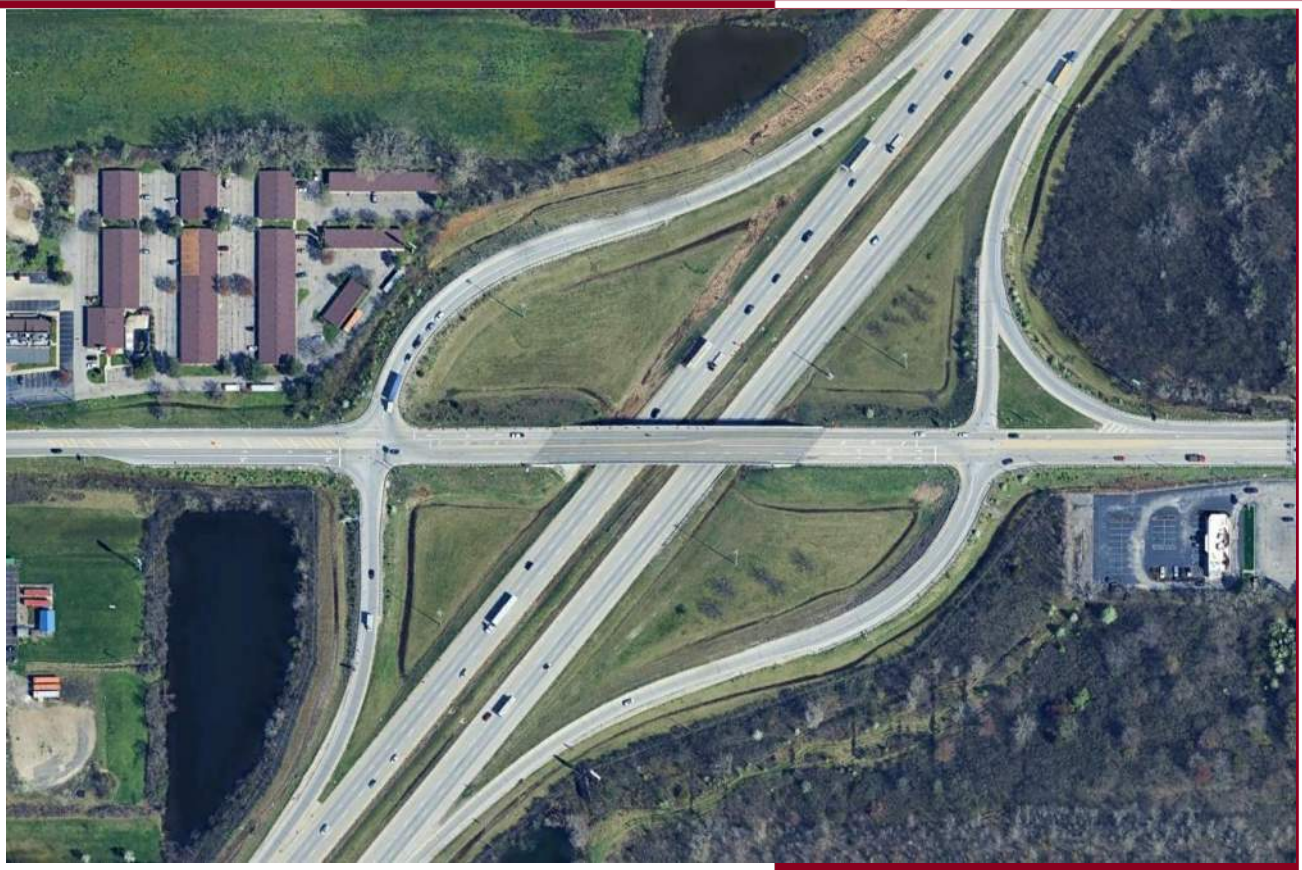

Buck Road Feasibility Study

WOO-75-30.00 PID 124359
Rossford, Ohio

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1. EXECUTIVE SUMMARY

DGL Consulting Engineers (DGL) was selected by the City of Rossford to complete a Feasibility Study for the I-75 interchange at Buck Road as part of the city's overall Crossroads and Innovation Commerce Transportation Improvement Plan (TIP). The project's primary goal is to improve efficiency of the interchange by reducing delay while also improving safety and the First-Mile/Last-Mile (FMLM) freight movements.

Safety analyses were completed for the corridor. The majority of crashes occur from Glenwood Road through the interchange to the I-75 southbound on/off ramps. The safety countermeasures were then focused on this three-intersection area for motorized vehicles. None of the segments in the study were listed on the 2025 HSIP Priority Locations.

Congestion is an issue in peak hours during weekday periods. To mitigate crashes and congestion, three new interchange alternatives were investigated. A Diverging Diamond Interchange (DDI), a Single Point Urban Interchange (SPUI), and a Double Roundabout Interchange were studied. The SPUI was eliminated very early due to construction duration impacts for the interchange. The DDI and Double Roundabout Interchange moved forward for additional geometric development and traffic analyses. Traffic analysis of alternatives incorporated the future conversion of the signalized intersection of Buck Road and Glenwood Road to a multi-lane roundabout. The roundabout project is already funded and is currently in the design phase with an opening year of 2026.

An alternatives matrix compared the DDI Interchange to the Double Roundabout Interchange with the Double Roundabout emerging as the Preferred Alternative. The double roundabout interchange provides:

- Most crash reduction
- Shorter travel times
- Continuation of the roundabout corridor along Buck from the adjacent intersections

A public information and comment period occurred in late 2025, with the majority of the public agreeing that a roundabout interchange would be a satisfactory solution for the current Buck Road configuration.

2. INTRODUCTION

The purpose of this study is to determine a list of acceptable alternatives for the I-75 interchange at Buck Road within the City of Rossford in Wood County, Ohio. The report will include a detailed analysis of the impacts for each alternative analyzed in terms of the primary needs for the intersection by reducing delay and improving safety. **Figure 1** shows the study extent for this report as well as the different analysis points on the following page.

The study limits for this project extend from the I-75 and Wales Road interchange, 1.8 miles north of Buck Road, to I-75 and I-80/I-90/SR-795 C-D road 1.5 miles south of Buck Road. The eastern study limit extends to the intersection of Buck Road and Glenwood Road, a little less than a quarter mile from I-75. The western study limit extends to the intersection of Buck Road and Lime City Road, about a quarter mile from I-75. The corridor is mostly comprised of commercial development including gas stations and fast-food restaurants. The corridor also serves major traffic generators that include the Ampoint Industrial Complex, Owens Community College, FedEx, and Penta Career Center. With significant economic growth occurring south of the interchange, safety and operational concerns for the existing interchange have been raised by stakeholders.

Previous improvements in the corridor include the following projects:

- Statewide Lighting Optimization (PID 112673)
- D02 RPM FY 2022 (PID 105650): I-75 District Preservation
- Buck Road & Lime City Road: converted from All-Way-Stop-Control (AWSC) to a roundabout.
- Rossford Transportation Improvement Plan (2022)

The existing diamond interchange being studied is signalized on both sets of ramps with a slip lane for westbound traffic on Buck Road going north on I-75. According to ODOT's Transportation Information Mapping System (TIMS), Buck Road is classified as a Major Collector with an AADT ranging from 8,662 to 14,032 between Lime City Road and Glenwood Road. Approaches with dedicated turn lanes are as follows:

- Left turn lane for WB Buck Road at SB I-75
- Left turn lane for EB Buck Road at NB I-75
- Right turn lane for NB I-75 Off-Ramp at Buck Road
- Right turn lane for SB I-75 Off-Ramp at Buck Road

To the west of the interchange, the intersection of Buck Road and Lime City Road was recently converted from an all-way-stop-control (AWSC) to a roundabout. East of the interchange, the signalized intersection of Buck Road/3rd Street and Glenwood Road is also to be converted to a roundabout in SFY2026 (PID 117851). The proposed roundabout is currently under design and the City of Rossford has secured funding sources for the intersection improvement. With roundabouts being implemented on both sides of the interchange and an increase in traffic, it is predicted that the Buck Road corridor from Lime City Road to Glenwood Road will function differently than it currently does.

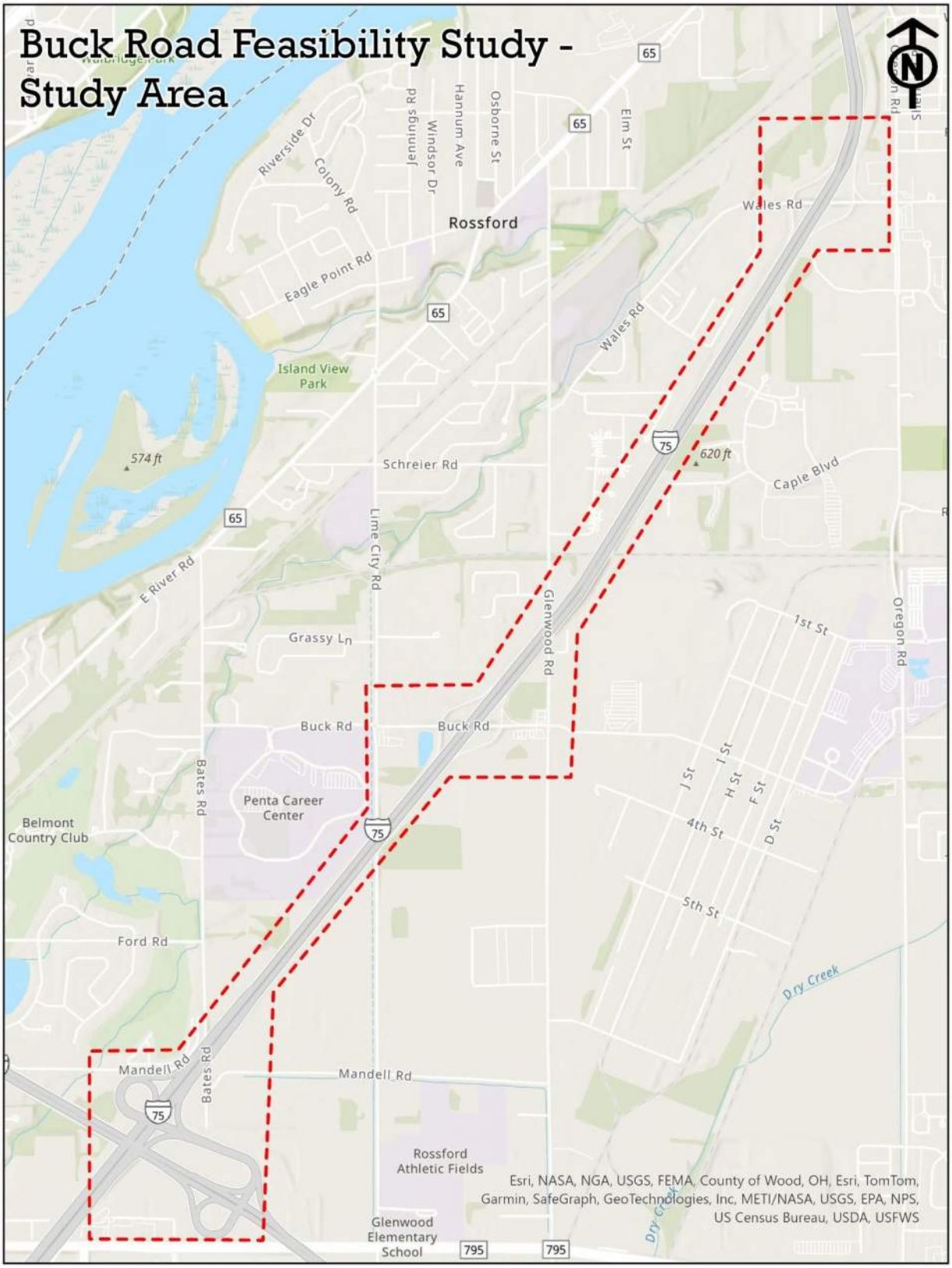

Figure 1 - Study Area

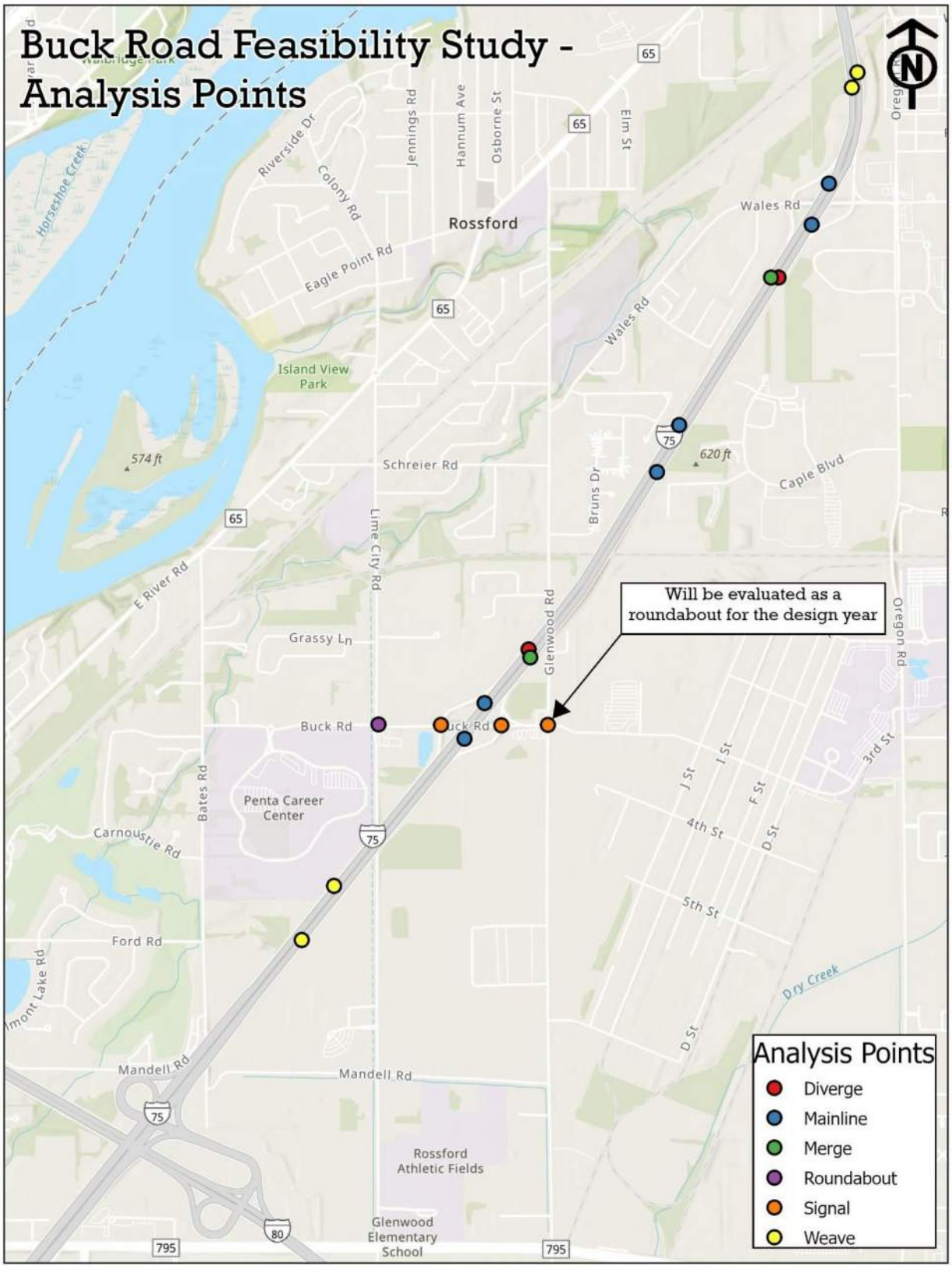

Figure 2 - Analysis Points

3. PURPOSE AND NEED SUMMARY

3a. Purpose Statement

The purpose of the project is to reduce congestion and improve the efficiency and safety of the interchange for I-75 at Buck Road. Modifying the existing interchange will allow for improved travel times through the Buck Road corridor by improving LOS and delay for the intersections serving the on/off ramps for I-75. The surrounding road network has been or is in the process of being updated to improve delay by implementing roundabouts on both sides of the interchange while the interchange itself has not been updated within the past 30 years.

The modification of the Buck Road Interchange will also improve First-Mile/Last-Mile (FMLM) traffic movements for various commercial and industrial land uses and facilitate the continued economic development of the area surrounding the corridor.

3b. Need Element

i. Congestion

Modifying the existing interchange to facilitate traffic more efficiently with the introduction of roundabouts on both termini on Buck Road and accommodate changes to the composition of traffic along the corridor.

ii. Crashes

Although none of the segments or intersections within the study area appear in the ODOT HSIP priority locations, a total of 163 crashes with a 12.3% injury rate occurred during the study period of 2019 through 2023. The predominant crash types are listed, in order, as: Rear End, Angle, Sideswipe – Passing, and Fixed Object. Angle crashes resulted in the most injury crashes with 8, followed by Rear End (7) and Right Turn (3). The frequency of crashes peak during the peak traffic hours of 07:00 (21) and 18:00 (20), with another peak occurring during the midday hours of 13:00 (14) and 14:00 (15).

iii. Accommodate Future Development

The City of Rossford and Perrysburg Township expect significant future growth in this area due to the proximity to I-75 and I-80/I-90 as well as underutilized properties located along the surrounding roadways. Current zoning of the area south of the interchange includes the Innovation Commerce area, which is envisioned to be an industrial and manufacturing park that has already begun to develop. By modifying the existing interchange, the travel time for accessing I-75 will be improved and strengthen efforts to develop the area and bring more jobs to the City of Rossford and Perrysburg Township.

3c. Logical Termini

The logical termini on Buck Road are the Lime City Road intersection on the west and the Glenwood Road intersection on the east. The north and south termini include the I-75 ramp merge and diverge influence areas to the north at the Wales Road Interchange and the I-75 to I-80/I-90 and SR-795 C-D road weave influence areas to the south. The selection of the east and west termini of Lime City Road and Glenwood Road, respectively, allows the Feasibility Study to consider a range of interchange modifications while maintaining access from Buck Road to the local street network.



Figure 3 - Logical Termini

4. ALTERNATIVE CONSIDERED AND DISMISSED

4a. Alternatives Considered

Three different interchange alternatives were reviewed and analyzed for the I-75 & Buck Road Interchange Modification Study.

- *No-Build Condition – Diamond Interchange:* The interchange is currently signalized for the ramp approaches at Buck Road on the diamond interchange. This alternative functions as the baseline for the other alternatives analyzed. The existing structure that carries Buck Road over I-75 is a 4 span, steel beam continuous superstructure, supported by reinforced concrete cap and column piers and reinforced concrete abutments. The structure is 58 feet wide, 349 feet long and has a minimum clearance over I-75 of 16.4 feet. The bridge was recently inspected in November 2023 and was considered to be a 7A (good condition). As useful life for bridges typically ranges from 75-90 years, it is recommended that the entire, 58-year old structure be replaced to meet the projected traffic demands for this study. There are no pedestrian facilities on the bridge and the pavement condition rating is 60, the fair to poor category. According to ODOT TIMS the current structure over I-75 was constructed in 1967 with major reconstruction occurring in 2002.
- *Alternative Condition 1 – Diverging Diamond Interchange (DDI):* The DDI alternative was evaluated because of the heavy left-turning volumes at each ramp as well as the removal of several conflict points for both motorized and non-motorized users. The DDI alternative would remove the need for left turn phasing by allowing vehicles to enter the on ramps to I-75 without conflicts on the opposing approach. Because turn phasing is not needed, the signal runs on two phases allowing for additional time to be given to either the ramps and/or the Buck Road approaches based on the traffic demands during peak hours. Increasing green times on the other approaches would mitigate congestion in the corridor by moving traffic more efficiently.
- *Alternative Condition 2 – Single Point Urban Interchange (SPUI):* The SPUI alternative was also evaluated because of its operational efficiency and the limited right-of-way necessary to construct the interchange. Alternative 2 would address the high injury crash types by allowing the left turn movements onto I-75 to be conducted simultaneously without conflict from the opposing approach. By consolidating the left turn phasing for the ramps, green time previously used for two left turn phases can be reallocated to other critical movements, thereby increasing the operational efficiency of the interchange.
- *Alternative Condition 3 – Double-Roundabout Interchange:* The double-roundabout interchange alternative was analyzed using two-lane roundabouts for each ramp intersection. A slip lane is included for the westbound Buck Road traffic turning right onto northbound I-75. Roundabouts would address the high injury crash types of turning and angle crashes by slowing down traffic as vehicles approach and circulate through the intersection. By reducing the speed of traffic at the intersection, the severity of crashes should also be reduced since vehicle speed is a major contributor to the severity of crashes. Studies conducted by the FHWA found when a roundabout replaces a traffic signal, serious injury and fatal crashes dropped by 80%.

4b. Alternatives Dismissed

This feasibility study dismissed other roundabout alternatives including a single-lane roundabout and a hybrid roundabout due to capacity concerns during the Cap-X planning process.

5. KEY ISSUES

Based on the need elements of improving traffic operations within the corridor, the primary key issues used to evaluate the alternatives are summarized below are:

Improve Level of Service (LOS): Alternatives that provide the greatest LOS for the corridor by reducing delays at intersections were given preference in the evaluation process.

Additional key issues include:

- Crash Reduction
- Roadway Design
- Maintenance of Traffic
- Right-Of-Way Requirements
- Utilities
- Environmental Analysis
- Estimated Construction Costs

5a. Traffic Analysis

Traffic counts were collected by DGL in September/October 2023. Volumes for 2028 and 2048 were grown using growth rates provided by Toledo Metropolitan Area Council of Governments (TMACOG). The certified traffic for the study area was approved by ODOT on 07/24/2024 and can be found in **Appendix A**. The growth rates provided by TMACOG are shown below.

Table 1: TMACOG Calculated Growth Rates

Location	Linear Annual Growth Rate
Buck Road at I-75 Interchange	0.5%
Buck Road east of I-75 Interchange	0.1%
Buck Road west of I-75 Interchange	0.1%

To model traffic going to and coming from the I-80/I-90 and SR-795 C-D road, ODOT allowed DGL to utilize the certified traffic from the nearby WOO-20-02.55 (PID 117678). The traffic plates for the C-D road at I-80/I-90 and SR-795 can also be found in **Appendix A**.

Certified traffic volumes were then applied to the alternatives being considered to determine which interchange design provides the most efficient operations of the ramp terminals. TransModeler SE 6.1 software was used to determine the Level of Service (LOS) for each alternative. Truck traffic was applied using Local Loading Parameters at boundary nodes. Full capacity tables can be found in **Appendix B**. The results of the analysis are summarized in the tables below:

Table 2: No-Build & Alternative Conditions Comparison									
		2048: No-Build		2048 Alt. 1: DDI		2048 Alt. 2: SPUI		2048 Alt. 3: Roundabout	
		LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue
Buck Road & Lime City Road									
AM Peak	EB	B (10.7)	142.9'	A (6.5)	69.7'	A (6.5)	71.7'	A (6.7)	62.0'
	WB	E (35.2)	90.0'	A (5.4)	82.2'	F (91.8)	974.0'	F (71.5)	699.2'
	NB	B (13.1)	113.2'	B (10.5)	105.7'	B (11.0)	112.8'	B (11.1)	112.1'
	SB	A (6.1)	31.0'	F (251.2)	1,440.1'	F (143.6)	811.0'	F (71.4)	455.6'
	Overall	**C (15.5)**	-	**E (47.1)**	-	**F (64.6)**	-	**E (44.5)**	-
PM Peak	EB	B (11.0)	142.1'	B (10.9)	150.7'	B (12.7)	175.4'	B (11.5)	166.4'
	WB	B (13.3)	145.0'	A (3.5)	57.7'	C (15.8)	198.5'	A (7.2)	78.9'
	NB	B (12.7)	101.1'	B (12.2)	112.0'	B (12.2)	104.3'	B (11.6)	96.7'
	SB	A (6.8)	39.5'	A (6.2)	28.1'	A (6.9)	29.6'	A (6.5)	34.9'
	Overall	**B (11.1)**	-	**A (8.5)**	-	**B (12.3)**	-	**A (9.4)**	-
Buck Road & I-75 Southbound									
AM Peak	EB	C (22.1)	228.2'	B (16.0)	83.4'	B (15.1)	139.6'	B (16.1)	94.7'
	WB	F (140.4)	760.7'	E (73.7)	760.1'	-	-	A (0.6)	0.0'
	SB	B (19.0)	192.0'	C (22.5)	290.8'	F (149.9)	1,292.1'	F (158.6)	1,382.6'
	Overall	**D (50.3)**	-	**D (52.0)**	-	**E (55.6)**	-	**E (44.1)**	-
PM Peak	EB	C (23.2)	214.0'	B (15.4)	86.9'	B (11.9)	88.5'	C (16.0)	167.6'
	WB	E (67.7)	582.9'	B (13.4)	101.8'	-	-	A (0.0)	0.0'
	SB	C (21.7)	192.7'	B (18.1)	134.5'	B (13.0)	158.7'	A (6.7)	60.9'
	Overall	**D (36.3)**	-	**B (14.7)**	-	**B (15.0)**	-	**A (9.0)**	-
Buck Road & I-75 Northbound									
AM Peak	EB	C (24.7)	321.7'	B (14.3)	224.0'	-	-	A (0.0)	0.0'
	WB	F (130.1)	653.9'	B (18.5)	133.9'	C (33.6)	170.7'	B (14.2)	185.3'
	NB	F (124.3)	1,232.8'	E (58.5)	849.8'	D (39.2)	607.8'	A (10.0	129.9'
	Overall	**F (89.4)**	-	**C (33.3)**	-	**E (55.6)**	-	**A (7.6)**	-
PM Peak	EB	B (11.5)	123.3'	B (15.3)	167.9'	-	-	A (0.0)	0.0'
	WB	C (20.9)	293.5'	B (11.8)	68.5'	C (33.5)	198.7'	A (3.8)	14.3'
	NB	F (123.7)	1,196.4'	C (23.1)	339.6'	B (12.3)	221.7'	A (7.4)	155.7'
	Overall	**E (56.9)**	-	**B (14.0)**	-	**B (15.0)**	-	**A (6.2)**	-
Buck Road & Glenwood Road									
AM Peak	EB	E (42.9)	600.8'	A (3.1)	51.1'	C (18.5)	246.9'	B (12.7)	192.9'
	WB	F (660.8)	2,315.2'	A (8.6)	103.4'	A (8.5)	83.1'	A (8.8)	
	NB	F (256.7)	623.8'	D (33.8)	316.3'	D (26.1)	281.1'	D (34.0)	310.6'
	SB	F (59.9)	272.7'	A (7.7)	58.5'	A (7.2)	56.5'	A (7.0)	44.0'
	Overall	**F (156.4)**	-	**A (9.6)**	-	**B (13.3)**	-	**B (13.2)**	-
PM Peak	EB	B (14.1)	151.6'	A (1.5)	48.4'	C (21.1)	173.9'	B (13.2)	162.8'
	WB	F (415.8)	2,291.5'	F (543.8)	2,295.8'	F (531.6)	2,303.4'	F (507.1)	2,297.5'
	NB	F (75.7)	499.1'	F (167.3)	605.6'	F (167.2)	604.3'	F (179.2)	602.7'
	SB	A (5.2)	13.6'	A (4.9)	10.6'	A (4.7)	8.1'	A (4.8)	1.2'
	Overall	**F (104.7)**	-	**F (116.9)**	-	**F (115.6)**	-	**F (125.3)**	-

Based on the results, the alternatives evaluated significantly improved the operations of the I-75 Northbound interchange ramp during both peak hours. The delay for I-75 Southbound interchange ramp is projected to improve in the PM Peak Hour but has an increase in the AM Peak Hour, except in the roundabout alternative. After reviewing the models, this increase was caused by queueing traffic for Westbound Buck Road at Lime City Road. Delays in the AM Peak Hour at Buck Road & Lime City Road are caused by the significant through volume for westbound Buck Road generated by Penta Career Center. The queueing created by the increased delay for westbound Buck Road continues up stream and impacts the southbound I-75 ramp terminal at Buck Road, increasing delays in the DDI and SPUI alternatives. These delays were checked and validated in HCS, suggesting the current roundabout should be expanded to accommodate the future traffic.

The proposed roundabout at Buck Road & Glenwood Road is projected to reduce delay during the AM Peak Hour across each alternative but is anticipated to have delays increase in the alternative models for the PM Peak Hour. This appears to be caused by the volume of traffic turning left from eastbound Buck Road to northbound Glenwood Road which inhibits vehicles traveling northbound on Glenwood Road and westbound on 3rd Street from entering the roundabout. These delays were checked and validated in HCS, suggesting the roundabout will need to be expanded to facilitate future traffic. The current design of the proposed roundabout will accommodate the expansion of the circulating lane once traffic volumes require it.

To address the projected failing LOS, the Lime City roundabout was expanded on the westbound approach to include a right turn lane and a through-left lane. The expanded Lime City Roundabout was added to the models for each proposed alternative, except for the No-Build. The Glenwood roundabout is currently being designed to allow for expansion to a 2x1 roundabout (EW) as future traffic demands. The 2x1 roundabout designed was also included in the alternative models. The following table summarizes the results of the updated models.

Table 3: No-Build & Alternative Conditions Comparison with RAB Expansion									
		2048: No-Build		2048 Alt. 1: DDI		2048 Alt. 2: SPUI		2048 Alt. 3: Roundabout	
		LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue	LOS (Delay)	95th %ile Queue
Buck Road & Lime City Road – Additional WB RT Lane									
AM Peak	EB	B (10.7)	142.9'	A (2.6)	68.2'	A (6.9)	64.4'	A (6.7)	60.5'
	WB	E (35.2)	90.0'	A (5.4)	78.2'	D (33.7)	409.1'	C (17.0)	223.3'
	NB	B (13.1)	113.2'	B (11.0)	119.9'	B (12.0)	128.0'	B (11.4)	128.7'
	SB	A (6.1)	31.0'	F (269.0)	1,426.9'	F (329.1)	2,023.2'	F (71.3)	429.0'
	Overall	**C (15.5)**	-	**E (47.7)**	-	**F (65.0)**	-	**C (22.6)**	-
PM Peak	EB	B (11.0)	142.1'	B (10.6)	128.3'	D (25.3)	300.2'	B (11.9)	160.9'
	WB	B (13.3)	145.0'	A (3.7)	40.1'	B (13.7)	146.4'	A (6.6)	40.7'
	NB	B (12.7)	101.1'	B (12.3)	103.0'	C (18.0)	148.3'	B (11.8)	100.8'
	SB	A (6.8)	39.5'	A (6.6)	44.1'	A (7.9)	52.4'	A (7.0)	44.1'
	Overall	**B (11.1)**	-	**A (8.2)**	-	**C (15.9)**	-	**A (9.2)**	-
Buck Road & I-75 Southbound									
AM Peak	EB	C (22.1)	228.2'	B (14.4)	77.6'	B (14.1)	131.9'	A (9.0)	44.6'
	WB	F (140.4)	760.7'	B (14.5)	157.0'	-	-	A (0.0)	0.0'
	SB	B (19.0)	192.0'	B (11.2)	268.5'	D (38.0)	568.0'	A (7.9)	67.6'
	Overall	**D (50.3)**	-	**B (14.4)**	-	**C (23.2)**	-	**A (4.7)**	-
PM Peak	EB	C (23.2)	214.0'	B (16.2)	93.9'	B (11.3)	89.8'	C (19.3)	160.3'
	WB	E (67.7)	582.9'	B (11.8)	58.6'	-	-	A (0.0)	0.0'
	SB	C (21.7)	192.7'	B (17.6)	141.7'	B (13.6)	171.7'	A (7.1)	67.9'
	Overall	**D (36.3)**	-	**B (14.3)**	-	**C (24.1)**	-	**A (8.2)**	-
Buck Road & I-75 Northbound									
AM Peak	EB	C (24.7)	321.7'	B (14.9)	177.7'	-	-	A (0.0)	0.0'
	WB	F (130.1)	653.9'	B (15.8)	109.9'	C (33.0)	167.9'	A (5.8)	38.7'
	NB	F (124.3)	1,232.8'	B (12.4)	184.8'	B (13.9)	239.7'	A (6.7)	63.5'
	Overall	**F (89.4)**	-	**B (15.2)**	-	**C (23.2)**	-	**A (4.0)**	-
PM Peak	EB	B (11.5)	123.3'	B (15.0)	119.8'	-	-	A (0.0)	0.0'
	WB	C (20.9)	293.5'	B (10.7)	116.3'	F (94.2)	693.9'	A (4.0)	14.4'
	NB	F (123.7)	1,196.4'	B (19.3)	224.8'	A (6.5)	96.7'	A (7.7)	79.2'
	Overall	**E (56.9)**	-	**B (13.0)**	-	**C (24.1)**	-	**A (4.1)**	-
Buck Road & Glenwood Road – Expansion to 2x1 Circulation									
AM Peak	EB	E (42.9)	600.8'	A (2.6)	34.8'	A (8.6)	81.7'	A (4.0)	11.0'
	WB	F (660.8)	2,315.2'	A (5.2)	29.9'	A (5.9)	39.4'	A (5.2)	40.9'
	NB	F (256.7)	623.8'	B (10.7)	96.4'	B (12.2)	128.2'	B (11.7)	110.1'
	SB	F (59.9)	272.7'	A (6.9)	36.6'	A (6.2)	36.4'	A (4.8)	15.8'
	Overall	**F (156.4)**	-	**A (4.8)**	-	**A (8.0)**	-	**A (5.6)**	-
PM Peak	EB	B (14.1)	151.6'	A (1.7)	29.1'	A (6.4)	55.9'	A (3.7)	12.0'
	WB	F (415.8)	2,291.5'	F (59.1)	473.0'	E (48.3)	254.7'	E (43.1)	292.8'
	NB	F (75.7)	499.1'	C (15.8)	131.3'	B (12.9)	109.1'	C (20.4)	180.0'
	SB	A (5.2)	13.6'	A (5.8)	12.0'	A (5.7)	9.0'	A (4.6)	4.7'
	Overall	**F (104.7)**	-	**C (19.0)**	-	**B (14.5)**	-	**C (16.0)**	-

Table 4: No-Build & Build Queue Length Comparison *95th Percentile Queue Lengths (in Feet)*				
	2048 AM Peak		2048 PM Peak	
	No-Build	Build	No-Build	Build
Buck Road & Lime City Road				
Eastbound	142.9'	60.5' (-58%)	142.1'	160.9' (+13%)
Westbound	90.0'	223.3' (+68%)	145.0'	40.7' (-72%)
Northbound	113.2'	128.7' (+13%)	101.1'	100.8' (-0%)
Southbound	31.0'	429.0' (+128%)	39.5'	44.1' (+10%)
Buck Road & SB I-75				
Eastbound	228.2'	44.6' (-80%)	214.0'	160.3' (-25%)
Westbound	760.7'	0.0' (-100%)	582.9'	0.0' (-100%)
Southbound	192.0'	67.6' (-65%)	192.7'	67.9' (-65%)
Buck Road & NB I-75				
Eastbound	321.7'	0.0' (-100%)	123.3'	0.0' (-100%)
Westbound	653.9'	38.7' (-94%)	293.5'	14.4' (-95%)
Northbound	1,232.8'	63.5' (-95%)	1,196.4'	79.2' (-93%)
Buck Road & Glenwood Road				
Eastbound	600.8'	11.0' (-98%)	151.6'	12.0' (-92%)
Westbound	2,315.2'	40.9' (-98%)	2,291.5'	292.8' (-87%)
Northbound	623.8'	110.1' (-82%)	499.1'	180.0' (-64%)
Southbound	272.7'	15.8' (-94%)	13.6'	4.7' (-64%)

The models with the expanded roundabouts show improvements at the ramp terminals in each alternative by alleviating the congestion at roundabouts outside of the interchange. The ramp terminal intersections are expected to function at acceptable levels in each alternative. However, the westbound approach for the proposed SPUI is projected to fail in the PM Peak Hour.

With the expanded roundabout at Buck Road & Lime City, delay for the westbound movement is expected to show significant improvement in Alternative 1 and Alternative 3. However, the delay for the southbound approach significantly increased. This delay is expected to last for 30 minutes due to the school traffic generated by Penta Career Center during the AM Peak Hour. Further roundabout expansion could be complicated by ROW constraints on the north leg of the intersection.

The expanded roundabout at Buck Road & Glenwood Road is also projected to show significant improvements in each alternative during the PM Peak Hour. While the expanded roundabout is projected to function at acceptable levels for each alternative, Alternative 3 shows the greatest improvement in terms of capacity.

Significant queues were observed for the No-Build and Build models. In the No-Build, significant queues are projected to occur on the westbound approach of Buck Road & I-75 Southbound (AM & PM), the northbound approach of Buck Road & I-75 Northbound (AM & PM), and the eastbound (AM), westbound (AM & PM), and northbound (AM & PM) approaches. In the Build Condition, the roundabouts at the ramp terminal intersections and the expanded roundabout at Buck Road & Glenwood Road greatly improved queues. Some queueing was reported on the westbound approach during the PM Peak in the Build Condition but was also reduced by 89% when

compared to the No-Build and had the lowest queue length when compared to the other alternatives. While the expanded roundabout at Buck Road & Lime City Road mitigated delay issues on the westbound approach, delay issues were moved to the southbound approach with significant queues due to the volumes coming from the interchange. This issue is believed to be isolated to the AM Peak Hour due to the traffic generated by Penta Career Center to the west. Significant improvement to queues were observed at the intersection during the PM Peak Hour.

Freeway segments were also evaluated to ensure the proposed alternatives did not negatively impact mainline I-75. The analysis showed that each alternative did not adversely affect I-75 during both peak hours. Since each alternative shows the freeway operating at acceptable levels within the study area, the results of Alternative 3 are presented to ease the comparison between the No-Build and Build scenarios. The results of the freeway facilities are summarized in the following tables:

Table 5: Freeway Facility Operational Results

Segment	Type	Location	2048 AM No-Build		2048 AM Build		2048 PM No-Build		2048 PM Build	
			LOS	Density	LOS	Density	LOS	Density	LOS	Density
Northbound										
4714	Weave	I-90/I-75/Buck	A	8.9	A	2.0	A	8.8	A	2.8
4698	Basic	Between Buck Off-On Ramps	C	18.0	C	19.2	C	19.4	B	15.9
4690	Merge	On-Ramp to I-75	B	13.7	B	16.9	B	14.8	B	14.5
4691	Basic	Between Buck & Wales	C	18.4	C	22.1	C	19.6	C	18.5
4692	Diverge	I-75 to Wales*	B	14.7	B	17.7	B	15.4	B	15.1
4680	Basic	Between Wales Diverge/Merge	B	16.8	C	20.9	B	17.9	B	16.9
4671	Merge	On-Ramp to I-75	C	21.3	C	23.4	C	24.0	C	22.5
Southbound										
4678	Diverge	Off-Ramp to Wales	C	24.7	C	27.2	C	23.5	C	23.3
4684	Basic	Between Wales Weave/Merge	C	18.9	C	19.1	C	18.2	C	18.0
4693	Merge	On-Ramp to I-75	B	16.9	B	17.2	B	16.9	B	17.0
4694	Basic	Between Wales & Buck	C	21.5	C	21.2	C	21.2	C	21.1
4696	Diverge	I-75 to Buck	B	17.9	B	18.5	B	17.6	B	17.9
4703	Basic	Between Buck Diverge/Weave	C	18.7	B	16.5	C	18.2	C	18.1
4711	Weave	I-75/I-90	B	16.2	B	14.6	B	16.5	B	17.7

5b. Safety and Crash Analysis

Per the project scope, crash analysis was conducted for the Buck Road corridor from Glenwood Road through the I-75 interchange to Lime City Road. Crash data was collected using ODOT's Geographic Crash Analysis Tool (GCAT) for the five-year period from 2019 to 2023. Over the study period, a total of 164 crashes occurred along the Buck Road corridor from Lime City Road to Glenwood Road with an injury rate of 12.3%. The predominant crash types for the corridor were Rear End, Angle, Sideswipe – Passing, and Fixed Object. Crashes are concentrated during peak traffic hours including 07:00 (21 crashes), and 18:00 (20 crashes). Another peak in crashes occurs during the midday hours of 13:00 (14 crashes) and 14:00 (15 crashes).

It should be noted that there is some overlap between the study period and the construction of the roundabout at Buck Road & Lime City Road which took place from March 2019 to February 2021. Similarly, construction on I-75 began in September 2023 and ended in August 2024. Also, the existing signalized intersection at Buck Road & Glenwood Road is currently being designed to be converted into a multilane roundabout.

Crash diagrams can be found in **Appendix B**. A summary of the crashes by location with the top crash types is shown on the following page:

Table 6: Buck Road Corridor Crash Analysis

Location	Total Crashes	% Injury	Rear End		Angle		Fixed Object		Sideswipe – Passing	
			Total	Inj.	Total	Inj.	Total	Inj.	Total	Inj.
Buck & Lime City	19	5.3%	6	0	5	0	5	1	1	0
Buck & I-75 SB	28	10.7%	13	1	5	2	5	0	3	0
Buck Overpass	5	20.0%	4	1	-	-	-	-	1	1
Buck & I-75 NB	51	13.7%	26	2	6	4	3	0	7	0
Buck & Glenwood	60	13.3%	15	3	19	2	3	0	11	1

A review of the crash analysis at the interchange ramps showed a consistent crash trend of angle crashes in the intersections, and rear end crashes on the off-ramp and westbound approaches. Stopped traffic was a consistent factor for the rear end crashes on the westbound approaches, especially at the I-75 NB ramp intersection. The slip ramp for northbound I-75 seems to have crashes that involve merging traffic from the eastbound approach or wet pavement.

i. Probable Causes

Based on review of the crash reports, many of the rear end crashes that occurred traveling westbound at and through the interchange ramps were due to westbound traffic being stopped which suggests that congestion may be a factor contributing to these crashes. These rear end crashes appear to occur more frequently in the morning at the southbound I-75 ramps and in the afternoon/evening at the northbound I-75 ramps.

The westbound Buck Road to northbound I-75 slip lane ramp shows crashes that involve merging traffic and wet pavement. The wet pavement crashes suggest that the curve of the ramp is not adequate for the traffic speeds or the pavement does not provide enough friction for vehicles. The crashes involving traffic merging may suggest that congestion is an issue. Another factor that could contribute to these crashes is confusion for drivers as to who has the right-of way to merge between the eastbound and westbound traffic. The current configuration allows for the slip lane to have priority over the eastbound left to northbound on-ramp turning vehicles, the turning drivers may not expect to yield to the slip lane since they need to gain speed in order to merge onto northbound I-75.

Angle crashes were observed to contribute 42% of total injury crashes in the corridor, most notably at Buck & Southbound I-75 (67%) and Buck & Northbound I-75 (57%). These two intersections currently utilize protected-permitted phasing for left turn movements getting onto I-75 which could contribute to angle crashes during the permitted phase, especially during peak hours.

ii. Proposed Countermeasures Evaluation

The crashes throughout the interchange have the potential to be improved through researched countermeasures by the Crash Modification Factors (CMF) Clearinghouse. The following countermeasures were considered for the interchange:

Table 7: Studied Crash Modification Factors

Countermeasure	ID #	Reduction	Affected Crash Type/Severity	Studied
DDI	10761	0.858	All	Yes
SPUI	None	Calculated in ECAT	-	Yes
Double-Roundabout	11132	0.604	All	Yes

More information about the CMF's used and their application for this project can be found in **Appendix B**.

Crash data for the existing interchange was added to ODOT's ECAT to determine the predicted crash frequency for the existing interchange design. This data was then used to apply the above CMF's to determine the potential safety improvements for each alternative. Although a CMF was not used for the SPUI alternative, ECAT has the capability to model the SPUI design and project future crash frequencies. The following table summarizes the results of the ECAT analysis:

Table 8: ECAT Comparison of Alternatives

Alternative	Total Crash Frequency	Fatal/Injury Crash Frequency
No Build	12.0	2.3
DDI	8.8	1.8
SPUI	5.6	1.4
Double-Roundabout	4.5	0.8

5c. Alternatives Interchange Design

Alternative Condition 1 – DDI

A change in the horizontal curvature of the roadway would be required to produce the necessary angle for the crossover intersections. The redesign of the interchange would require the reconstruction and minor realignment of the existing ramps; and the addition of an 11-foot shared use path on the south side of the center bridge pier. The majority of the ramp geometry and the gore area would be able to remain as it currently exists. Resurfacing the ramps is recommended and included in the cost estimate. The current slip lane located on the northeast corner for westbound Buck Road will be removed and replaced with the correct DDI ramp alignment. It is anticipated that the curve of the new ramp will be tighter than the current ramp, thus giving more space between the road and the wooded area.

Buck Road is classified as a major collector with a posted speed limit of 35 MPH and has a high volume of daily truck use. The horizontal alignment for both westbound and eastbound traffic will begin at the posted speed and then reduce to 30 MPH as traffic continues through the cross-overs. The lane widths through the curves would be designed at 14 feet to accommodate WB-62 traffic. A 4-foot paved shoulder with a type 6 curb would be present throughout the interchange with a transition at the ramps from a curb to the standard highway ramp shoulder.

As a means to maintain the current interchange traffic flow, a twin structure design could be pursued. This would allow for one bridge to be built while the current bridge maintains traffic over I-75. Once the new structure is completed, traffic could be switched to the new structure to allow for the demolition of the existing structure and construction of the new one.

A shared-use path will also be installed with the DDI. The path will be located on the north side of Buck Road outside of the interchange and then will cross the ramps to traverse the northern bridge across I-75.

Outside the interchange area, Buck Road would maintain a 4-lane roadway between the interchange and Glenwood Road while the segment between the interchange and Lime City Road will be expanded to a 3-lane roadway at Lime City Road and a 4-lane roadway at the southbound ramp.



Figure 4 - Proposed Diverging Diamond Interchange (DDI)

Alternative Condition 2 – SPUI

The proposed SPUI could maintain the existing westbound Buck Road to northbound I-75 slip lane but would require the reconstruction of the remaining entrance and exit ramps.

A shared-use path could also be installed with the SPUI alternative. The path would connect both sides of the interchange along the north side of the structure.

Outside the interchange area, Buck Road would maintain a 4-lane roadway between the interchange and Glenwood Road while the segment between the interchange and Lime City Road will be expanded to a 3-lane roadway at Lime City Road and a 4-lane roadway at the southbound ramp.

Construction of the SPUI structure could be built offline but would require a large horizontal curve to relocate Buck Road to the structure. Therefore, it is recommended that the structure be built in line with the current horizontal curvature of Buck Road, requiring the interchange to be closed during most of the duration of construction, approximately 12 to 15 months. ***Due to this extended closure of the interchange, it is recommended that Alternative 2 is removed from further consideration.***

Alternative Condition 3 – Double-Roundabout

The roundabout interchange would require horizontal curvature on Buck Road and the ramps to connect to the roundabouts. The splitter island east of Buck Road & I-75 NB could be connected to the proposed median that is to be constructed with the Buck Road & Glenwood Road roundabout. To the west, the median could be connected to the Lime City Road roundabout or be the traditional splitter island to allow for left turning traffic into the businesses. The current speed limit of 35 MPH will be reduced through splitter islands and horizontal curvature to allow for the appropriate entry and exit speeds for both passenger and truck traffic.

Due to the high truck traffic along Buck Road, the lanes within the roundabout would be 14 feet wide and the design based on the ODOT L&D Section 401.9 Figures 401-15a and 401-15b, vehicle tracking analysis determined the double-roundabout interchange facilitates the WB-62 design vehicle by providing a mountable truck apron.

Based on the available data on TIMS, it is believed that the current structure can be redecked and widened to accommodate the additional width needed for a shared-use path to be added along the interchange. With the current structure remaining in the roundabout alternative, it is expected that the construction cost and timeline will be significantly less than the other alternatives. A formal structure study will be needed to confirm that the structure can be widened to fit an 11-foot to 12-foot path on both sides of the bridge with a 5-foot buffer.

Outside the interchange area, Buck Road would maintain a 4-lane roadway between the interchange and Glenwood Road while the segment between the interchange and Lime City Road will be expanded to a 3-lane roadway at Lime City Road and with a right turn lane at the southbound ramp. Between the ramps over I-75 Buck Road would remain 4 lanes.

The roundabout alternative for the Buck Road interchange will easily fit within the Buck Road corridor that the City of Rossford and Perrysburg Township are trying to create. The Lime City and Buck Road intersection is a roundabout and the City is currently working with a consultant to produce plans to construct a roundabout at Buck Road and Glenwood Road intersection. The addition of two more roundabouts at the ramp intersections will allow for a continuous traffic flow along Buck Road.



Figure 5 - Proposed Double-Roundabout Interchange

5d. Maintenance of Traffic

- **Alternative Condition 1 – DDI**

The proposed DDI would require a multi-phase approach that would limit the closure of the entire interchange. The DDI interchange would be built with two structures over I-75, allowing traffic to continue using the current Buck Road structure. After the first structure is completed, traffic would be routed to the new structure and the existing structure would be demolished and replaced. When closures of Buck Road over I-75 would be required, traffic would be detoured south along Glenwood Road and Lime City Road to SR-795 where another I-75 interchange exists.

- **Alternative Condition 2 – SPUI**

The proposed SPUI would require a full closure that would close the entire interchange for the demolition and reconstruction of a new overpass during the first phase. It is anticipated that the closure of the bridge would last approximately 12 to 15 months. Traffic would be detoured south along Glenwood Road and Lime City Road to SR-795 where another I-75 interchange exists. Once the new bridge is constructed, through traffic can be accommodated on one side of the bridge while work is conducted on the opposite side.

- **Alternative Condition 3 – Double-Roundabout**

The roundabout interchange alternative would allow for the current structure to remain in place and be widened to accommodate the additional shared-use path. Construction of the roundabouts at the ramp terminals would require the interchange to be closed for 120 days. It is possible that the interchange could be constructed during two 60-day closures, one closure for each roundabout. During this period, traffic would be detoured south along Glenwood Road and Lime City Road to SR-795 where another I-75 interchange exists.

5e. Pedestrian / Bike / Transit Considerations

- **Alternative Condition 1 – DDI**

Multi-modal considerations were made for the DDI and would include an 11-foot shared use path along both the north and south sides of the DDI. This is a major improvement over the No Build since no multi-modal facilities currently exist at the interchange.

- **Alternative Condition 2 – SPUI**

Considerations for a shared use path were made and incorporated along the north side of the Buck Road interchange.

- **Alternative Condition 3 – Double-Roundabout**

Considerations for incorporating multi-modal facilities with the roundabout interchange were considered and included an 11-foot shared use path over I-75 on both the north and south sides of Buck Road. This is a major improvement over the No Build since no multi-modal facilities currently exist at the interchange.

5f. Right of Way Requirements

Although each alternative is capable of being constructed without additional right-of-way acquisition, temporary right-of-way may be needed during the construction of the project. Further investigation is needed to determine the extent of the temporary right-of-way.

5g. Utility Issues

- **Alternative Condition 1 – DDI**

Overhead powerlines exist on the outside approaches of the Buck Road interchange to power the traffic signals that would need to be relocated for the new design.

- **Alternative Condition 2 – SPUI**

Overhead powerlines exist on the outside approaches of the Buck Road interchange to power the traffic signals that would need to be relocated for the new design.

- **Alternative Condition 3 – Double-Roundabout**

Overhead powerlines currently exist to power the existing traffic signals. The roundabout interchange would no longer require powered traffic control but would require lighting at the ramp terminal intersections.

5h. Environmental Analysis

The study area was evaluated using existing databases and mapping. Potential issues were identified and noted below. A summary of each item is below.

Ecological Resources

Ponds and wetland areas were located in the study area using the National Wetlands Inventory. Three mapped freshwater ponds are located on the southwest, southeast, and northwest corners of the interchange and are classified as a Palustrine System. A freshwater forested/shrub wetland located on the northeast corner of the interchange and a freshwater emergent wetland located on the northwest corner of the interchange are also classified as a Palustrine System.

A wooded area is located on the southeast corner along the limited access right of way of the interchange that includes mature trees and may be a suitable wooded habitat for the Indiana bat or Northern long eared bat. At this time it is not anticipated that any changes to the limited access right of way will occur. The ecological resources located near the project area do not appear to present any unique concerns that would influence the comparison of Build alternatives

Regulated Materials

A search of the Ohio Regulatory Property Search (OPRS) identified 5 sites within the study area:

- 1000 Buck Road (Shell Gas Station/True North Convenience Store) – Currently operates as a gas station with three active Underground Storage Tanks (UST). The tanks include one 20,000-gal diesel tank and two 12,000-gal gasoline tanks. Has two inactive Leaking Underground Storage Tanks with a status of No Further Action.
- 1130 Buck Road (formerly BP, now S&G) – Currently operates as a gas station with three active Underground Storage Tanks (UST). The tanks include one 10,000-gal diesel tank, one 8,000-gal gasoline tank, and one 15,000-gal gasoline tank. RCRA Info – Unspecified Universe. Has four inactive Leaking Underground Storage Tanks with a status of No Further Action.
- 1133 Buck Road (formerly SUNOCO, now AMOCO) – Currently operates as a gas station with sixteen active Underground Storage Tanks (UST). The tanks include four 8,000-gal diesel tanks and twelve 10,000-gal gasoline tanks. Has three active Leaking Underground Storage Tanks with a status of No Further Action Data Cleaning. Also has six inactive Leaking Underground Storage Tanks with a status of No Further Action
- 8983 Buck Road (SW corner of Buck Road & Lime City Road) – RCRA Info – Conditional Exempt Small Quantity Generator.
- Glenwood Road & Buck Road – Has two inactive Leaking Underground Storage Tanks with a status of No Further Action.

The above potential RMR sites do not appear to present any unique concerns that would influence the comparison of alternatives. If any potential permanent right-of-way or deep excavation (> 6ft) is to occur at either of these sites, additional RMR studies may be warranted. At this time, RMR Screening has not been completed for the project. The RMR Screening will be conducted during the Preliminary Engineering phase of the project.

Cultural Resources

Within the project area, it is unlikely there are National Historic Landmarks or sites that have been determined eligible for the National Register of Historic Places due to the type of development surrounding the interchange. Once the proposed project limits are known, a Section 106 Scoping Request Form will be prepared for OES use to determine if any further studies are required for cultural resources

Underserved Populations

Using Census data, information regarding underserved populations was gathered. The following table summarizes the demographic data of the block groups along Buck Road:

Table 9: Population Data Table

Block Group ID	% Minority	% Low Income	% Linguistic Isolation	% Over Age 64
391730203002	10	7	2	6
391730207011	17	0	0	22

Public Properties, Facilities, and Services

No publicly owned parks, recreation areas or waterfowl/wildlife refuges are located within the study area. Coordination with the local school districts, PENTA career center, and emergency

services will occur once information is available to discuss the impacts of traffic patterns and maintenance of traffic issues during construction.

Noise and Air Quality

Noise and air quality impacts will be evaluated based upon the OES guidelines once the final alternative has been chosen. Any option that adds through capacity or moves travel lanes more than 50% closer to sensitive receivers will require noise analysis.

Public Involvement

During the development of the Feasibility Study, one virtual open house was held.

On October 2, 2025, notification letters were mailed to businesses, residents, and property owners in and surrounding the project area to notify them of the comment period and information available online. The mailing included a letter that explained what was being studied, explained how to participate virtually, how to provide comments, and who to contact if they required special accommodation for participation. Flyers were also sent to all nearby businesses with a letter that requested them to be hung and shared with patrons/members. Additional notifications were conducted through e-mail and City of Rossford press releases.

The purpose of the virtual open house was to provide information on the feasibility study, why the study was needed, and potential impacts for the recommended alternative, a Double Roundabout Interchange.

An exhibit of the recommended alternative, study handout, comment form, notification letter, and flyer were posted to the ODOT project page so that they could be viewed and downloaded at the public's convenience.

Members of the public were given until November 1, 2025, to provide questions, concerns, or comments about the alternatives and study. Ten (10) comments were received during the public comment period. A majority of the respondents were in favor of the proposed double-roundabout interchange while others raised concerns related to large semi-trucks using roundabouts and potential changes to access for businesses along Buck Road. Other concerns received pertained to the increased development in the area, potential environmental impacts including emissions from trucks, and potential congestion in the area caused by accidents closing I-75. Based on these comments, the layout was designed to ensure double-load semi-trucks could travel through the roundabouts and curb cuts for businesses are maintained. At the time of this study submittal, December 2025, responses to all comments have been sent.

Alternative Impacts

The impact of each alternative being evaluated is anticipated to be minimal, if any, as the alternatives would be constructed within the existing interchange ROW. Each alternative may require temporary ROW at the various driveways along Buck Road to ensure access to businesses.

5i. Cost Estimates

An estimated construction cost was developed for each viable alternative by quantifying and pricing the major roadway, pavement, and phasing changes. A contingency of 35% and an inflation of 17.9% were used for the estimates.

Table 10: Estimated Construction Costs					
Alternative		Estimated Construction Cost + Contingency	Inflation	Preliminary Right-of-Way Acquisition Cost	Estimated Project Cost
No Build	Diamond	-	-	-	-
Alt. 1	DDI	$32,996,000	$5,877,000	not anticipated at this time	$38,873,000
Alt. 3	Roundabout	$22,418,000	$4,192,000	not anticipated at this time	$26,610,000
Note that Alternative 2 has been dismissed due to construction constraints.					

6. COMPARISON OF ALTERNATIVES

With the reported delays and projected crash frequencies, ODOT's ICE Tool was used to evaluate the potential alternatives. Based on the ICE Tool's evaluation of the proposed alternatives, Alternative 3 had the highest Benefit-Cost (B/C) ratio of 1.30. This would suggest that Alternative 3 is the preferred alternative based on the ICE evaluation.

Evaluating the proposed alternatives based on the project needs suggests Alternative 1 (DDI) and Alternative 3 (Roundabout) would be feasible alternatives as both provide a significant reduction in delay. However, while Alternative 1 (DDI) is projected to have less than 2 injury crashes per year, Alternative 3 (Roundabout) outperforms Alternative 1 (DDI) with a projection of 0.8 injury crashes per year. Alternative 3 (Roundabout) is also projected to provide the greatest reduction in total crashes with 4.5 crashes per year when compared to Alternative 1 (DDI) with a projected 8.8 crashes per year.

The following table was used to compare the factors presented for each interchange alternative.

Table 11: Alternatives Evaluation Matrix

Alternative	Description	Project Need	Key Issues						
		Traffic Operations	Reduce the total number of injury crashes (Pred. Crash Freq.)	Reduce the total number of crashes (Expected / Predicted Crash Freq.)	Maintenance of Traffic During Construction	Right-of-Way Requirements	Utilities	Environmental Analysis	Estimated Construction Costs
No Build	Signal	LOS E	No Reduction (2.3)	No Reduction (12.0/9.5)	N/A	N/A	N/A	N/A	N/A
1	DDI	LOS B	-22% (1.8)	-27% (8.8)	Phased Construction	Temporary Easements	None	No Issues	$38,873,000 B:C = 0.02
3	Roundabout	LOS A	-65% (0.8)	-63% (4.5)	Phased Construction	Temporary Easements	None	No Issues	$27,610,000 B:C = 0.09

Good | Fair | Poor

7. CONCLUSION

Based on the comparison of alternatives, Alternative 3 (Roundabout) would be the preferred alternative as it is projected to produce the lowest amount of delay at the interchange intersections as well as provide the most safety improvement of the alternatives evaluated. Alternative 3 (Roundabout) also fits the context of the corridor by eliminating signalized intersections and providing roundabouts at the interchange ramps that will flow to the existing roundabout at Buck Road & Lime City Road and the proposed roundabout at Buck Road & Glenwood Road.

8. NEXT STEPS

With the preferred alternative, the next steps would include an Interchange Modification Study (IMS), a Structure Study, and geometric design of the proposed layout.

Appendix A
Certified Traffic

INTER-OFFICE COMMUNICATION

TO: **Zachary Porter, District 2**

FROM: Bryan Raderstorf, Transportation Engineer, Division of Statewide Planning & Research, Modeling & Forecasting Section

SUBJECT: **WOO-75-30.413, No PID**

DATE: July 24, 2024

In reply to a request originally dated March 12, 2024, plates resubmitted have been reviewed and are reasonable for use. Attached are plates showing 2026/2046 ADT, PM DHV, and AM DHV. K and D factors can be calculated from the plates as needed.

If you have any questions, please contact me at (614) 752-5736.

Travis Jones

From: Travis.Bonnett@dot.ohio.gov
Sent: Tuesday, January 28, 2025 1:18 PM
To: Corrinne Lochtefeld
Cc: Cordes, Benjamin; Travis Jones
Subject: RE: Buck Road Feasibility Study

Corrine,

I talked to Bryan Raderstorf (Office of Statewide Planning & Research Modeling & Forecasting Section). He said with the growth being so low in the project area, it will be ok to use the approved 2026/2046 plates for 2027(8)/2047(8) volumes as well.

Respectfully,

Travis Bonnett, P.E.
Transportation Engineer, ODOT District 2
317 East Poe Road
Bowling Green, Ohio 43402
419.373.4442
transportation.ohio.gov

Department of Transportation

From: Corrinne Lochtefeld <clochtefeld@dgl-ltd.com>
Sent: Friday, January 24, 2025 6:43 PM
To: Bonnett, Travis <Travis.Bonnett@dot.ohio.gov>
Cc: Cordes, Benjamin <Ben.Cordes@dot.ohio.gov>; Travis Jones <tjones@dgl-ltd.com>
Subject: Buck Road Feasibility Study

Hi Travis,

We jumped back into the Buck Road Feasibility and noticed that approved Certified Traffic is for 2026/2046. With Buck Road having approved traffic for 2026, and knowing that it is highly likely that construction of the interchange will not occur until 2027/2028 do you think we should explore expanding the traffic to the later date?

In our recent experience, an IOS review from Central Office, resulted in us having to adjust the already approved Certified Traffic design year to meet a later year because the approved traffic was too close to the current year. The traffic we originally used was approved recently, and the new traffic had to be re-certified by Modeling and Forecasting as well. This was in D12, so I know the review team is different than who would be reviewing the Buck Road study.

If possible, I was hoping that we could get this settled before we submit our study to Central Office. That way we can avoid the review comment and redoing the whole study. We did a quick look at expanding traffic to 2028 and there isn't much change in volume.

I attached our approved traffic and our quick calculations for the interchange.

Let me know if you'd like to set up a call to discuss further, I'll be out of the office next week but the following week my calendar is open.

Thanks,

Corrinne M. Lochtefeld, PE, PTOE, PTP, RSP1
Principal | Project Manager

DGL Consulting Engineers, LLC
3455 Briarfield Blvd, Suite E | Maumee, Ohio 43537
E: CLochtefeld@dgl-ltd.com | **T:** 419.535.1015 x-236 | **C:** 330.203.9293
W: www.dgl-ltd.com **DBE | SBE | LDBE | EBE**

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NOTE:
I-80/I-90 & I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 ADT BALANCED

WOO-75-30.413
FEASIBILITY STUDY

1
8

NOTE:
I-80/I-90 & I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 AM BALANCED

WOO-75-30.413
FEASIBILITY STUDY

NOTE:
I-80/I-90 & I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 PM BALANCED

WOO-75-30.413
FEASIBILITY STUDY

NOTE:
I-80/I-90 & I-75 TRUCK % WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 AM/PM TRUCK PERCENTAGES

WOO-75-30.413
FEASIBILITY STUDY

4
8

NOTE:
I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 ADT BALANCED

WOO-75-30.413
FEASIBILITY STUDY

5
8

NOTE:
I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 AM BALANCED

WOO-75-30.413
FEASIBILITY STUDY

NOTE:
I-75 VOLUMES WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 2026/2046 PM BALANCED

WOO-75-30.413
FEASIBILITY STUDY

NOTE:
I-75 TRUCK % WERE TAKEN FROM
WOO-20-2.55 (PID 117678) BUILD CONDITION

CALCULATED TSJ
CHECKED CML

WOO-75-30.413 AM/PM TRUCK PERCENTAGES

WOO-75-30.413
FEASIBILITY STUDY

8
8

Appendix B
Crash & Safety Analyses

CRASH DIAGRAM

Buck Road & Lime City Road
Date: 07/02/2024

Lime City Road

Buck Road

Crash occurred during Construction

20216225003/11-13-21/15/Wet/I

20196200059/10-02-19/10/Dry/P

20236000607/01-03-23/18/Wet/P
20226210580/10-31-22/8/Wet/P

20216243463/12-08-21/7/Dry/P

20216004136/01-11-21/21/Dry/P

20216024503/02-17-21/18/Wet/P

20216056851/04-09-21/13/Dry/P

20226193883/10-10-22/13/Dry/P

20206151400/09-10-20/15/Wet/P

20226218218/11-10-22/20/Dry/P

20236168846/09-28-23/11/Dry/P

20226018439/02-02-22/17/Snow/P

20223171973/09-06-22/13/Dry/P

20216080755/05-13-21/15/Dry/P
20236222077/12-01-23/6/Wet/P

20233200953/11-08-23/8/Wet/P

20226047536/03-17-22/7/Dry/P
20216186850/10-03-21/12/Dry/P

* The current roundabout was under construction from 03/2019 to 02/2021

Crashes By Year

2019: 1
2020: 1
2021: 7
2022: 6
2023: 4

Legend:

Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
Pedestrian	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	

Document#/Date/Hour/Road Condition/Severity

CRASH DIAGRAM

I-75 SB & Buck Road
Date: 07/02/2024

Crashes By Year
2019: 4
2020: 4
2021: 12
2022: 2
2023: 6

I-75 OFF RAMP

20216117175/06-29-21/15/Dry/P

20206014433/01-27-20/14/Dry/P

20216240161/12-04-21/4/Dry/P

20196131590/07-12-19/23/Dry/P

Crash Occurred during Construction

20236108730/06-23-2023/11/Wet/P
20236187566/10-24-2023/14/Dry/P
20196222040/10-21-19/18/Dry/P
20216011912/01-26-21/14/Wet/P
20216012487/01-29-21/13/Dry/P
20216180111/09-22-21/16/Wet/P

20206040767/02-26-20/11/Wet/P
20215056615/04-02-21/3/Dry/P
20236086311/05-09-23/13/Dry/P
20216095734/06-04-21/17/Dry/I

20206014438/01-29-20/7/Dry/P
20196218512/10-21-19/17/Wet/I
20236225174/12-06-23/8/Dry/P
20216003230/01-11-21/4/Dry/P
20216248668/12-15-21/10/Wet/P

20236079830/05-05-23/14/Dry/P

20216195342/10-14-21/20/Wet/P

20206005322/01-10-20/21/Wet/I

20236074583/04-25-23/20/Wet/P
20196262593/12-04-19/13/Dry/P

20226015731/01-28-22/11/Dry/P

20216248671/12-10-21/14/Wet/P

20216058889/04-12-21/17/Dry/P

BUCK ROAD

20226239243/12-09-22/9/Dry/P

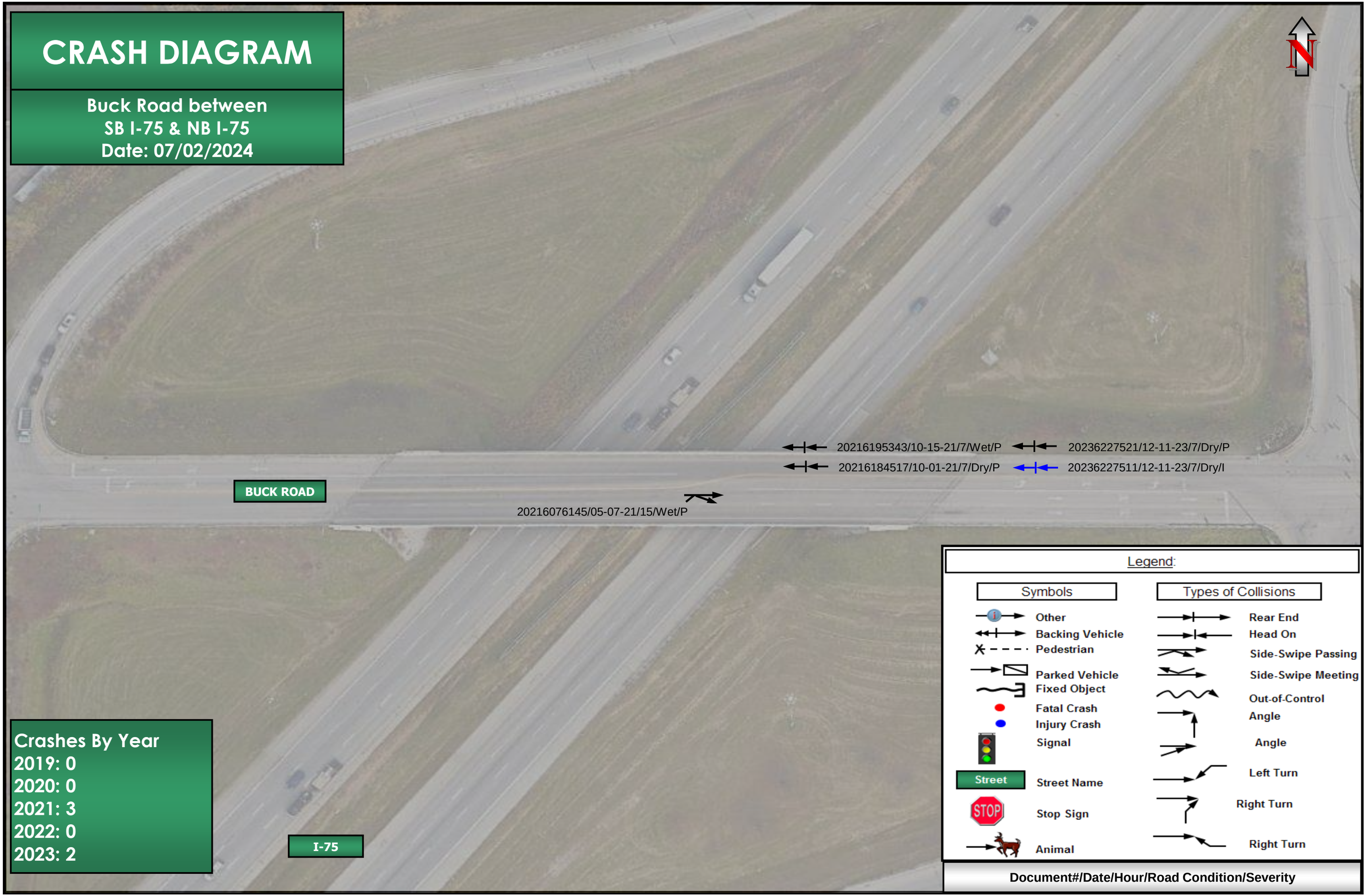
Legend:

Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
Pedestrian	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	

Document#/Date/Hour/Road Condition/Severity

CRASH DIAGRAM

Buck Road between
SB I-75 & NB I-75
Date: 07/02/2024



Crashes By Year
2019: 0
2020: 0
2021: 3
2022: 0
2023: 2

Legend:

Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
Pedestrian	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	

Document#/Date/Hour/Road Condition/Severity

CRASH DIAGRAM

I-75 NB & Buck Road
Date: 07/02/2024

Legend:

Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
Pedestrian	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	

Document#/Date/Hour/Road Condition/Severity

I-75

N

Buck Road

20206076852/05-18-20/7/Wet/P

20206007102/01-14-20/18/Dry/P

20206153043/09-04-20/13/Dry/I

20196065953/04-27-19/18/Wet/P

Crash occurred during Construction

20206208742/11-25-20/15/Wet/P

20195237571/11-08-19/11/Dry/P

20206039503/02-25-20/18/Wet/P

20196065954/04-25-19/18/Wet/I

20226134567/07-22-22/16/Dry/P

20226209241/10-31-22/6/Wet/P

20216056850/04-09-21/10/Dry/I

20226232647/12-01-22/13/Dry/P

20216055334/04-06-21/13/Dry/P

20196247421/11-18-19/14/Dry/P

20206168817/09-28-20/21/Wet/P

20216052479/03-29-21/10/Dry/P

20206137684/08-21-20/17/Dry/P

20216099333/06-07-21/18/Wet/P

20196023647/02-17-19/12/Dry/P

20236159400/09-13-23/7/Dry/P

20216217227/11-03-21/8/Dry/P

20226156586/08-24-22/19/Dry/P

20236008756/01-17-23/8/Wet/I

20236032185/02-27-23/14/Wet/I

20216116485/07-03-21/22/Dry/I

20196060589/04-21-19/11/Dry/I

20196160591/08-14-19/8/Dry/P

20196002612/01-10-19/7/Dry/P

20216204634/10-20-21/10/Dry/P

20196288473/12-31-19/11/Other/P

20196121051/06-27-19/14/Dry/P

20206020597/02-05-20/17/Dry/P

20216210997/10-29-21/17/Wet/P

20216025762/02-19-21/18/Dry/P

20226041485/03-11-22/13/Wet/P

20226189008/10-05-22/5/Dry/P

20236045946/03-18-23/15/Snow/P

20216153634/08-21-21/19/Dry/P

20226094388/05-26-22/18/Wet/P

20226183311/09-30-22/18/Dry/P

20216032707/03-03-21/7/Dry/P

20236150979/08-28-23/17/Dry/P

20236187590/10-25-23/13/Dry/P

20226016588/02-01-22/7/Dry/P

20226170357/09-09-22/7/Dry/P

20226210582/10-31-22/11/Wet/P

20206189221/10-28-20/8/Wet/P

20206129074/08-09-20/13/Dry/P

***I-75 NB @ Buck Road Crash Overflow**

20216108320/06-20-21/22/Wet/P

Crashes By Year
2019: 11
2020: 10
2021: 12
2022: 11
2023: 6

CRASH DIAGRAM

Buck Road & Glenwood Road
Date: 07/02/2024

Crashes By Year
2019: 17
2020: 15
2021: 7
2022: 11
2023: 10

Glenwood Road

Buck Road

N

20206149555/09-08-20/16/Wet/P

20196279592/12-20-19/18/Dry/P
20226196019/10-17-22/14/Wet/P

20226205559/10-23-22/22/Dry/I

20236080891/05-10-23/0/Dry/P

20206203868/11-19-20/3/Dry/P

20216248674/12-09-21/8/Dry/P

20226122961/07-05-22/22/Dry/P
20236166736/09-21-23/18/Dry/P

20196007743/01-21-19/8/Ice/P

20226145595/08-05-22/7/Dry/P

20216212558/10-20-21/15/Dry/P

20226051736/03-25-22/18/Wet/I

20236184572/10-16-23/12/Dry/P

20196166438/08-20-19/18/Wet/I

20206204857/11-19-20/21/Dry/P

20216065670/04-21-21/12/Dry/P
20206186997/10-28-20/14/Dry/P

20206223024/12-15-20/16/Dry/P

20196052829/04-08-19/18/Dry/I

20216058894/04-13-21/17/Dry/P

20196000582/09-27-19/14/Dry/P

20236236659/12-17-23/12/Wet/P

20196018628/02-08-19/12/Dry/P

20236165871/09-25-23/8/Wet/P
20206161466/09-25-20/22/Dry/I
20206156970/09-16-20/14/Dry/P

20226117972/06-29-22/8/Dry/P
20196191446/09-18-19/13/Dry/P
20226223631/11-16-22/18/Wet/P
20226019661/02-01-22/18/Dry/P
20226058907/04-04-22/14/Dry/I

20206068435/04-29-20/18/Dry/I
20226164022/08-29-22/7/Wet/P
20216019636/02-08-21/21/Wet/P
20196002189/01-07-19/18/Wet/P
20236056383/04-09-23/17/Dry/P

20196246601/11-18-19/9/Dry/P
20206076855/05-18-20/7/Wet/P

20206036188/02-26-20/19/Snow/P
20236090817/05-25-23/7/Dry/I

20206229837/12-18-20/14/Dry/P

20196080436/05-13-19/8/Wet/P
20196203876/10-02-19/7/Dry/P
20236003133/01-06-23/16/Dry/P

20236017216/01-27-23/12/Dry/P
20206133242/08-15-20/15/Dry/P
20236074585/05-02-23/16/Wet/P
20206179704/10-20-20/17/Dry/P
20206137942/08-19-20/11/Dry/P
20196238119/11-10-19/17/Dry/P
20226073218/04-25-22/7/Wet/P
20196214196/10-16-19/14/Dry/P
20196033104/03-05-19/7/Dry/P
20216221697/11-10-21/8/Dry/P

20206168826/10-05-20/16/Dry/P

20196160562/08-07-19/6/Dry/P
20196212788/10-15-19/8/Dry/P
20216061649/04-13-21/13/Dry/P
20196276731/12-18-19/11/Dry/P

Legend:

Symbols	Types of Collisions
Other	Rear End
Backing Vehicle	Head On
Pedestrian	Side-Swipe Passing
Parked Vehicle	Side-Swipe Meeting
Fixed Object	Out-of-Control
Fatal Crash	Angle
Injury Crash	Angle
Signal	Left Turn
Street Name	Right Turn
Stop Sign	Right Turn
Animal	

Document#/Date/Hour/Road Condition/Severity

Project Information

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed DDI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		
Perform Benefit Cost Analysis?	No		

Do the proposed improvements fundamentally change the conditions of the base safety performance function (SPF), Or is crash data unavailable for the analysis condition, Or is only predicted (and not expected) analysis needed for the existing or proposed condition?	**Yes**

(Examples: unsignalized to signalized, undivided to divided, increase or decrease in the number of lanes, change the number of approaches to an intersection, significant realignment of the roadway)

If Yes, are you analyzing the existing or proposed conditions?	**Proposed**

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name
TR68; 0.715	Ramp Terminal Intersection	Signalized	TWOOTR00068**C	0.715		0.05	SWOORA870	BUCK & I-75 SB
TR68; 0.89	Ramp Terminal Intersection	Signalized	TWOOTR00068**C	0.89		0.05	SWOORA870	BUCK & I-75 NB

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name

Select Other Non-Site Characteristic Based Countermeasures For Entire Project

CMF Nbr	Countermeasure	CMF KA Value	CMF B Value	CMF C Value	CMF O Value	CMF Valid for the Following Site Types
CMF 1	Convert diamond interchange to DDI	0.858	0.858	0.858	0.858	6 / 7 / 8 / 9 / 10
CMF 2						
CMF 3						
CMF 4						
CMF 5						
CMF 6						
CMF 7						
CMF 8						
CMF 9						
CMF 10						

Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.715
Date Performed	04/28/25	Common Name	BUCK & I-75 SB
Intersection	TR68; 0.715	Analysis Year	2025
Signalized/Unsignalized	Signalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	D4	--	
Presence of a non-ramp public street leg I_{ps}		Not Present	No public street approaches present	
Exit ramp skew angle I_{sk} (degrees)			Unsignalized Intersection Only	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.19	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.18	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		0	12 ft	
Crossroad Inside Approach				
	Through Lanes $n_{th, in}$	2	--	
	Left Turn Lane or bay present $I_{bay, lt, in}$	Present	Not Present	
	Left Turn Lane or bay width $W_{b, in}$ (ft)	24	Not Present	
	Left-Turn Operational Mode Protected-only mode Ip,lt,in	Present	Not Present	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 47,000
Crossroad Outside Approach				
	Through Lanes $n_{th, out}$	2	--	
	Right-Turn Channelization present $I_{ch, out}$	Not Present	Not Present	
	Right Turn Lane or bay present $I_{bay, rt, out}$	Present	Not Present	
	$AADT_{out}$ (veh/day)	8,792	AADT Valid	ADT Range: 0 to 47,000
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Exit Ramp Through Lanes n_{ex} Lane Configuration Help	1	--	
	Exit ramp Right Turn Protected-only mode $I_{p,lt,in}$	Signal	Not Present	
	Exit Ramp Right-Turn Channelization present $I_{ch, ex}$	Present	Not Present	
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	3,947	AADT Valid	ADT Range: 0 to 31,000
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,087		
			SPUI or TDI only	

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.89
Date Performed	04/28/25	Common Name	BUCK & I-75 NB
Intersection	TR68; 0.89	Analysis Year	2025
Signalized/Unsignalized	Signalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	D4	--	
Presence of a non-ramp public street leg I_{ps}		Not Present	No public street approaches present	
Exit ramp skew angle I_{sk} (degrees)			Unsignalized Intersection Only	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.14	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.18	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		0	12 ft	
Crossroad Inside Approach				
	Through Lanes $n_{th, in}$	2	--	
	Left Turn Lane or bay present $I_{bay, lt, in}$	Present	Not Present	
	Left Turn Lane or bay width $W_{b, in}$ (ft)	20	Not Present	
	Left-Turn Operational Mode Protected-only mode Ip,lt,in	Present	Not Present	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 47,000
Crossroad Outside Approach				
	Through Lanes $n_{th, out}$	2	--	
	Right-Turn Channelization present $I_{ch, out}$	Present	Not Present	
	Right Turn Lane or bay present $I_{bay, rt, out}$	Not Present	Not Present	
	$AADT_{out}$ (veh/day)	11,611	AADT Valid	ADT Range: 0 to 47,000
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Exit Ramp Through Lanes n_{ex} Lane Configuration Help	1	--	
	Exit ramp Right Turn Protected-only mode $I_{p,lt,in}$	Signal	Not Present	
	Exit Ramp Right-Turn Channelization present $I_{ch, ex}$	Present	Not Present	
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	4,957	AADT Valid	ADT Range: 0 to 31,000
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,986		
			SPUI or TDI only	

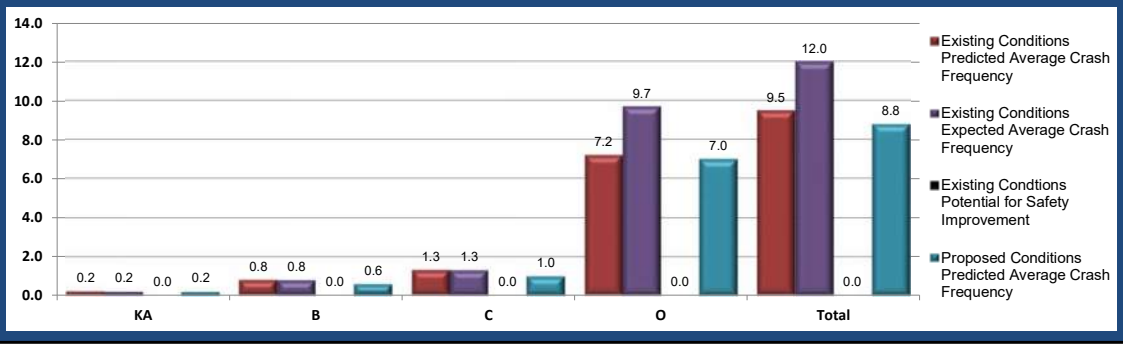
Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Project Safety Performance Report

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed DDI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

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



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.2005	0.8262	1.2766	7.1676	9.4709
$N_{expected}$ - Existing Conditions	0.2005	0.8260	1.2759	9.6761	11.9785
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0000	0.0000	0.0000	0.0000	0.0000
$N_{expected}$ - Proposed Conditions	0.1522	0.6268	0.9679	7.0195	8.7664

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0824	0.3395	0.5245	2.9398	3.8862
TR68; 0.89	BUCK & I-75 NB	0.1181	0.4867	0.7521	4.2278	5.5847

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0802	0.3302	0.51	3.5366	4.457
TR68; 0.89	BUCK & I-75 NB	0.1203	0.4958	0.7659	6.1395	7.5215

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	-0.0022	-0.0093	-0.0145	**0.5968**	**0.5708**
TR68; 0.89	BUCK & I-75 NB	**0.0022**	**0.0091**	**0.0138**	**1.9117**	**1.9368**

Proposed Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.059	0.2431	0.3754	2.7939	3.4714
TR68; 0.89	BUCK & I-75 NB	0.0932	0.3837	0.5925	4.2256	5.295

Summary by Crash Type

Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Predicted Crash Frequency
Unknown	0.0073	0.0091		0.0068
Head On	0.0356	0.0391		0.0293
Rear End	4.7069	6.0026		4.3877
Backing	0.1236	0.1661		0.1205
Sideswipe - Meeting	0.0581	0.0741		0.0541
Sideswipe - Passing	1.0993	1.4414		1.0498
Angle	1.8010	2.2271		1.6348
Parked Vehicle	0.1364	0.1772		0.1293
Pedestrian	0.0422	0.0440		0.0331
Animal	0.0000	0.0000		0.0000
Train	0.0000	0.0000		0.0000
Pedalcycles	0.0680	0.0721		0.0541
Other Non-Vehicle	0.0000	0.0000		0.0000
Fixed Object	0.4934	0.6303		0.4607
Other Object	0.0207	0.0262		0.0191
Overturning	0.0453	0.0543		0.0402
Other Non-Collision	0.0644	0.0840		0.0613
Left Turn	0.7687	0.9309		0.6854
Right Turn	0.0000	0.0000		0.0000

Safety Benefit - Cost Analysis

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed DDI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

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

All Sites

Comments:

Countermeasure Service Lives, Costs, and Safety Benefits

Countermeasures	Service Life (Years)	Initial Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value	Net Present Cost of Countermeasure	Total Cost of Countermeasures	Summary of Annual Crash Modifications	Net Present Value of Safety Benefits
Site Characteristic Improvements (i.e. Lane widening)		$0.00			$0.00	$0.00	0.746	$388,033
Site Characteristic Improvements (i.e. Lighting)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Signal Phasing)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Added Right Turn Lane)		$0.00			$0.00	$0.00		
CMF 1 - Convert diamond interchange to DDI	20	$32,971,050.00			$32,971,050.00	$32,971,050.00	-1.451	$421,225
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
Totals		**$32,971,050.00**	**$0.00**	**$0.00**	**$32,971,050.00**	**$32,971,050.00**	**-0.705**	**$809,258**

Safety Benefit - Cost Analysis

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed DDI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

Benefit - Cost Calculator

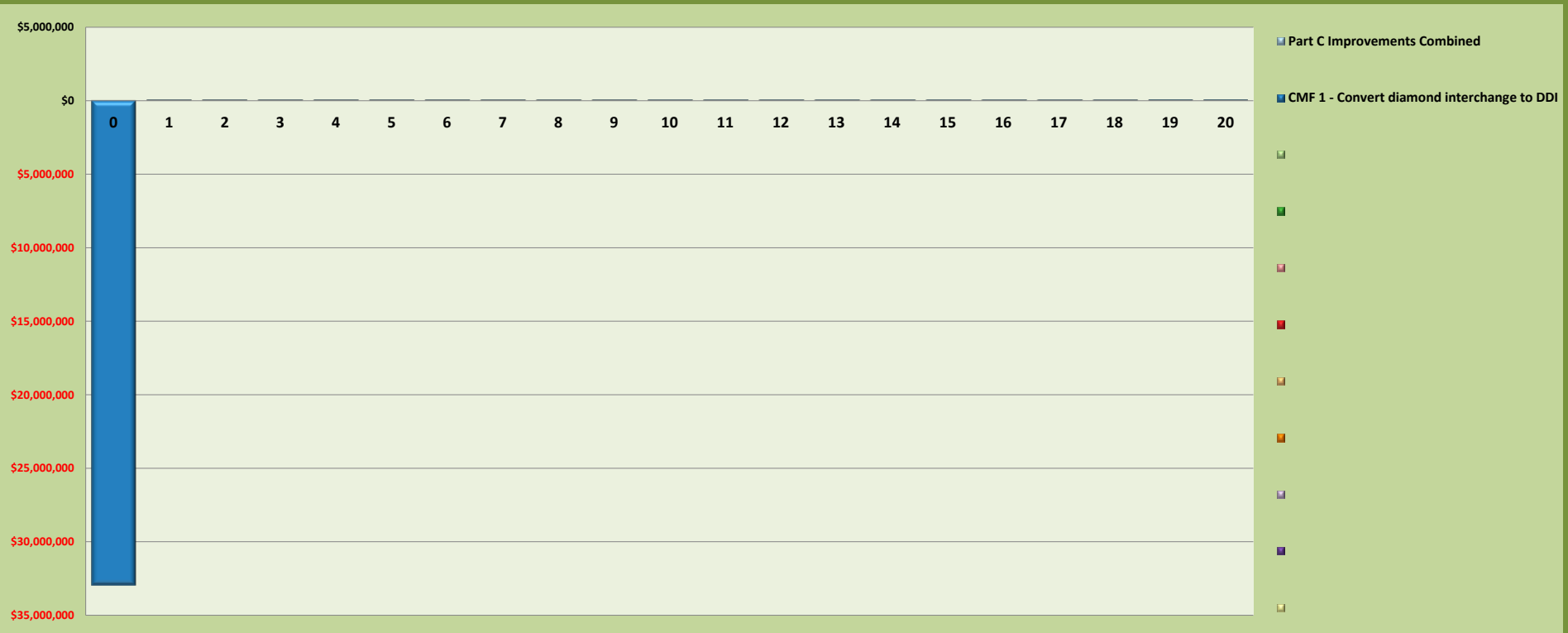
Net Present Value of Project	$32,971,050.00
Net Present Value of Safety Benefits	$809,257.96
Net Benefit	($32,161,792.04)
Benefit / Cost Ratio	0.02

Expected Annual Crash Adjustment

Number of Fatal & Incapacitating Injury Crashes	-0.048
Number of Injury Crashes	-0.556
Number of Total Crashes	-0.705

Comments:

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

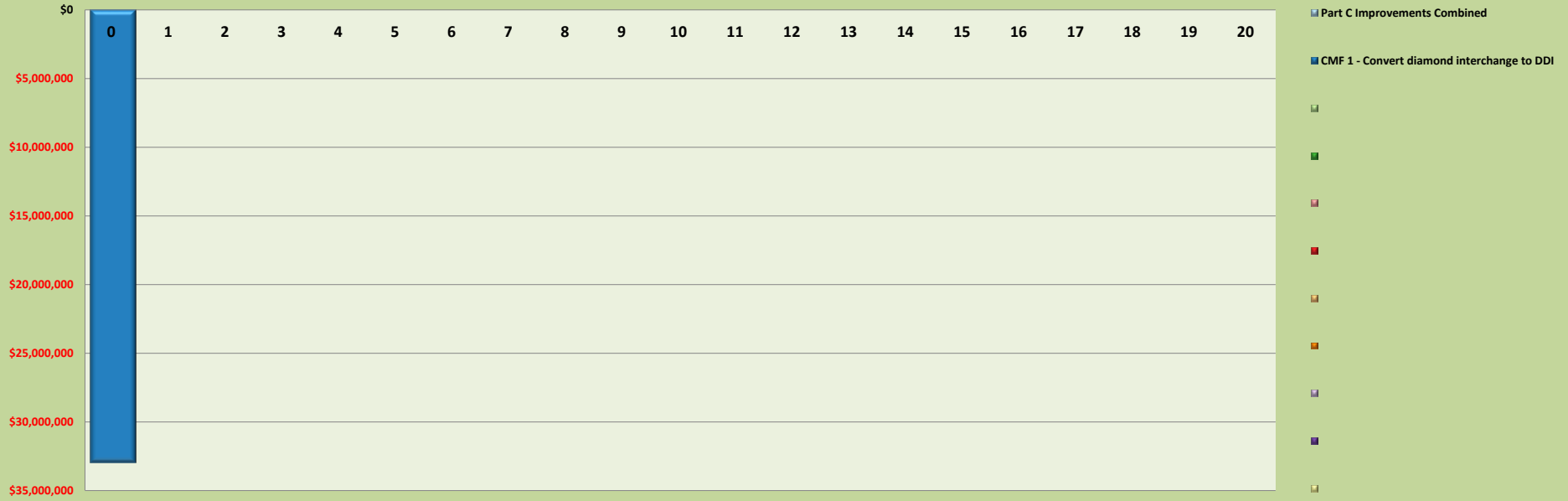


Safety Benefit - Cost Analysis

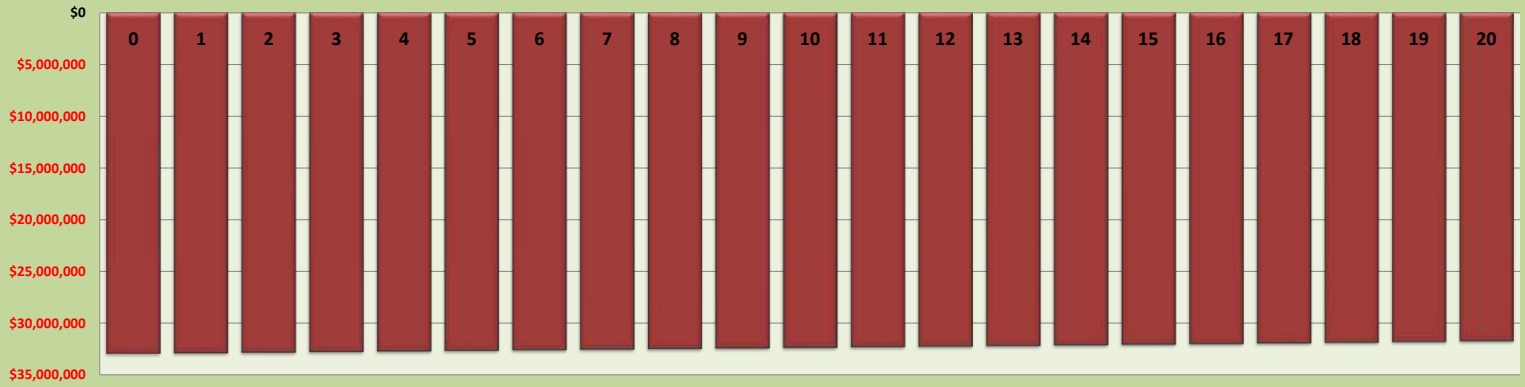
General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed DDI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

Project Costs Only Cash Flows By Countermeasure Per Year



Return on Investment (Safety Benefits and Project Investments)



First year to observe a positive return on investiment: Unknown (Unknown years)

Percentage of Service Life to observe a continuous Positive Return on Investment: Unknown%

Project Information

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed SPUI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		
Perform Benefit Cost Analysis?	No		

Do the proposed improvements fundamentally change the conditions of the base safety performance function (SPF), Or is crash data unavailable for the analysis condition, Or is only predicted (and not expected) analysis needed for the existing or proposed condition?	**Yes**

(Examples: unsignalized to signalized, undivided to divided, increase or decrease in the number of lanes, change the number of approaches to an intersection, significant realignment of the roadway)

If Yes, are you analyzing the existing or proposed conditions?	**Proposed**

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name
TR68; 0.715	Ramp Terminal Intersection	Signalized	TWOOTR00068**C	0.715		0.05	SWOORA870	BUCK & I-75 SB
TR68; 0.89	Ramp Terminal Intersection	Signalized	TWOOTR00068**C	0.89		0.05	SWOORA870	BUCK & I-75 NB

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name

Select Other Non-Site Characteristic Based Countermeasures For Entire Project

CMF Nbr	Countermeasure	CMF KA Value	CMF B Value	CMF C Value	CMF O Value	CMF Valid for the Following Site Types
CMF 1						
CMF 2						
CMF 3						
CMF 4						
CMF 5						
CMF 6						
CMF 7						
CMF 8						
CMF 9						
CMF 10						

Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.715
Date Performed	04/28/25	Common Name	BUCK & I-75 SB
Intersection	TR68; 0.715	Analysis Year	2025
Signalized/Unsignalized	Signalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	SPUI	--	
Presence of a non-ramp public street leg I_{ps}		Not Present	No public street approaches present	
Exit ramp skew angle I_{sk} (degrees)			Unsignalized Intersection Only	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.19	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.01	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		0	12 ft	
Crossroad Inside Approach				
	Through Lanes $n_{th, in}$	2	--	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 77,800
Crossroad Outside Approach				
	Through Lanes $n_{th, out}$	2	--	
	$AADT_{out}$ (veh/day)	8,792	AADT Valid	ADT Range: 0 to 77,800
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Lane Configuration Help			
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	3,947	AADT Valid	ADT Range: 0 to 80,100
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,087		
	Number of exit ramps with free-flow right turns	0	SPUI or TDI only	

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.89
Date Performed	04/28/25	Common Name	BUCK & I-75 NB
Intersection	TR68; 0.89	Analysis Year	2025
Signalized/Unsignalized	Signalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	SPUI	--	
Presence of a non-ramp public street leg I_{ps}		Not Present	No public street approaches present	
Exit ramp skew angle I_{sk} (degrees)			Unsignalized Intersection Only	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.14	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.01	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		0	12 ft	
Crossroad Inside Approach				
	Through Lanes $n_{th,\ in}$	2	--	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 77,800
Crossroad Outside Approach				
	Through Lanes $n_{th,\ out}$	2	--	
	$AADT_{out}$ (veh/day)	11,611	AADT Valid	ADT Range: 0 to 77,800
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Lane Configuration Help			
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	4,957	AADT Valid	ADT Range: 0 to 80,100
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,986		
	Number of exit ramps with free-flow right turns	0	SPUI or TDI only	

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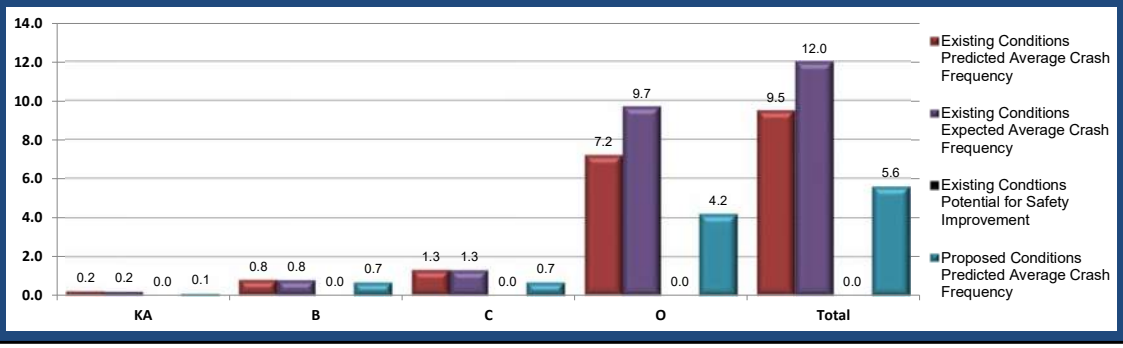
Project Safety Performance Report

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed SPUI	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

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



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.2005	0.8262	1.2766	7.1676	9.4709
$N_{expected}$ - Existing Conditions	0.2005	0.8260	1.2759	9.6761	11.9785
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0000	0.0000	0.0000	0.0000	0.0000
$N_{expected}$ - Proposed Conditions	0.0792	0.6860	0.6598	4.1731	5.5981

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0824	0.3395	0.5245	2.9398	3.8862
TR68; 0.89	BUCK & I-75 NB	0.1181	0.4867	0.7521	4.2278	5.5847

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0802	0.3302	0.51	3.5366	4.457
TR68; 0.89	BUCK & I-75 NB	0.1203	0.4958	0.7659	6.1395	7.5215

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	-0.0022	-0.0093	-0.0145	**0.5968**	**0.5708**
TR68; 0.89	BUCK & I-75 NB	**0.0022**	**0.0091**	**0.0138**	**1.9117**	**1.9368**

Proposed Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0342	0.2968	0.2855	1.7852	2.4017
TR68; 0.89	BUCK & I-75 NB	0.045	0.3892	0.3743	2.3879	3.1964

Summary by Crash Type

Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Predicted Crash Frequency
Unknown	0.0073	0.0091		0.0263
Head On	0.0356	0.0391		0.0264
Rear End	4.7069	6.0026		3.0452
Backing	0.1236	0.1661		0.0778
Sideswipe - Meeting	0.0581	0.0741		0.0000
Sideswipe - Passing	1.0993	1.4414		0.6936
Angle	1.8010	2.2271		0.2072
Parked Vehicle	0.1364	0.1772		0.0000
Pedestrian	0.0422	0.0440		0.0255
Animal	0.0000	0.0000		0.0264
Train	0.0000	0.0000		0.0000
Pedalcycles	0.0680	0.0721		0.0000
Other Non-Vehicle	0.0000	0.0000		0.0000
Fixed Object	0.4934	0.6303		1.0575
Other Object	0.0207	0.0262		0.0767
Overturning	0.0453	0.0543		0.1295
Other Non-Collision	0.0644	0.0840		0.0519
Left Turn	0.7687	0.9309		0.1550
Right Turn	0.0000	0.0000		0.0255

Project Information

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed Roundabout	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		
Perform Benefit Cost Analysis?	No		

Do the proposed improvements fundamentally change the conditions of the base safety performance function (SPF), Or is crash data unavailable for the analysis condition, Or is only predicted (and not expected) analysis needed for the existing or proposed condition?	**Yes**

(Examples: unsignalized to signalized, undivided to divided, increase or decrease in the number of lanes, change the number of approaches to an intersection, significant realignment of the roadway)

If Yes, are you analyzing the existing or proposed conditions?	**Proposed**

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name
TR68; 0.715	Ramp Terminal Intersection	Unsignalized	TWOOTR00068**C	0.715		0.05	SWOORA870	BUCK & I-75 SB
TR68; 0.89	Ramp Terminal Intersection	Unsignalized	TWOOTR00068**C	0.89		0.05	SWOORA870	BUCK & I-75 NB

Project Elements Description Table

Project Element ID (Must be Unique)	Site Type	Intersection Control Type	Location Information					
			NLFID	Begin Logpoint/ Intersection Midpoint	End Logpoint *(Leave blank for Intersection)*	Length (mi) OR Intersection Radius Buffer (mi)	Cross Route NLFID(s)	Common Name

Select Other Non-Site Characteristic Based Countermeasures For Entire Project

CMF Nbr	Countermeasure	CMF KA Value	CMF B Value	CMF C Value	CMF O Value	CMF Valid for the Following Site Types
CMF 1	Convert to Roundabout Interchanges	0.604	0.604	0.604	0.604	7 / 8 / 9 / 10
CMF 2						
CMF 3						
CMF 4						
CMF 5						
CMF 6						
CMF 7						
CMF 8						
CMF 9						
CMF 10						

Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.715
Date Performed	04/28/25	Common Name	BUCK & I-75 SB
Intersection	TR68; 0.715	Analysis Year	2025
Signalized/Unsignalized	Unsignalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	D4	--	
Presence of a non-ramp public street leg I_{ps}			Signalized Only	
Exit ramp skew angle I_{sk} (degrees)		0.00	--	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.19	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.18	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		7	12 ft	
Intersection Stop Control Operation		One-way stop	One-way stop	
Crossroad Inside Approach				
	Through Lanes $n_{th, in}$	2	--	
	Left Turn Lane or bay present $I_{bay, lt, in}$	Not Present	Not Present	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 18,000
Crossroad Outside Approach				
	Through Lanes $n_{th, out}$	2	--	
	Right-Turn Channelization present $I_{ch, out}$		Signalized Only	
	Right Turn Lane or bay present $I_{bay, rt, out}$	Not Present	Not Present	
	$AADT_{out}$ (veh/day)	8,792	AADT Valid	ADT Range: 0 to 18,000
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Exit Ramp Through Lanes n_{ex} Lane Configuration Help	1	--	
	Exit ramp Right Turn Protected-only mode $I_{p,lt,in}$	Yield	Not Present	
	Exit Ramp Right-Turn Channelization present $I_{ch, ex}$		Signalized Only	
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	3,947	AADT Valid	ADT Range: 0 to 10,000
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,087		
			SPUI or TDI only	

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Proposed Conditions: General Information and Data for Ramp Terminal Intersection

General Information		Location Information	
Analyst	tsj	Route	TR68
Agency or Company	DGL	Logpoint	0.89
Date Performed	04/28/25	Common Name	BUCK & I-75 NB
Intersection	TR68; 0.89	Analysis Year	2025
Signalized/Unsignalized	Unsignalized		

Input Data		Proposed Conditions	HSM Base Conditions	
Basic Intersection Data				
Area Type		Urban	--	
Ramp Terminal Configuration	Select Ramp Configuration	D4	--	
Presence of a non-ramp public street leg I_{ps}			Signalized Only	
Exit ramp skew angle I_{sk} (degrees)		0.00	--	
Distance to the next public street intersection on the outside crossroad leg L_{str} (mi)		0.14	No adjacent public street intersection with 6 miles	
Distance to the adjacent ramp terminal L_{rmp} (mi)		0.18	No adjacent ramp intersection with 6 miles	
Crossroad median width W_m (ft) (Width includes left turn lane width)		0	12 ft	
Intersection Stop Control Operation		One-way stop	One-way stop	
Crossroad Inside Approach				
	Through Lanes $n_{th, in}$	2	--	
	Left Turn Lane or bay present $I_{bay, lt, in}$	Not Present	Not Present	
	$AADT_{in}$ (veh/day)	14,242	AADT Valid	ADT Range: 0 to 18,000
Crossroad Outside Approach				
	Through Lanes $n_{th, out}$	2	--	
	Right-Turn Channelization present $I_{ch, out}$		Signalized Only	
	Right Turn Lane or bay present $I_{bay, rt, out}$	Present	Not Present	
	$AADT_{out}$ (veh/day)	11,611	AADT Valid	ADT Range: 0 to 18,000
	Number of driveways on the outside crossroad leg n_{dw}	0	0	
	Number of public street approaches on the outside crossroad leg n_{ps}	0	0	
Ramp Approaches				
	Exit Ramp Through Lanes n_{ex} Lane Configuration Help	1	--	
	Exit ramp Right Turn Protected-only mode $I_{p,lt,in}$	Yield	Not Present	
	Exit Ramp Right-Turn Channelization present $I_{ch, ex}$		Signalized Only	
	Exit Ramp Volume, $AADT_{ex}$ (veh/day)	4,957	AADT Valid	ADT Range: 0 to 10,000
	Entrance Ramp Volume, $AADT_{en}$ (veh/day)	5,986		
			SPUI or TDI only	

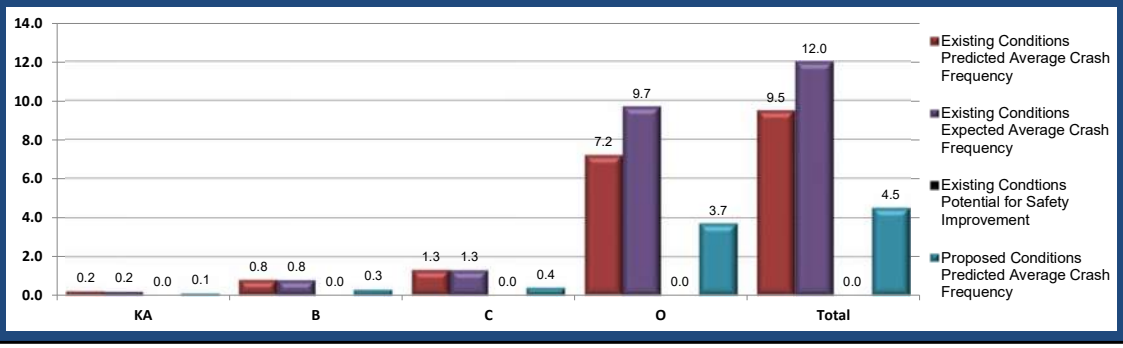
Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Project Safety Performance Report

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed Roundabout	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

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



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.2005	0.8262	1.2766	7.1676	9.4709
$N_{expected}$ - Existing Conditions	0.2005	0.8260	1.2759	9.6761	11.9785
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0000	0.0000	0.0000	0.0000	0.0000
$N_{expected}$ - Proposed Conditions	0.0687	0.2828	0.4369	3.7079	4.4963

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0824	0.3395	0.5245	2.9398	3.8862
TR68; 0.89	BUCK & I-75 NB	0.1181	0.4867	0.7521	4.2278	5.5847

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0802	0.3302	0.51	3.5366	4.457
TR68; 0.89	BUCK & I-75 NB	0.1203	0.4958	0.7659	6.1395	7.5215

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	-0.0022	-0.0093	-0.0145	**0.5968**	**0.5708**
TR68; 0.89	BUCK & I-75 NB	**0.0022**	**0.0091**	**0.0138**	**1.9117**	**1.9368**

Proposed Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
TR68; 0.715	BUCK & I-75 SB	0.0306	0.1261	0.1948	1.718	2.0695
TR68; 0.89	BUCK & I-75 NB	0.0381	0.1567	0.2421	1.9899	2.4268

Summary by Crash Type

Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Predicted Crash Frequency
Unknown	0.0073	0.0091		0.0033
Head On	0.0356	0.0391		0.0140
Rear End	4.7069	6.0026		2.2592
Backing	0.1236	0.1661		0.0635
Sideswipe - Meeting	0.0581	0.0741		0.0278
Sideswipe - Passing	1.0993	1.4414		0.5474
Angle	1.8010	2.2271		0.8297
Parked Vehicle	0.1364	0.1772		0.0672
Pedestrian	0.0422	0.0440		0.0154
Animal	0.0000	0.0000		0.0000
Train	0.0000	0.0000		0.0000
Pedalcycles	0.0680	0.0721		0.0254
Other Non-Vehicle	0.0000	0.0000		0.0000
Fixed Object	0.4934	0.6303		0.2374
Other Object	0.0207	0.0262		0.0098
Overturning	0.0453	0.0543		0.0201
Other Non-Collision	0.0644	0.0840		0.0318
Left Turn	0.7687	0.9309		0.3443
Right Turn	0.0000	0.0000		0.0000

Safety Benefit - Cost Analysis

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed Roundabout	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

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

All Sites

Comments:

Countermeasure Service Lives, Costs, and Safety Benefits

Countermeasures	Service Life (Years)	Initial Cost of Countermeasure	Annual Maintenance & Energy Costs	Salvage Value	Net Present Cost of Countermeasure	Total Cost of Countermeasures	Summary of Annual Crash Modifications	Net Present Value of Safety Benefits
Site Characteristic Improvements (i.e. Lane widening)		$0.00			$0.00	$0.00	-2.027	$1,452,870
Site Characteristic Improvements (i.e. Lighting)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Signal Phasing)		$0.00			$0.00	$0.00		
Site Characteristic Improvements (i.e. Added Right Turn Lane)		$0.00			$0.00	$0.00		
CMF 1 - Convert to Roundabout Interchanges	20	$23,418,450.00			$23,418,450.00	$23,418,450.00	-2.948	$752,669
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
		$0.00			$0.00	$0.00	0.000	$0
Totals		**$23,418,450.00**	**$0.00**	**$0.00**	**$23,418,450.00**	**$23,418,450.00**	**-4.975**	**$2,205,539**

Safety Benefit - Cost Analysis

General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed Roundabout	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

Benefit - Cost Calculator

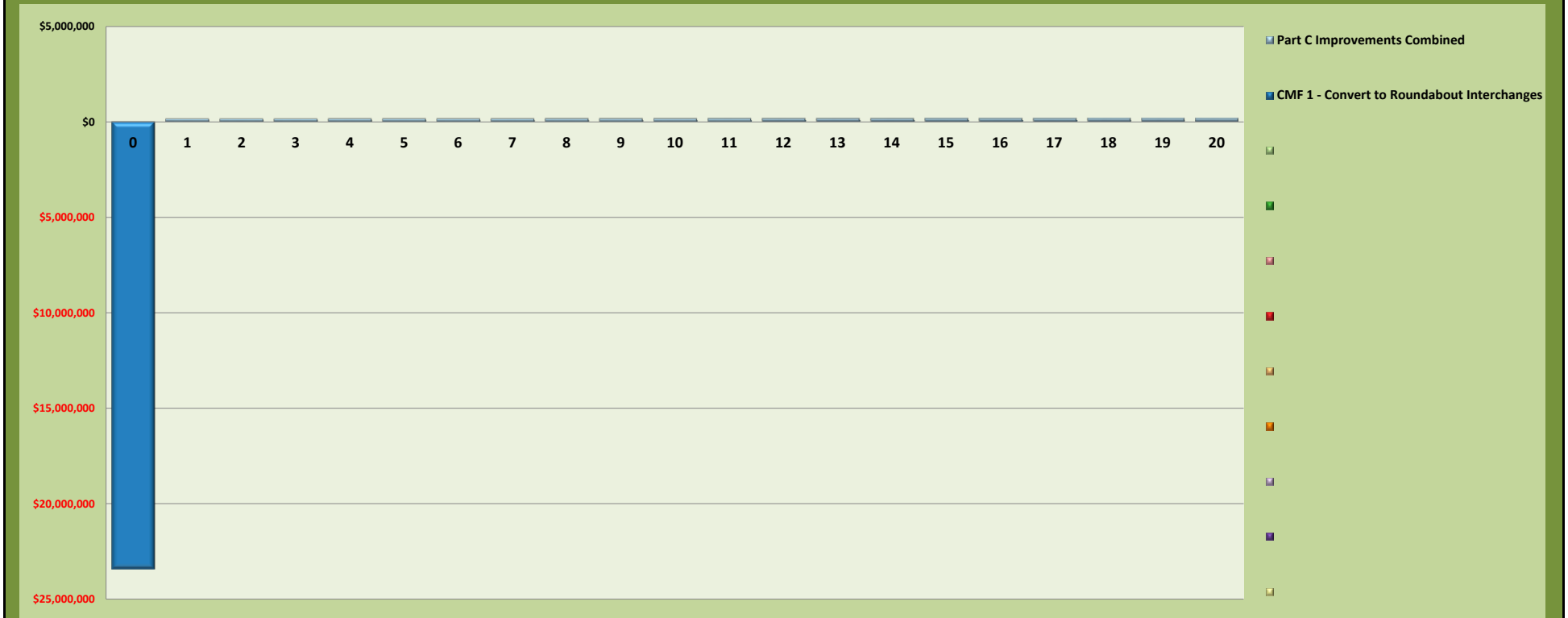
Net Present Value of Project	$23,418,450.00
Net Present Value of Safety Benefits	$2,205,538.87
Net Benefit	($21,212,911.13)
Benefit / Cost Ratio	0.09

Expected Annual Crash Adjustment

Number of Fatal & Incapacitating Injury Crashes	-0.132
Number of Injury Crashes	-1.515
Number of Total Crashes	-4.975

Comments:

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



Safety Benefit - Cost Analysis

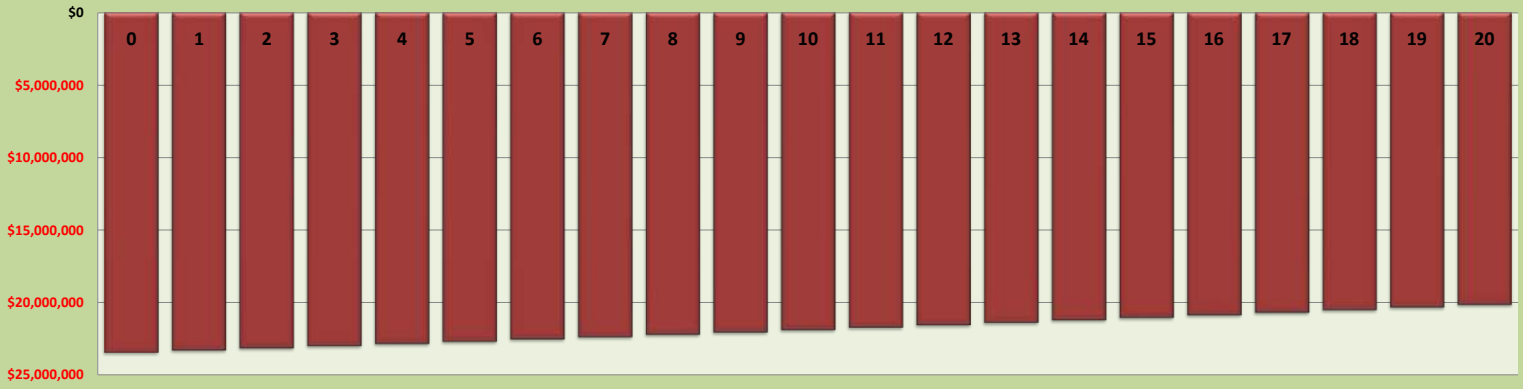
General Information

Project Name	Buck Road Feasibility Study	Contact Email	
Project Description	Proposed Roundabout	Contact Phone	
Reference Number	22217	Date Performed	4/28/2025
Analyst	tsj	Analysis Year	2025
Agency/Company	DGL		

Project Costs Only Cash Flows By Countermeasure Per Year



Return on Investment (Safety Benefits and Project Investments)



First year to observe a positive return on investiment: Unknown (Unknown years)

Percentage of Service Life to observe a continuous Positive Return on Investment: Unknown%

Appendix C
Traffic & Operational Analyses

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,738.0	46.39	96.1	F
2	1,733.0	45.96	95.5	F
3	1,782.0	41.30	83.4	F
4	1,734.0	41.27	85.7	F
5	1,764.0	40.16	82.0	F
6	1,728.0	42.26	88.0	F
7	1,727.0	42.03	87.6	F
8	1,834.0	39.13	76.8	E
9	1,631.0	48.56	107.2	F
10	1,744.0	44.27	91.4	F
Average:	**1,741.5**	**43.13**	**89.4**	**F**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,654.0	22.65	49.3	D
2	1,664.0	24.33	52.6	D
3	1,703.0	23.05	48.7	D
4	1,658.0	22.45	48.7	D
5	1,670.0	22.90	49.4	D
6	1,642.0	23.79	52.1	D
7	1,656.0	23.98	52.1	D
8	1,691.0	22.52	47.9	D
9	1,623.0	22.87	50.7	D
10	1,657.0	23.79	51.7	D
Average:	**1,661.8**	**23.23**	**50.3**	**D**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,930.0	15.48	28.9	C
2	2,048.0	14.55	25.6	C
3	2,009.0	14.59	26.1	C
4	1,939.0	15.13	28.1	C
5	1,973.0	14.84	27.1	C
6	2,079.0	14.95	25.9	C
7	2,060.0	14.61	25.5	C
8	1,997.0	14.26	25.7	C
9	2,044.0	15.62	27.5	C

10	2,010.0	14.62	26.2	C
Average:	**2,008.9**	**14.87**	**26.7**	**C**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,243.0	19.79	57.3	E
2	1,264.0	19.15	54.5	D
3	1,245.0	18.72	54.1	D
4	1,236.0	20.01	58.3	E
5	1,244.0	19.76	57.2	E
6	1,270.0	19.30	54.7	D
7	1,265.0	18.57	52.8	D
8	1,245.0	18.33	53.0	D
9	1,289.0	20.64	57.6	E
10	1,258.0	19.66	56.3	E
Average:	**1,255.9**	**19.39**	**55.6**	**E**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	43.1	3.0	39.1	48.6	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	23.2	0.7	22.5	24.3	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	14.9	0.4	14.3	15.6	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	19.4	0.7	18.3	20.6	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	89.4	8.6	76.8	107.2	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	50.3	1.7	47.9	52.6	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	26.7	1.2	25.5	28.9	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	55.6	2.0	52.8	58.3	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720495033				
1	634.0	4.38	24.9	C
2	615.0	5.21	30.5	C
3	635.0	5.78	32.8	C
4	627.0	3.91	22.5	C
5	634.0	3.82	21.7	C
6	626.0	3.94	22.7	C
7	628.0	3.72	21.3	C
8	614.0	2.95	17.3	B
9	633.0	5.66	32.2	C
10	616.0	3.61	21.1	C
Average:	**626.2**	**4.30**	**24.7**	**C**
NB on NB I 75 TO BUCK: Superlink ID 14412				
1	722.0	28.47	142.0	F
2	756.0	27.54	131.1	F
3	744.0	24.19	117.1	F
4	739.0	24.23	118.0	F
5	748.0	25.53	122.9	F
6	773.0	24.12	112.3	F
7	738.0	24.97	121.8	F
8	810.0	24.68	109.7	F
9	685.0	28.29	148.7	F
10	779.0	25.79	119.2	F
Average:	**749.4**	**25.78**	**124.3**	**F**
WB on BUCK RD: Superlink ID 720495034				
1	382.0	13.54	127.6	F
2	362.0	13.21	131.4	F
3	403.0	11.33	101.2	F
4	368.0	13.13	128.4	F
5	382.0	10.81	101.9	F
6	329.0	14.19	155.3	F
7	361.0	13.35	133.1	F
8	410.0	11.51	101.1	F
9	313.0	14.61	168.0	F

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	349.0	14.86	153.3	F
Average:	**365.9**	**13.05**	**130.1**	**F**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	782.0	4.45	20.5	C
2	787.0	5.48	25.1	C
3	798.0	4.46	20.1	C
4	785.0	4.45	20.4	C
5	783.0	5.01	23.0	C
6	785.0	5.39	24.7	C
7	784.0	5.38	24.7	C
8	782.0	4.66	21.5	C
9	782.0	5.01	23.1	C
10	781.0	3.88	17.9	B
Average:	**784.9**	**4.82**	**22.1**	**C**
SB on SB I 75 TO BUCK: Superlink ID 4229				
1	470.0	2.42	18.5	B
2	461.0	2.15	16.8	B
3	462.0	2.57	20.0	B
4	471.0	2.46	18.8	B
5	471.0	2.79	21.4	C
6	470.0	2.53	19.4	B
7	468.0	2.39	18.4	B
8	458.0	2.52	19.8	B
9	477.0	2.41	18.2	B
10	459.0	2.39	18.8	B
Average:	**466.7**	**2.46**	**19.0**	**B**
WB on BUCK RD: Superlink ID 720495033				
1	402.0	15.78	141.3	F
2	416.0	16.70	144.5	F
3	443.0	16.03	130.3	F
4	402.0	15.54	139.2	F
5	416.0	15.09	130.6	F
6	387.0	15.87	147.6	F
7	404.0	16.20	144.4	F
8	451.0	15.33	122.4	F
9	364.0	15.45	152.8	F

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	417.0	17.52	151.2	F
Average:	**410.2**	**15.95**	**140.4**	**F**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	741.0	1.68	8.1	A
2	740.0	1.57	7.7	A
3	740.0	1.57	7.6	A
4	735.0	1.53	7.5	A
5	740.0	1.58	7.7	A
6	739.0	1.53	7.5	A
7	736.0	1.61	7.9	A
8	739.0	1.65	8.0	A
9	737.0	1.55	7.6	A
10	742.0	1.62	7.9	A
Average:	**738.9**	**1.59**	**7.8**	**A**
NB on NB I 75 TO WALES: Superlink ID 4226				
1	329.0	1.49	16.3	B
2	313.0	1.24	14.2	B
3	322.0	1.27	14.2	B
4	318.0	1.46	16.6	B
5	317.0	1.36	15.4	B
6	316.0	1.30	14.9	B
7	318.0	1.47	16.6	B
8	306.0	1.21	14.3	B
9	313.0	1.31	15.1	B
10	303.0	1.23	14.7	B
Average:	**315.5**	**1.33**	**15.2**	**B**
WB on WALES RD: Superlink ID 720495029				
1	860.0	12.31	51.5	D
2	995.0	11.74	42.5	D
3	947.0	11.76	44.7	D
4	886.0	12.14	49.3	D
5	916.0	11.90	46.8	D
6	1,024.0	12.11	42.6	D
7	1,006.0	11.54	41.3	D
8	952.0	11.40	43.1	D
9	994.0	12.76	46.2	D

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	965.0	11.76	43.9	D
Average:	**954.5**	**11.94**	**45.2**	**D**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	224.0	1.55	24.9	C
2	227.0	1.68	26.7	C
3	223.0	1.47	23.7	C
4	224.0	1.48	23.8	C
5	226.0	1.50	24.0	C
6	224.0	1.47	23.7	C
7	225.0	1.48	23.7	C
8	226.0	1.48	23.6	C
9	225.0	1.52	24.3	C
10	226.0	1.60	25.4	C
Average:	**225.0**	**1.52**	**24.4**	**C**
SB on SB I 75 TO WALES: Superlink ID 13720				
1	645.0	3.21	17.9	B
2	642.0	3.18	17.9	B
3	643.0	3.18	17.8	B
4	640.0	3.23	18.2	B
5	642.0	3.21	18.0	B
6	641.0	3.29	18.5	B
7	638.0	3.55	20.0	C
8	642.0	3.18	17.8	B
9	642.0	3.25	18.2	B
10	645.0	3.46	19.3	B
Average:	**642.0**	**3.27**	**18.4**	**B**
WB on WALES RD: Superlink ID 720495030				
1	374.0	15.03	144.7	F
2	395.0	14.28	130.1	F
3	379.0	14.07	133.7	F
4	372.0	15.30	148.0	F
5	376.0	15.04	144.0	F
6	405.0	14.53	129.2	F
7	402.0	13.54	121.2	F
8	377.0	13.66	130.5	F
9	422.0	15.87	135.4	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	387.0	14.60	135.8	F
Average:	**388.9**	**14.59**	**135.3**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	4.3	0.9	3.0	5.8	10
N	NB I 75 TO BUCK	14412	25.8	1.7	24.1	28.5	10
W	BUCK RD	720495034	13.1	1.4	10.8	14.9	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	4.8	0.5	3.9	5.5	10
S	SB I 75 TO BUCK	4229	2.5	0.2	2.2	2.8	10
W	BUCK RD	720495033	16.0	0.7	15.1	17.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	1.6	0.1	1.5	1.7	10
N	NB I 75 TO WALES	4226	1.3	0.1	1.2	1.5	10
W	WALES RD	720495029	11.9	0.4	11.4	12.8	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.5	0.1	1.5	1.7	10
S	SB I 75 TO WALES	13720	3.3	0.1	3.2	3.6	10
W	WALES RD	720495030	14.6	0.7	13.5	15.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	24.7	5.3	17.3	32.8	10
N	NB I 75 TO BUCK	14412	124.3	12.6	109.7	148.7	10
W	BUCK RD	720495034	130.1	23.8	101.1	168.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	22.1	2.4	17.9	25.1	10
S	SB I 75 TO BUCK	4229	19.0	1.2	16.8	21.4	10
W	BUCK RD	720495033	140.4	9.9	122.4	152.8	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	7.8	0.2	7.5	8.1	10
N	NB I 75 TO WALES	4226	15.2	1.0	14.2	16.6	10
W	WALES RD	720495029	45.2	3.3	41.3	51.5	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	24.4	1.0	23.6	26.7	10
S	SB I 75 TO WALES	13720	18.4	0.7	17.8	20.0	10
W	WALES RD	720495030	135.3	8.3	121.2	148.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BUCK RD: Superlink ID 720495033				
1	138.0	0.94	24.6	C
2	132.0	0.82	22.4	C
3	135.0	1.31	35.0	C
4	133.0	0.96	26.0	C
5	133.0	0.90	24.3	C
6	140.0	1.03	26.6	C
7	141.0	0.84	21.5	C
8	137.0	0.81	21.4	C
9	139.0	0.93	24.0	C
10	134.0	0.67	18.0	B
Average:	**136.2**	**0.92**	**24.4**	**C**
EB T on BUCK RD: Superlink ID 720495033				
1	496.0	3.44	24.9	C
2	483.0	4.39	32.7	C
3	500.0	4.47	32.2	C
4	494.0	2.95	21.5	C
5	501.0	2.93	21.0	C
6	486.0	2.90	21.5	C
7	487.0	2.87	21.2	C
8	477.0	2.13	16.1	B
9	494.0	4.73	34.5	C
10	482.0	2.94	22.0	C
Average:	**490.0**	**3.38**	**24.8**	**C**
NB LTR on NB I 75 TO BUCK: Superlink ID 14412				
1	328.0	15.88	174.3	F
2	342.0	15.09	158.9	F
3	363.0	13.98	138.7	F
4	375.0	14.43	138.6	F
5	346.0	13.67	142.2	F
6	380.0	14.15	134.1	F
7	343.0	13.73	144.1	F
8	404.0	13.94	124.2	F
9	299.0	14.66	176.5	F
10	365.0	13.94	137.5	F
Average:	**354.5**	**14.35**	**146.9**	**F**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Superlink ID 720495034				
1	155.0	0.16	3.8	A
2	143.0	0.28	7.1	A
3	155.0	0.19	4.5	A
4	144.0	0.19	4.8	A
5	150.0	0.18	4.3	A
6	131.0	0.23	6.2	A
7	140.0	0.21	5.5	A
8	161.0	0.21	4.8	A
9	118.0	0.34	10.4	B
10	136.0	0.31	8.2	A
Average:	**538.2**	**11.66**	**55.1**	**E**
NB R on NB I 75 TO BUCK: Superlink ID 14412				
1	394.0	12.59	115.0	F
2	414.0	12.44	108.2	F
3	381.0	10.21	96.5	F
4	364.0	9.80	96.9	F
5	402.0	11.86	106.2	F
6	393.0	9.97	91.3	F
7	395.0	11.24	102.4	F
8	406.0	10.74	95.2	F
9	386.0	13.63	127.1	F
10	414.0	11.85	103.0	F
Average:	**538.2**	**11.66**	**55.1**	**E**
WB TR on BUCK RD: Superlink ID 720495034				
1	227.0	13.37	212.1	F
2	219.0	12.93	212.6	F
3	248.0	11.13	161.6	F
4	224.0	12.94	207.9	F
5	232.0	10.63	164.9	F
6	198.0	13.97	253.9	F
7	221.0	13.14	214.0	F
8	249.0	11.30	163.4	F
9	195.0	14.27	263.4	F
10	213.0	14.56	246.0	F
Average:	**222.6**	**12.82**	**210.0**	**F**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	292.0	1.69	20.9	C
2	302.0	1.89	22.5	C
3	296.0	1.66	20.2	C
4	279.0	1.71	22.1	C
5	287.0	1.81	22.7	C
6	296.0	1.91	23.2	C
7	290.0	1.90	23.6	C
8	286.0	1.68	21.1	C
9	295.0	1.83	22.3	C
10	280.0	1.47	18.9	B
Average:	**290.3**	**1.76**	**21.8**	**C**
EB TR on BUCK RD: Superlink ID 720506526				
1	490.0	2.76	20.2	C
2	485.0	3.59	26.7	C
3	502.0	2.80	20.1	C
4	506.0	2.74	19.5	B
5	496.0	3.20	23.2	C
6	489.0	3.48	25.6	C
7	494.0	3.47	25.3	C
8	496.0	2.99	21.7	C
9	487.0	3.18	23.5	C
10	501.0	2.41	17.3	B
Average:	**494.6**	**3.06**	**22.3**	**C**
SB LT on SB I 75 TO BUCK: Superlink ID 4229				
1	255.0	2.01	28.4	C
2	249.0	1.75	25.3	C
3	248.0	2.14	31.1	C
4	253.0	2.05	29.1	C
5	254.0	2.36	33.4	C
6	256.0	2.13	29.9	C
7	256.0	1.99	28.0	C
8	245.0	2.07	30.4	C
9	261.0	2.00	27.6	C
10	244.0	2.01	29.6	C
Average:	**252.1**	**2.05**	**29.3**	**C**
SB R on SB I 75 TO BUCK: Superlink ID 4229				
1	215.0	0.40	6.8	A
2	212.0	0.40	6.7	A
3	214.0	0.42	7.1	A

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	218.0	0.41	6.7	A
5	217.0	0.44	7.3	A
6	214.0	0.40	6.7	A
7	212.0	0.40	6.8	A
8	213.0	0.45	7.7	A
9	216.0	0.40	6.7	A
10	215.0	0.38	6.4	A
Average:	**214.6**	**0.41**	**6.9**	**A**
WB L on BUCK RD: Superlink ID 720495033				
1	236.0	13.61	207.5	F
2	247.0	14.43	210.3	F
3	254.0	13.95	197.8	F
4	235.0	13.21	202.3	F
5	243.0	13.00	192.6	F
6	226.0	13.48	214.7	F
7	232.0	13.89	215.6	F
8	258.0	13.16	183.6	F
9	212.0	12.87	218.6	F
10	240.0	14.74	221.2	F
Average:	**238.3**	**13.63**	**206.4**	**F**
WB T on BUCK RD: Superlink ID 720495033				
1	166.0	2.17	47.1	D
2	169.0	2.27	48.4	D
3	189.0	2.08	39.5	D
4	167.0	2.34	50.4	D
5	173.0	2.10	43.6	D
6	161.0	2.39	53.4	D
7	172.0	2.31	48.4	D
8	193.0	2.17	40.5	D
9	152.0	2.58	61.1	E
10	177.0	2.78	56.5	E
Average:	**171.9**	**2.32**	**48.9**	**D**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	74.0	0.65	31.6	C
2	72.0	0.62	30.8	C
3	74.0	0.59	28.5	C
4	72.0	0.57	28.6	C
5	74.0	0.54	26.4	C

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	73.0	0.60	29.8	C
7	72.0	0.60	29.8	C
8	74.0	0.59	28.8	C
9	71.0	0.56	28.2	C
10	73.0	0.61	30.2	C
Average:	**72.9**	**0.59**	**29.3**	**C**
EB T on WALES RD: Superlink ID 720495030				
1	667.0	1.03	5.5	A
2	668.0	0.96	5.2	A
3	666.0	0.98	5.3	A
4	663.0	0.96	5.2	A
5	666.0	1.04	5.6	A
6	666.0	0.93	5.0	A
7	664.0	1.02	5.5	A
8	665.0	1.06	5.7	A
9	666.0	0.99	5.4	A
10	669.0	1.01	5.4	A
Average:	**666.0**	**1.00**	**5.4**	**A**
NB LTR on NB I 75 TO WALES: Superlink ID 4226				
1	142.0	0.92	23.2	C
2	130.0	0.82	22.8	C
3	124.0	0.81	23.6	C
4	139.0	0.93	24.0	C
5	135.0	0.88	23.6	C
6	125.0	0.82	23.5	C
7	128.0	0.95	26.6	C
8	124.0	0.76	22.2	C
9	136.0	0.87	23.1	C
10	130.0	0.84	23.1	C
Average:	**131.3**	**0.86**	**23.6**	**C**
NB R on NB I 75 TO WALES: Superlink ID 4226				
1	187.0	0.57	11.0	B
2	183.0	0.42	8.2	A
3	198.0	0.45	8.2	A
4	179.0	0.54	10.8	B
5	182.0	0.47	9.4	A
6	191.0	0.49	9.2	A
7	190.0	0.52	9.9	A
8	182.0	0.45	8.9	A
9	177.0	0.44	8.9	A

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	173.0	0.40	8.3	A
Average:	**184.2**	**0.48**	**9.3**	**A**
WB R on WALES RD: Superlink ID 720495029				
1	527.0	0.00	0.0	A
2	608.0	0.00	0.0	A
3	580.0	0.00	0.0	A
4	541.0	0.00	0.0	A
5	561.0	0.00	0.0	A
6	624.0	0.00	0.0	A
7	615.0	0.00	0.0	A
8	583.0	0.00	0.0	A
9	605.0	0.00	0.0	A
10	590.0	0.00	0.0	A
Average:	**583.4**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	333.0	12.31	133.1	F
2	387.0	11.74	109.2	F
3	367.0	11.76	115.3	F
4	345.0	12.14	126.6	F
5	355.0	11.90	120.7	F
6	400.0	12.11	109.0	F
7	391.0	11.54	106.2	F
8	369.0	11.40	111.2	F
9	389.0	12.76	118.1	F
10	375.0	11.76	112.9	F
Average:	**371.1**	**11.94**	**116.2**	**F**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	113.0	0.78	24.8	C
2	106.0	0.81	27.6	C
3	112.0	0.73	23.3	C
4	92.0	0.61	23.7	C
5	106.0	0.68	23.0	C
6	107.0	0.72	24.1	C
7	108.0	0.69	23.0	C
8	109.0	0.80	26.4	C
9	104.0	0.79	27.2	C
10	112.0	0.79	25.4	C
Average:	**106.9**	**0.74**	**24.9**	**C**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on WALES RD: Superlink ID 720506516				
1	111.0	0.77	25.0	C
2	121.0	0.87	25.8	C
3	111.0	0.74	24.0	C
4	132.0	0.87	23.8	C
5	120.0	0.83	24.8	C
6	117.0	0.76	23.3	C
7	117.0	0.79	24.3	C
8	117.0	0.68	21.0	C
9	121.0	0.73	21.8	C
10	114.0	0.81	25.5	C
Average:	**118.1**	**0.79**	**23.9**	**C**
SB L on SB I 75 TO WALES: Superlink ID 13720				
1	306.0	1.50	17.6	B
2	309.0	1.60	18.6	B
3	331.0	1.54	16.7	B
4	286.0	1.57	19.8	B
5	306.0	1.57	18.5	B
6	306.0	1.66	19.6	B
7	301.0	1.66	19.8	B
8	314.0	1.60	18.4	B
9	310.0	1.51	17.6	B
10	298.0	1.75	21.2	C
Average:	**306.7**	**1.60**	**18.8**	**B**
SB LTR on SB I 75 TO WALES: Superlink ID 13720				
1	339.0	1.71	18.2	B
2	333.0	1.58	17.1	B
3	312.0	1.64	18.9	B
4	354.0	1.66	16.9	B
5	336.0	1.64	17.6	B
6	335.0	1.63	17.5	B
7	337.0	1.89	20.2	C
8	328.0	1.58	17.3	B
9	332.0	1.74	18.9	B
10	347.0	1.71	17.8	B
Average:	**335.3**	**1.68**	**18.0**	**B**
WB L on WALES RD: Superlink ID 720495030				
1	305.0	13.39	158.0	F
2	321.0	12.65	141.8	F
3	308.0	12.49	146.0	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	302.0	13.60	162.1	F
5	306.0	13.31	156.6	F
6	328.0	12.87	141.2	F
7	328.0	12.07	132.5	F
8	303.0	12.03	143.0	F
9	344.0	14.08	147.3	F
10	310.0	12.91	149.9	F
Average:	**315.5**	**12.94**	**147.8**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	69.0	1.65	86.0	F
2	74.0	1.63	79.5	E
3	71.0	1.58	80.2	F
4	70.0	1.70	87.2	F
5	70.0	1.73	89.1	F
6	77.0	1.66	77.8	E
7	74.0	1.47	71.5	E
8	74.0	1.63	79.4	E
9	78.0	1.79	82.4	F
10	77.0	1.69	79.0	E
Average:	**73.4**	**1.65**	**81.2**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	0.9	0.2	0.7	1.3	10
EB T	BUCK RD	720495033	3.4	0.9	2.1	4.7	10
NB LTR	NB I 75 TO BUCK	14412	14.3	0.7	13.7	15.9	10
NB R	BUCK RD	720495034	5.8	5.8	0.2	13.6	10
WB TR	BUCK RD	720495034	12.8	1.4	10.6	14.6	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.8	0.1	1.5	1.9	10
EB TR	BUCK RD	720506526	3.1	0.4	2.4	3.6	10
SB LT	SB I 75 TO BUCK	4229	2.1	0.2	1.8	2.4	10
SB R	SB I 75 TO BUCK	4229	0.4	0.0	0.4	0.5	10
WB L	BUCK RD	720495033	13.6	0.6	12.9	14.7	10
WB T	BUCK RD	720495033	2.3	0.2	2.1	2.8	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.6	0.0	0.5	0.7	10
EB T	WALES RD	720495030	1.0	0.0	0.9	1.1	10
NB LTR	NB I 75 TO WALES	4226	0.9	0.1	0.8	1.0	10
NB R	NB I 75 TO WALES	4226	0.5	0.1	0.4	0.6	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	11.9	0.4	11.4	12.8	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.8	0.1	0.7	0.9	10
SB L	SB I 75 TO WALES	13720	1.6	0.1	1.5	1.8	10
SB LTR	SB I 75 TO WALES	13720	1.7	0.1	1.6	1.9	10
WB L	WALES RD	720495030	12.9	0.7	12.0	14.1	10
WB T	WALES RD	720495030	1.7	0.1	1.5	1.8	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	24.4	4.5	18.0	35.0	10
EB T	BUCK RD	720495033	24.8	6.2	16.1	34.5	10
NB LTR	NB I 75 TO BUCK	14412	146.9	17.3	124.2	176.5	10
NB R	BUCK RD	720495034	55.1	50.9	3.8	127.1	10
WB TR	BUCK RD	720495034	210.0	37.5	161.6	263.4	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	21.8	1.5	18.9	23.6	10
EB TR	BUCK RD	720506526	22.3	3.1	17.3	26.7	10
SB LT	SB I 75 TO BUCK	4229	29.3	2.2	25.3	33.4	10
SB R	SB I 75 TO BUCK	4229	6.9	0.4	6.4	7.7	10
WB L	BUCK RD	720495033	206.4	12.2	183.6	221.2	10
WB T	BUCK RD	720495033	48.9	6.8	39.5	61.1	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	29.3	1.5	26.4	31.6	10
EB T	WALES RD	720495030	5.4	0.2	5.0	5.7	10
NB LTR	NB I 75 TO WALES	4226	23.6	1.2	22.2	26.6	10
NB R	NB I 75 TO WALES	4226	9.3	1.0	8.2	11.0	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	116.2	8.5	106.2	133.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	24.9	1.7	23.0	27.6	10
EB TR	WALES RD	720506516	23.9	1.5	21.0	25.8	10
SB L	SB I 75 TO WALES	13720	18.8	1.3	16.7	21.2	10
SB LTR	SB I 75 TO WALES	13720	18.0	1.0	16.9	20.2	10
WB L	WALES RD	720495030	147.8	9.0	132.5	162.1	10
WB T	WALES RD	720495030	81.2	5.2	71.5	89.1	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,808.0	6.24	12.4	B
2	1,808.0	7.43	14.8	B
3	1,829.0	6.09	12.0	B
4	1,817.0	5.89	11.7	B
5	1,814.0	7.48	14.8	B
6	1,802.0	5.15	10.3	B
7	1,811.0	5.02	10.0	A
8	1,830.0	5.74	11.3	B
9	1,794.0	5.66	11.4	B
10	1,811.0	23.27	46.3	E
Average:	**1,812.4**	**7.80**	**15.5**	**C**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT — NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,708.0	77.61	163.6	F
2	1,655.0	76.51	166.4	F
3	1,704.0	73.13	154.5	F
4	1,677.0	68.18	146.4	F
5	1,707.0	67.77	142.9	F
6	1,635.0	73.08	160.9	F
7	1,648.0	67.10	146.6	F
8	1,771.0	66.37	134.9	F
9	1,527.0	80.11	188.9	F
10	1,655.0	73.24	159.3	F
Average:	**1,668.7**	**72.31**	**156.4**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	7.8	5.5	5.0	23.3	10
19	GLENWOOD RD, 3RD ST & BUCK RD	Roundabout	72.3	4.8	66.4	80.1	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	15.5	10.9	10.0	46.3	10
19	GLENWOOD RD, 3RD ST & BUCK RD	Roundabout	156.4	15.2	134.9	188.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	382.0	1.41	13.3	B
2	381.0	1.20	11.3	B
3	386.0	1.28	11.9	B
4	386.0	1.53	14.3	B
5	383.0	1.34	12.6	B
6	386.0	1.45	13.5	B
7	384.0	1.25	11.7	B
8	386.0	1.39	13.0	B
9	381.0	1.30	12.3	B
10	382.0	1.78	16.8	C
Average:	**383.0**	**1.39**	**13.1**	**B**
SEB T on BUCK RD: Lane ID 33640840				
1	670.0	2.10	11.3	B
2	669.0	1.97	10.6	B
3	670.0	1.98	10.6	B
4	673.0	2.03	10.9	B
5	667.0	1.94	10.5	B
6	668.0	1.78	9.6	A
7	670.0	2.00	10.8	B
8	671.0	2.12	11.4	B
9	675.0	2.16	11.5	B
10	671.0	1.80	9.6	A
Average:	**670.0**	**1.99**	**10.7**	**B**
SWB T on LIME CITY RD: Lane ID 33640838				
1	371.0	0.62	6.1	A
2	373.0	0.61	5.8	A
3	372.0	0.60	5.8	A
4	373.0	0.64	6.2	A
5	376.0	0.57	5.5	A
6	371.0	0.74	7.2	A
7	373.0	0.62	6.0	A
8	370.0	0.65	6.3	A
9	371.0	0.56	5.5	A
10	368.0	0.64	6.3	A
Average:	**371.0**	**0.63**	**6.1**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB R on BUCK RD: Lane ID 33640836				
1	385.0	2.11	19.7	C
2	385.0	3.66	34.3	D
3	401.0	2.24	20.1	C
4	385.0	1.68	15.7	C
5	388.0	3.63	33.7	D
6	377.0	1.19	11.4	B
7	384.0	1.14	10.7	B
8	403.0	1.58	14.1	B
9	367.0	1.64	16.1	C
10	390.0	19.05	175.8	F
Average:	**386.0**	**3.79**	**35.2**	**E**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT — NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640859				
1	805.0	9.14	40.9	E
2	783.0	10.98	50.5	F
3	789.0	10.23	46.7	E
4	792.0	8.26	37.6	E
5	815.0	8.59	37.9	E
6	813.0	10.00	44.3	E
7	778.0	9.32	43.1	E
8	823.0	6.84	29.9	D
9	751.0	11.32	54.3	F
10	805.0	9.84	44.0	E
Average:	**795.0**	**9.45**	**42.9**	**E**
EB T on BUCK RD: Lane ID 33640860				
1	237.0	0.69	10.5	B
2	245.0	0.96	14.1	B
3	249.0	0.80	11.6	B
4	239.0	0.51	7.7	A
5	237.0	0.60	9.2	A
6	239.0	0.78	11.8	B
7	241.0	0.64	9.6	A
8	241.0	0.43	6.4	A
9	231.0	1.13	17.7	C
10	235.0	0.62	9.5	A
Average:	**239.0**	**0.72**	**10.8**	**B**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on GLENWOOD RD: Lane ID 33640854				
1	196.0	15.41	283.1	F
2	192.0	13.46	252.4	F
3	200.0	13.68	246.3	F
4	225.0	13.64	218.2	F
5	202.0	13.85	246.9	F
6	194.0	15.18	281.8	F
7	214.0	14.21	239.0	F
8	232.0	12.61	195.7	F
9	166.0	15.15	328.5	F
10	190.0	14.51	275.0	F
Average:	**201.0**	**14.17**	**256.7**	**F**
SB T on GLENWOOD RD: Lane ID 33640856				
1	178.0	1.83	37.0	E
2	173.0	4.01	83.5	F
3	181.0	1.68	33.4	D
4	179.0	2.77	55.7	F
5	172.0	2.10	43.9	E
6	176.0	3.97	81.3	F
7	180.0	2.76	55.1	F
8	180.0	1.43	28.6	D
9	179.0	6.50	130.7	F
10	183.0	2.51	49.3	E
Average:	**178.0**	**2.96**	**59.9**	**F**
WB T on 3RD ST: Lane ID 33640863				
1	259.0	45.82	636.9	F
2	231.0	42.53	662.8	F
3	252.0	42.24	603.4	F
4	213.0	38.83	656.4	F
5	249.0	38.67	559.1	F
6	188.0	38.85	743.9	F
7	206.0	36.23	633.2	F
8	261.0	40.82	563.0	F
9	177.0	41.64	846.9	F
10	212.0	41.37	702.6	F
Average:	**224.0**	**40.70**	**660.8**	**F**
WB T on 3RD ST: Lane ID 33640864				
1	33.0	4.71	514.3	F
2	31.0	4.56	529.9	F
3	33.0	4.50	490.4	F

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	29.0	4.17	517.8	F
5	32.0	3.95	444.6	F
6	25.0	4.28	616.7	F
7	29.0	3.94	489.1	F
8	34.0	4.24	448.9	F
9	23.0	4.36	682.5	F
10	30.0	4.39	526.8	F
Average:	**29.0**	**4.31**	**526.1**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	3.8	5.4	1.1	19.1	10
SWB T	33640838	LIME CITY RD	0.6	0.0	0.6	0.7	10
SEB T	33640840	BUCK RD	2.0	0.1	1.8	2.2	10
NB T	33640842	LIME CITY RD	1.4	0.2	1.2	1.8	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	14.2	0.9	12.6	15.4	10
SB T	33640856	GLENWOOD RD	3.0	1.5	1.4	6.5	10
EB T	33640859	BUCK RD	9.5	1.3	6.8	11.3	10
EB T	33640860	BUCK RD	0.7	0.2	0.4	1.1	10
WB T	33640863	3RD ST	40.7	2.7	36.2	45.8	10
WB T	33640864	3RD ST	4.3	0.2	3.9	4.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	35.2	50.1	10.7	175.8	10
SWB T	33640838	LIME CITY RD	6.1	0.5	5.5	7.2	10
SEB T	33640840	BUCK RD	10.7	0.7	9.6	11.5	10
NB T	33640842	LIME CITY RD	13.1	1.6	11.3	16.8	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	256.7	37.4	195.7	328.5	10
SB T	33640856	GLENWOOD RD	59.9	31.0	28.6	130.7	10
EB T	33640859	BUCK RD	42.9	6.9	29.9	54.3	10
EB T	33640860	BUCK RD	10.8	3.2	6.4	17.7	10
WB T	33640863	3RD ST	660.8	86.8	559.1	846.9	10
WB T	33640864	3RD ST	526.1	73.1	444.6	682.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	29.6	1.0	125.7	4.0	0.0%
2	120.0	18.1	0.7	101.6	4.0	0.0%
3	120.0	19.9	0.7	102.2	3.0	0.0%
4	120.0	14.9	0.6	85.5	3.0	0.0%
5	120.0	17.8	0.6	85.7	3.0	0.0%
6	120.0	29.9	1.0	145.7	5.0	0.0%
7	120.0	23.1	0.9	104.4	4.0	0.0%
8	120.0	27.9	0.9	109.4	3.0	0.0%
9	120.0	16.7	0.6	100.1	3.0	0.0%
10	120.0	29.4	0.9	171.9	4.0	0.0%
Average:	**120.0**	**22.7**	**0.8**	**113.2**	**3.6**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	30.2	0.9	154.6	5.0	0.0%
2	120.0	34.9	1.1	144.2	6.0	0.0%
3	120.0	20.6	0.7	115.8	4.0	0.0%
4	120.0	21.6	0.7	99.1	3.0	0.0%
5	120.0	24.3	0.9	140.4	5.0	0.0%
6	120.0	29.4	1.0	162.8	5.0	0.0%
7	120.0	28.8	0.8	136.5	4.0	0.0%
8	120.0	33.3	1.0	180.2	5.0	0.0%
9	120.0	31.6	1.0	162.2	5.0	0.0%
10	120.0	28.6	1.0	133.6	4.0	0.0%
Average:	**120.0**	**28.3**	**0.9**	**142.9**	**4.6**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	4.7	0.2	39.7	1.0	0.0%
2	120.0	4.5	0.2	21.8	1.0	0.0%
3	120.0	4.2	0.2	33.8	1.0	0.0%
4	120.0	3.1	0.2	17.8	1.0	0.0%
5	120.0	2.9	0.1	17.3	1.0	0.0%
6	120.0	6.4	0.2	54.5	2.0	0.0%
7	120.0	7.2	0.3	55.1	2.0	0.0%
8	120.0	3.9	0.1	22.0	1.0	0.0%
9	120.0	3.2	0.2	23.7	1.0	0.0%
10	120.0	4.6	0.2	23.9	1.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on LIME CITY RD - Lane ID 33640838						
Average:	**120.0**	**4.5**	**0.2**	**31.0**	**1.2**	**0.0%**
WB R on BUCK RD - Lane ID 33640836						
1	120.0	13.0	0.3	69.3	2.0	0.0%
2	120.0	13.6	0.3	69.5	2.0	0.0%
3	120.0	15.3	0.4	85.7	3.0	0.0%
4	120.0	13.2	0.3	66.4	2.0	0.0%
5	120.0	10.7	0.3	43.9	2.0	0.0%
6	120.0	12.6	0.3	65.1	2.0	0.0%
7	120.0	18.2	0.4	195.4	3.0	0.0%
8	120.0	14.2	0.3	73.4	2.0	0.0%
9	120.0	7.1	0.3	35.8	2.0	0.0%
10	120.0	23.2	0.5	195.4	3.0	0.0%
Average:	**120.0**	**14.1**	**0.3**	**90.0**	**2.3**	**0.0%**

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640859						
1	120.0	124.2	3.5	610.8	17.0	9.2%
2	120.0	146.1	4.4	620.2	18.0	13.3%
3	120.0	122.4	4.0	607.0	20.0	10.8%
4	120.0	115.3	3.5	611.2	19.0	8.3%
5	120.0	98.6	3.1	601.6	18.0	5.8%
6	120.0	135.0	4.3	604.7	19.0	9.2%
7	120.0	141.2	4.4	606.1	19.0	8.3%
8	120.0	81.4	2.5	531.4	16.0	4.2%
9	120.0	169.1	5.2	621.4	20.0	15.8%
10	120.0	99.4	2.9	593.1	17.0	5.8%
Average:	**120.0**	**123.3**	**3.8**	**600.8**	**18.3**	**9.1%**
EB T on BUCK RD - Lane ID 33640860						
1	120.0	3.7	0.1	12.5	1.0	0.0%
2	120.0	13.1	0.3	114.5	2.0	0.0%
3	120.0	3.6	0.1	19.6	1.0	0.0%
4	120.0	6.2	0.2	14.8	1.0	0.0%
5	120.0	2.3	0.1	14.5	1.0	0.0%
6	120.0	5.3	0.2	27.5	1.0	0.0%
7	120.0	3.8	0.2	15.9	1.0	0.0%
8	120.0	5.0	0.2	44.3	1.0	0.0%
9	120.0	22.3	0.6	163.4	3.0	0.0%

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640860						
10	120.0	6.0	0.1	48.3	1.0	0.0%
Average:	**120.0**	**7.1**	**0.2**	**47.5**	**1.3**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640854						
1	120.0	469.2	13.9	625.6	21.0	69.2%
2	120.0	447.4	12.1	605.7	18.0	69.2%
3	120.0	396.3	12.0	618.1	20.0	60.8%
4	120.0	436.7	12.7	619.2	20.0	67.5%
5	120.0	469.4	12.5	629.8	19.0	75.0%
6	120.0	494.7	14.6	628.3	20.0	76.7%
7	120.0	440.4	13.3	639.9	20.0	67.5%
8	120.0	414.3	11.9	614.3	20.0	64.2%
9	120.0	477.5	13.5	632.3	22.0	73.3%
10	120.0	459.6	13.7	625.1	21.0	70.8%
Average:	**120.0**	**450.6**	**13.0**	**623.8**	**20.1**	**69.4%**
SB T on GLENWOOD RD - Lane ID 33640856						
1	120.0	53.3	1.7	281.5	7.0	0.8%
2	120.0	107.5	3.8	391.6	14.0	10.0%
3	120.0	34.5	1.4	182.6	7.0	0.0%
4	120.0	74.0	2.7	233.7	8.0	0.0%
5	120.0	60.0	2.3	290.7	10.0	0.8%
6	120.0	94.9	3.4	317.5	11.0	2.5%
7	120.0	62.2	2.3	249.8	9.0	0.0%
8	120.0	34.1	1.3	151.1	6.0	0.0%
9	120.0	161.1	5.9	411.7	14.0	22.5%
10	120.0	55.8	2.1	216.7	7.0	0.0%
Average:	**120.0**	**73.7**	**2.7**	**272.7**	**9.3**	**3.7%**
WB T on 3RD ST - Lane ID 33640863						
1	120.0	1,335.9	35.6	2,319.1	65.0	48.3%
2	120.0	1,417.8	38.2	2,318.3	67.0	52.5%
3	120.0	1,362.9	35.3	2,300.3	63.0	50.8%
4	120.0	1,467.8	39.1	2,327.1	63.0	55.0%
5	120.0	1,390.2	34.3	2,305.7	61.0	50.0%
6	120.0	1,678.9	44.8	2,331.8	65.0	63.3%
7	120.0	1,407.0	34.0	2,310.5	59.0	50.8%
8	120.0	1,252.9	32.3	2,326.2	62.1	43.3%
9	120.0	1,499.9	39.4	2,306.9	64.1	59.2%
10	120.0	1,433.7	37.5	2,306.4	63.1	52.5%
Average:	**120.0**	**1,424.7**	**37.1**	**2,315.2**	**63.2**	**52.6%**

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640863						
WB T on 3RD ST - Lane ID 33640864						
1	120.0	0.7	0.1	0.0	0.0	0.0%
2	120.0	0.2	0.1	0.0	0.0	0.0%
3	120.0	0.9	0.1	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	1.9	0.1	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	1.0	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0%**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BUCK RD - Lane ID 33573887						
1	120.0	19.8	0.7	103.4	3.0	0.0%
2	120.0	18.7	0.7	90.6	3.0	0.0%
3	120.0	25.7	0.9	128.8	4.0	0.0%
4	120.0	22.2	0.8	86.5	3.0	0.0%
5	120.0	19.7	0.8	89.4	3.0	0.0%
6	120.0	25.1	0.9	98.8	3.0	0.0%
7	120.0	19.3	0.7	73.9	2.0	0.0%
8	120.0	15.3	0.7	70.8	3.0	0.0%
9	120.0	18.9	0.7	101.9	3.0	0.0%
10	120.0	15.8	0.5	79.9	2.0	0.0%
Average:	**120.0**	**20.1**	**0.7**	**92.4**	**2.9**	**0.0%**
EB T on BUCK RD - Lane ID 33573888						
1	120.0	67.2	2.0	361.9	11.0	0.0%
2	120.0	102.6	3.0	370.4	12.0	0.0%
3	120.0	80.0	2.5	419.7	13.0	0.0%
4	120.0	84.2	2.3	286.3	9.0	0.0%
5	120.0	52.9	1.7	319.9	9.0	0.0%
6	120.0	72.1	2.1	317.3	9.0	0.0%
7	120.0	59.0	1.8	282.4	8.0	0.0%
8	120.0	39.6	1.2	191.5	6.0	0.0%
9	120.0	98.3	2.9	396.3	11.0	0.0%
10	120.0	55.3	1.9	270.9	10.0	0.0%
Average:	**120.0**	**71.1**	**2.1**	**321.7**	**9.8**	**0.0%**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33573888						
EB T on BUCK RD - Lane ID 33573889						
1	120.0	7.4	0.3	56.5	2.0	0.0%
2	120.0	15.5	0.5	94.0	3.0	0.0%
3	120.0	12.1	0.4	67.0	2.0	0.0%
4	120.0	8.7	0.3	66.9	2.0	0.0%
5	120.0	10.2	0.3	70.9	2.0	0.0%
6	120.0	9.1	0.3	66.3	2.0	0.0%
7	120.0	9.2	0.3	61.7	2.0	0.0%
8	120.0	8.3	0.3	41.6	2.0	0.0%
9	120.0	14.9	0.5	85.5	2.0	0.0%
10	120.0	10.1	0.4	57.6	2.0	0.0%
Average:	**120.0**	**10.6**	**0.4**	**66.8**	**2.1**	**0.0%**
NB LTR on NB I 75 TO BUCK - Lane ID 9841						
1	120.0	432.9	13.4	1,239.3	39.0	14.2%
2	120.0	388.1	12.0	1,228.0	38.0	11.7%
3	120.0	381.2	12.6	1,243.6	43.0	15.0%
4	120.0	380.0	11.2	1,233.1	36.1	8.3%
5	120.0	415.0	12.5	1,231.0	38.1	12.5%
6	120.0	397.9	12.5	1,236.1	39.1	9.2%
7	120.0	394.2	11.8	1,252.8	37.1	13.3%
8	120.0	348.0	10.5	1,193.1	33.1	5.0%
9	120.0	486.1	15.2	1,245.2	40.1	20.8%
10	120.0	381.1	11.7	1,225.8	36.1	6.7%
Average:	**120.0**	**400.5**	**12.3**	**1,232.8**	**38.0**	**11.7%**
NB R on BUCK RD - Lane ID 9833						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.9	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
NB R on NB I 75 TO BUCK - Lane ID 9842						
1	120.0	29.8	1.0	157.0	5.0	0.0%

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO BUCK - Lane ID 9842						
2	120.0	29.5	1.0	173.9	5.0	0.0%
3	120.0	25.5	0.9	132.6	5.0	0.0%
4	120.0	25.4	0.9	154.5	5.0	0.0%
5	120.0	27.7	1.0	145.2	5.0	0.0%
6	120.0	22.9	0.8	116.0	4.0	0.0%
7	120.0	26.1	0.9	143.1	5.0	0.0%
8	120.0	30.2	1.1	150.6	5.0	0.0%
9	120.0	35.3	1.2	182.5	5.0	0.0%
10	120.0	22.5	0.8	151.8	4.0	0.0%
Average:	**120.0**	**27.5**	**1.0**	**150.7**	**4.8**	**0.0%**
WB TR on BUCK RD - Lane ID 33573882						
1	120.0	380.4	11.0	645.6	19.0	30.8%
2	120.0	438.4	12.0	646.4	20.0	40.0%
3	120.0	356.3	10.1	662.6	18.0	35.0%
4	120.0	392.9	11.1	648.5	20.0	31.7%
5	120.0	354.1	10.0	639.9	19.0	31.7%
6	120.0	448.3	12.1	662.6	18.0	43.3%
7	120.0	410.1	11.3	657.2	19.0	34.2%
8	120.0	331.5	9.8	660.7	20.0	21.7%
9	120.0	460.7	12.7	652.3	20.0	51.7%
10	120.0	437.4	12.6	663.1	21.0	43.3%
Average:	**120.0**	**401.0**	**11.3**	**653.9**	**19.4**	**36.3%**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33573883						
1	120.0	37.6	1.5	129.1	5.0	0.0%
2	120.0	39.1	1.4	166.4	5.0	0.0%
3	120.0	34.9	1.3	136.2	5.0	0.0%
4	120.0	39.8	1.5	125.9	4.0	0.0%
5	120.0	44.8	1.8	163.4	6.0	0.0%
6	120.0	45.2	1.8	139.2	5.0	0.0%
7	120.0	42.3	1.6	146.3	6.0	0.0%
8	120.0	39.9	1.6	143.8	5.0	0.0%
9	120.0	38.3	1.5	131.6	5.0	0.0%
10	120.0	30.4	1.2	121.5	4.0	0.0%
Average:	**120.0**	**39.2**	**1.5**	**140.3**	**5.0**	**0.0%**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on BUCK RD - Lane ID 33573884						
1	120.0	52.6	2.0	195.6	7.0	0.0%
2	120.0	64.2	2.3	273.0	10.0	0.0%
3	120.0	51.8	1.9	210.5	7.0	0.0%
4	120.0	51.1	1.8	211.5	6.0	0.0%
5	120.0	65.5	2.4	250.2	9.0	0.0%
6	120.0	72.5	2.7	263.3	9.0	0.0%
7	120.0	68.8	2.5	249.1	9.0	0.0%
8	120.0	63.6	2.4	221.5	8.0	0.0%
9	120.0	64.8	2.4	234.7	8.0	0.0%
10	120.0	41.5	1.6	172.5	6.0	0.0%
Average:	**120.0**	**59.6**	**2.2**	**228.2**	**7.9**	**0.0%**
SB LT on SB I 75 TO BUCK - Lane ID 9835						
1	120.0	46.9	1.5	191.3	6.0	0.0%
2	120.0	44.7	1.5	172.4	5.0	0.0%
3	120.0	58.1	1.7	195.5	5.0	0.0%
4	120.0	58.5	1.6	241.0	5.0	0.0%
5	120.0	61.6	1.9	205.6	6.0	0.0%
6	120.0	50.6	1.5	205.6	5.0	0.0%
7	120.0	47.2	1.5	158.2	5.0	0.0%
8	120.0	51.1	1.5	179.9	5.0	0.0%
9	120.0	53.3	1.6	182.8	5.0	0.0%
10	120.0	52.0	1.7	187.6	5.0	0.0%
Average:	**120.0**	**52.4**	**1.6**	**192.0**	**5.2**	**0.0%**
SB R on SB I 75 TO BUCK - Lane ID 9836						
1	120.0	9.5	0.3	62.2	2.0	0.0%
2	120.0	8.7	0.2	61.4	2.0	0.0%
3	120.0	11.3	0.3	72.3	2.0	0.0%
4	120.0	10.0	0.3	75.1	2.0	0.0%
5	120.0	9.3	0.3	58.3	2.0	0.0%
6	120.0	10.5	0.3	69.4	2.0	0.0%
7	120.0	7.0	0.3	43.8	1.0	0.0%
8	120.0	9.1	0.3	51.0	2.0	0.0%
9	120.0	7.0	0.3	46.0	2.0	0.0%
10	120.0	7.0	0.2	39.1	1.0	0.0%
Average:	**120.0**	**8.9**	**0.3**	**57.9**	**1.8**	**0.0%**
WB L on BUCK RD - Lane ID 33573878						
1	120.0	416.9	12.2	781.2	23.0	12.5%
2	120.0	434.0	13.2	776.6	24.0	14.2%

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on BUCK RD - Lane ID 33573878						
3	120.0	390.5	12.4	765.2	22.0	5.8%
4	120.0	431.2	12.1	772.7	24.0	9.2%
5	120.0	377.7	11.0	761.5	23.0	6.7%
6	120.0	393.8	11.6	780.1	23.0	10.0%
7	120.0	400.4	12.1	734.9	23.0	3.3%
8	120.0	364.6	11.1	733.2	22.0	5.0%
9	120.0	391.3	10.8	759.5	22.0	8.3%
10	120.0	417.3	12.8	742.0	23.0	5.0%
Average:	**120.0**	**401.8**	**11.9**	**760.7**	**22.9**	**8.0%**
WB T on BUCK RD - Lane ID 33573879						
1	120.0	3.8	0.1	20.0	1.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%
3	120.0	3.9	0.1	0.9	0.0	0.0%
4	120.0	5.0	0.2	17.5	1.0	0.0%
5	120.0	3.6	0.1	22.3	1.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.7	0.0	0.0	0.0	0.0%
8	120.0	2.6	0.1	15.5	1.0	0.0%
9	120.0	2.6	0.1	0.0	0.0	0.0%
10	120.0	2.2	0.1	0.0	0.0	0.0%
Average:	**120.0**	**2.5**	**0.1**	**7.6**	**0.4**	**0.0%**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	14.8	0.6	70.1	2.0	0.0%
2	120.0	17.0	0.6	75.2	2.0	0.0%
3	120.0	15.6	0.6	70.9	2.0	0.0%
4	120.0	15.9	0.6	75.0	2.0	0.0%
5	120.0	14.8	0.5	73.6	2.0	0.0%
6	120.0	15.3	0.6	67.1	2.0	0.0%
7	120.0	15.9	0.6	68.4	2.0	0.0%
8	120.0	13.9	0.6	66.0	2.0	0.0%
9	120.0	12.2	0.5	66.3	2.0	0.0%
10	120.0	16.8	0.6	80.9	2.0	0.0%
Average:	**120.0**	**15.2**	**0.6**	**71.4**	**2.0**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	11.2	0.4	66.0	2.0	0.0%

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
2	120.0	7.9	0.3	65.4	2.0	0.0%
3	120.0	10.0	0.4	70.2	2.0	0.0%
4	120.0	10.5	0.4	65.7	2.0	0.0%
5	120.0	11.3	0.4	73.8	2.0	0.0%
6	120.0	7.2	0.3	46.1	2.0	0.0%
7	120.0	10.5	0.4	70.9	2.0	0.0%
8	120.0	12.6	0.4	75.7	2.0	0.0%
9	120.0	11.1	0.5	49.8	2.0	0.0%
10	120.0	10.1	0.4	50.1	2.0	0.0%
Average:	**120.0**	**10.2**	**0.4**	**63.4**	**2.0**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	13.0	0.4	74.2	2.0	0.0%
2	120.0	8.8	0.4	67.2	2.0	0.0%
3	120.0	6.1	0.2	40.4	2.0	0.0%
4	120.0	10.0	0.4	52.4	2.0	0.0%
5	120.0	17.4	0.6	93.1	2.0	0.0%
6	120.0	7.8	0.3	46.8	2.0	0.0%
7	120.0	10.6	0.4	64.2	2.0	0.0%
8	120.0	12.1	0.4	75.5	2.0	0.0%
9	120.0	11.4	0.4	62.2	2.0	0.0%
10	120.0	9.2	0.4	57.4	2.0	0.0%
Average:	**120.0**	**10.6**	**0.4**	**63.3**	**2.0**	**0.0%**
NB LTR on NB I 75 TO WALES - Lane ID 9798						
1	120.0	20.3	0.8	75.2	3.0	0.0%
2	120.0	18.5	0.7	83.1	3.0	0.0%
3	120.0	19.0	0.7	88.7	2.0	0.0%
4	120.0	23.0	0.8	105.8	3.0	0.0%
5	120.0	21.2	0.7	83.7	3.0	0.0%
6	120.0	18.8	0.7	94.5	2.0	0.0%
7	120.0	26.4	0.8	114.5	3.0	0.0%
8	120.0	17.8	0.6	86.0	2.0	0.0%
9	120.0	23.9	0.8	93.9	3.0	0.0%
10	120.0	20.7	0.7	92.5	2.0	0.0%
Average:	**120.0**	**21.0**	**0.7**	**91.8**	**2.6**	**0.0%**
NB R on NB I 75 TO WALES - Lane ID 9799						
1	120.0	11.4	0.4	69.6	2.0	0.0%
2	120.0	8.3	0.2	61.2	1.0	0.0%
3	120.0	9.0	0.2	65.2	1.0	0.0%

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES - Lane ID 9799						
4	120.0	11.3	0.4	65.0	2.0	0.0%
5	120.0	9.7	0.3	63.9	1.0	0.0%
6	120.0	9.0	0.3	50.2	2.0	0.0%
7	120.0	10.9	0.3	69.3	2.0	0.0%
8	120.0	7.3	0.3	38.5	1.0	0.0%
9	120.0	10.5	0.3	63.6	2.0	0.0%
10	120.0	5.3	0.3	23.7	1.0	0.0%
Average:	**120.0**	**9.3**	**0.3**	**57.0**	**1.5**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	1.4	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	1.2	0.0	0.0	0.0	0.0%
6	120.0	1.7	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	344.8	9.3	574.4	18.0	57.5%
2	120.0	329.5	8.6	573.6	17.0	52.5%
3	120.0	336.7	8.8	579.2	17.0	57.5%
4	120.0	374.4	9.6	574.0	17.0	65.0%
5	120.0	325.5	8.5	575.2	17.0	53.3%
6	120.0	316.0	8.5	564.3	17.0	49.2%
7	120.0	320.5	8.5	569.8	17.0	53.3%
8	120.0	343.7	8.6	557.7	16.0	58.3%
9	120.0	343.6	9.5	571.4	18.0	56.7%
10	120.0	314.4	8.3	564.7	17.0	51.7%
Average:	**120.0**	**334.9**	**8.8**	**570.4**	**17.1**	**55.5%**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	13.3	0.6	69.4	2.0	0.0%
2	120.0	15.1	0.6	60.5	2.0	0.0%

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
3	120.0	10.3	0.5	44.2	2.0	0.0%
4	120.0	11.4	0.5	47.7	2.0	0.0%
5	120.0	11.5	0.6	46.3	2.0	0.0%
6	120.0	10.6	0.5	46.8	2.0	0.0%
7	120.0	12.3	0.5	70.0	2.0	0.0%
8	120.0	14.3	0.6	50.2	2.0	0.0%
9	120.0	13.8	0.7	47.3	2.0	0.0%
10	120.0	12.2	0.6	45.4	2.0	0.0%
Average:	**120.0**	**12.5**	**0.6**	**52.8**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	15.1	0.6	71.7	2.0	0.0%
2	120.0	15.1	0.7	54.2	2.0	0.0%
3	120.0	12.7	0.6	48.2	2.0	0.0%
4	120.0	17.4	0.8	67.3	2.0	0.0%
5	120.0	17.0	0.7	67.9	2.0	0.0%
6	120.0	13.2	0.6	47.4	2.0	0.0%
7	120.0	11.9	0.6	43.9	2.0	0.0%
8	120.0	11.2	0.4	63.3	2.0	0.0%
9	120.0	12.8	0.6	47.7	2.0	0.0%
10	120.0	15.8	0.7	66.1	3.0	0.0%
Average:	**120.0**	**14.2**	**0.6**	**57.8**	**2.1**	**0.0%**
SB L on SB I 75 TO WALES - Lane ID 9791						
1	120.0	37.0	1.1	130.9	4.0	0.0%
2	120.0	37.2	1.3	142.8	4.0	0.0%
3	120.0	33.7	1.2	120.6	4.0	0.0%
4	120.0	43.3	1.2	175.9	4.0	0.0%
5	120.0	36.0	1.1	139.0	4.0	0.0%
6	120.0	38.3	1.3	155.0	4.0	0.0%
7	120.0	42.5	1.1	176.2	4.0	0.0%
8	120.0	42.1	1.2	168.4	5.0	0.0%
9	120.0	29.1	0.9	124.3	4.0	0.0%
10	120.0	44.5	1.4	151.5	4.0	0.0%
Average:	**120.0**	**38.4**	**1.2**	**148.5**	**4.1**	**0.0%**
SB LTR on SB I 75 TO WALES - Lane ID 54297						
1	120.0	44.3	1.4	169.0	4.0	0.0%
2	120.0	39.7	1.2	152.0	4.0	0.0%
3	120.0	41.6	1.2	143.5	4.0	0.0%
4	120.0	37.7	1.1	159.8	4.0	0.0%

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES - Lane ID 54297						
5	120.0	35.3	1.1	151.4	4.0	0.0%
6	120.0	38.7	1.1	148.5	4.0	0.0%
7	120.0	41.0	1.3	179.9	5.0	0.0%
8	120.0	35.9	1.2	140.9	4.0	0.0%
9	120.0	34.2	1.0	130.5	4.0	0.0%
10	120.0	42.2	1.3	154.6	4.0	0.0%
Average:	**120.0**	**39.1**	**1.2**	**153.0**	**4.1**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	320.8	8.5	704.7	19.0	0.8%
2	120.0	341.8	9.1	724.9	19.0	0.8%
3	120.0	352.1	9.2	687.8	18.0	0.8%
4	120.0	354.6	9.4	724.8	20.0	1.7%
5	120.0	350.0	9.1	689.7	20.0	0.8%
6	120.0	346.1	9.3	642.3	18.0	0.8%
7	120.0	329.6	8.6	678.7	17.0	0.0%
8	120.0	297.1	7.5	674.0	18.0	0.8%
9	120.0	331.8	9.4	639.7	20.0	0.8%
10	120.0	345.1	9.1	649.5	18.0	0.8%
Average:	**120.0**	**336.9**	**8.9**	**681.6**	**18.7**	**0.8%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	4.5	0.2	19.8	1.0	0.0%
2	120.0	7.6	0.2	60.3	1.0	0.0%
3	120.0	6.7	0.2	61.9	1.0	0.0%
4	120.0	5.9	0.2	46.5	1.0	0.0%
5	120.0	6.7	0.2	47.9	1.0	0.0%
6	120.0	8.4	0.3	60.8	1.0	0.0%
7	120.0	4.4	0.2	16.9	1.0	0.0%
8	120.0	5.3	0.2	44.3	1.0	0.0%
9	120.0	7.3	0.2	48.1	1.0	0.0%
10	120.0	2.9	0.1	16.3	1.0	0.0%
Average:	**120.0**	**6.0**	**0.2**	**42.3**	**1.0**	**0.0%**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	14.1	4.3	7.1	23.2	10
SEB T	33640840	BUCK RD	28.3	4.8	20.6	34.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	4.5	1.4	2.9	7.2	10
NB T	33640842	LIME CITY RD	22.7	6.0	14.9	29.9	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	1,424.7	113.0	1,252.9	1,678.9	10
WB T	33640864	3RD ST	0.6	0.6	0.0	1.9	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	123.3	26.0	81.4	169.1	10
EB T	33640860	BUCK RD	7.1	6.1	2.3	22.3	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	450.6	29.9	396.3	494.7	10
SB T	33640856	GLENWOOD RD	73.7	38.6	34.1	161.1	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.2	0.3	0.0	0.9	10
WB TR	33573882	BUCK RD	401.0	44.9	331.5	460.7	10
EB L	33573887	BUCK RD	20.1	3.4	15.3	25.7	10
EB T	33573888	BUCK RD	71.1	20.3	39.6	102.6	10
EB T	33573889	BUCK RD	10.6	2.8	7.4	15.5	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	400.5	37.6	348.0	486.1	10
NB R	9842	NB I 75 TO BUCK	27.5	3.9	22.5	35.3	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	401.8	22.7	364.6	434.0	10
WB T	33573879	BUCK RD	2.5	1.6	0.3	5.0	10
EB T	33573883	BUCK RD	39.2	4.4	30.4	45.2	10
EB TR	33573884	BUCK RD	59.6	9.8	41.5	72.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	52.4	5.5	44.7	61.6	10
SB R	9836	SB I 75 TO BUCK	8.9	1.5	7.0	11.3	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	21.0	2.7	17.8	26.4	10
NB R	9799	NB I 75 TO WALES	9.3	1.9	5.3	11.4	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.5	0.7	0.0	1.7	10
EB L	33573857	WALES RD	15.2	1.4	12.2	17.0	10
EB T	33573858	WALES RD	10.2	1.6	7.2	12.6	10
EB T	33573859	WALES RD	10.6	3.1	6.1	17.4	10
WB T	33634092	WALES RD	334.9	18.0	314.4	374.4	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	38.4	4.8	29.1	44.5	10
SB LTR	54297	SB I 75 TO WALES	39.1	3.3	34.2	44.3	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	12.5	1.6	10.3	15.1	10
EB TR	33573865	WALES RD	14.2	2.2	11.2	17.4	10
WB L	33573866	WALES RD	336.9	17.7	297.1	354.6	10
WB T	33573867	WALES RD	6.0	1.7	2.9	8.4	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	0.3	0.1	0.3	0.5	10
SEB T	33640840	BUCK RD	0.9	0.1	0.7	1.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.8	0.2	0.6	1.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	37.1	3.6	32.3	44.8	10
WB T	33640864	3RD ST	0.0	0.1	0.0	0.1	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	3.8	0.8	2.5	5.2	10
EB T	33640860	BUCK RD	0.2	0.2	0.1	0.6	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	13.0	0.9	11.9	14.6	10
SB T	33640856	GLENWOOD RD	2.7	1.4	1.3	5.9	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	11.3	1.1	9.8	12.7	10
EB L	33573887	BUCK RD	0.7	0.1	0.5	0.9	10
EB T	33573888	BUCK RD	2.1	0.6	1.2	3.0	10
EB T	33573889	BUCK RD	0.4	0.1	0.3	0.5	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	12.3	1.3	10.5	15.2	10
NB R	9842	NB I 75 TO BUCK	1.0	0.1	0.8	1.2	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	11.9	0.8	10.8	13.2	10
WB T	33573879	BUCK RD	0.1	0.1	0.0	0.2	10
EB T	33573883	BUCK RD	1.5	0.2	1.2	1.8	10
EB TR	33573884	BUCK RD	2.2	0.4	1.6	2.7	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	1.6	0.1	1.5	1.9	10
SB R	9836	SB I 75 TO BUCK	0.3	0.0	0.2	0.3	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	0.7	0.1	0.6	0.8	10
NB R	9799	NB I 75 TO WALES	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.6	0.0	0.5	0.6	10
EB T	33573858	WALES RD	0.4	0.1	0.3	0.5	10
EB T	33573859	WALES RD	0.4	0.1	0.2	0.6	10
WB T	33634092	WALES RD	8.8	0.5	8.3	9.6	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	1.2	0.1	0.9	1.4	10
SB LTR	54297	SB I 75 TO WALES	1.2	0.1	1.0	1.4	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.6	0.1	0.5	0.7	10
EB TR	33573865	WALES RD	0.6	0.1	0.4	0.8	10
WB L	33573866	WALES RD	8.9	0.6	7.5	9.4	10
WB T	33573867	WALES RD	0.2	0.0	0.1	0.3	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	90.0	57.3	35.8	195.4	10
SEB T	33640840	BUCK RD	142.9	23.8	99.1	180.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	31.0	14.3	17.3	55.1	10
NB T	33640842	LIME CITY RD	113.2	27.3	85.5	171.9	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	2,315.2	10.8	2,300.3	2,331.8	10
WB T	33640864	3RD ST	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	600.8	25.7	531.4	621.4	10
EB T	33640860	BUCK RD	47.5	51.1	12.5	163.4	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	623.8	9.8	605.7	639.9	10
SB T	33640856	GLENWOOD RD	272.7	84.3	151.1	411.7	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	653.9	8.5	639.9	663.1	10
EB L	33573887	BUCK RD	92.4	17.0	70.8	128.8	10
EB T	33573888	BUCK RD	321.7	67.9	191.5	419.7	10
EB T	33573889	BUCK RD	66.8	14.8	41.6	94.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	1,232.8	16.2	1,193.1	1,252.8	10
NB R	9842	NB I 75 TO BUCK	150.7	18.9	116.0	182.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	760.7	18.2	733.2	781.2	10
WB T	33573879	BUCK RD	7.6	9.8	0.0	22.3	10
EB T	33573883	BUCK RD	140.3	15.1	121.5	166.4	10
EB TR	33573884	BUCK RD	228.2	31.6	172.5	273.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	192.0	22.5	158.2	241.0	10
SB R	9836	SB I 75 TO BUCK	57.9	12.5	39.1	75.1	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	91.8	11.5	75.2	114.5	10
NB R	9799	NB I 75 TO WALES	57.0	15.1	23.7	69.6	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	71.4	4.8	66.0	80.9	10
EB T	33573858	WALES RD	63.4	10.7	46.1	75.7	10
EB T	33573859	WALES RD	63.3	15.4	40.4	93.1	10
WB T	33634092	WALES RD	570.4	6.4	557.7	579.2	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	148.5	20.4	120.6	176.2	10
SB LTR	54297	SB I 75 TO WALES	153.0	14.1	130.5	179.9	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	52.8	10.0	44.2	70.0	10
EB TR	33573865	WALES RD	57.8	10.5	43.9	71.7	10
WB L	33573866	WALES RD	681.6	31.2	639.7	724.9	10
WB T	33573867	WALES RD	42.3	18.1	16.3	61.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	2.3	0.5	2.0	3.0	10
SEB T	33640840	BUCK RD	4.6	0.8	3.0	6.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.2	0.4	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.6	0.7	3.0	5.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	63.2	2.2	59.0	67.0	10
WB T	33640864	3RD ST	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	18.3	1.3	16.0	20.0	10
EB T	33640860	BUCK RD	1.3	0.7	1.0	3.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	20.1	1.1	18.0	22.0	10
SB T	33640856	GLENWOOD RD	9.3	2.9	6.0	14.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	19.4	1.0	18.0	21.0	10
EB L	33573887	BUCK RD	2.9	0.6	2.0	4.0	10
EB T	33573888	BUCK RD	9.8	2.0	6.0	13.0	10
EB T	33573889	BUCK RD	2.1	0.3	2.0	3.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	38.0	2.7	33.1	43.0	10
NB R	9842	NB I 75 TO BUCK	4.8	0.4	4.0	5.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	22.9	0.7	22.0	24.0	10
WB T	33573879	BUCK RD	0.4	0.5	0.0	1.0	10
EB T	33573883	BUCK RD	5.0	0.7	4.0	6.0	10
EB TR	33573884	BUCK RD	7.9	1.4	6.0	10.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	5.2	0.4	5.0	6.0	10
SB R	9836	SB I 75 TO BUCK	1.8	0.4	1.0	2.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	2.6	0.5	2.0	3.0	10
NB R	9799	NB I 75 TO WALES	1.5	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	2.0	0.0	2.0	2.0	10
EB T	33573858	WALES RD	2.0	0.0	2.0	2.0	10
EB T	33573859	WALES RD	2.0	0.0	2.0	2.0	10
WB T	33634092	WALES RD	17.1	0.6	16.0	18.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	4.1	0.3	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES	4.1	0.3	4.0	5.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.1	0.3	2.0	3.0	10
WB L	33573866	WALES RD	18.7	1.1	17.0	20.0	10
WB T	33573867	WALES RD	1.0	0.0	1.0	1.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	0.5	0.1	0.4	0.6	10
WB T	33640864	3RD ST	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	0.1	0.0	0.0	0.2	10
EB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	0.7	0.0	0.6	0.8	10
SB T	33640856	GLENWOOD RD	0.0	0.1	0.0	0.2	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	0.4	0.1	0.2	0.5	10
EB L	33573887	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573888	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573889	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	0.1	0.0	0.1	0.2	10
NB R	9842	NB I 75 TO BUCK	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	0.1	0.0	0.0	0.1	10
WB T	33573879	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573883	BUCK RD	0.0	0.0	0.0	0.0	10
EB TR	33573884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	0.0	0.0	0.0	0.0	10
SB R	9836	SB I 75 TO BUCK	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.6	0.0	0.5	0.7	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	84.1	2.7	1,863.1	66.0	2.8	72.0
2	60.0	171.6	5.6	2,823.5	84.0	5.8	89.0
3	60.0	42.4	1.6	539.9	26.0	1.6	26.0
4	60.0	66.7	2.2	545.8	17.0	2.2	17.0
5	60.0	79.7	2.8	1,016.4	32.0	3.1	43.0
6	60.0	59.3	2.4	514.3	22.0	2.4	22.0
7	60.0	57.7	2.1	509.8	24.0	2.1	24.0
8	60.0	92.4	3.1	941.3	35.0	3.3	45.0
9	60.0	131.4	4.7	991.9	32.0	4.8	40.0
10	60.0	101.0	3.5	929.1	31.0	3.5	32.0
Average:	**60.0**	**88.6**	**3.1**	**1,067.5**	**36.9**	**3.2**	**41.0**
WB on BUCK RD							
1	60.0	83.0	2.4	2,470.3	66.0	2.5	67.0
2	60.0	111.7	3.3	2,463.6	72.0	4.0	85.0
3	60.0	39.4	1.2	429.9	10.0	1.3	12.0
4	60.0	67.3	2.2	867.5	30.0	2.7	35.0
5	60.0	34.9	1.2	338.9	11.0	1.3	11.0
6	60.0	43.6	1.3	195.2	5.0	1.3	5.0
7	60.0	98.0	2.8	2,476.5	63.0	3.1	66.0
8	60.0	22.2	0.9	232.1	10.0	0.9	11.0
9	60.0	91.2	3.1	525.7	17.0	3.6	21.0
10	60.0	96.1	2.6	2,470.7	64.0	2.7	65.0
Average:	**60.0**	**68.7**	**2.1**	**1,247.0**	**34.8**	**2.3**	**37.8**

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	189.2	5.8	3,549.9	94.0	6.1	94.0
2	60.0	201.6	6.6	2,507.8	76.0	7.2	81.0
3	60.0	266.5	8.9	3,770.6	141.0	9.8	150.0
4	60.0	126.0	3.9	1,546.5	47.0	4.1	49.0
5	60.0	96.4	3.2	809.3	21.0	3.7	32.0

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	155.5	5.0	3,674.4	108.0	5.2	108.0
7	60.0	169.3	5.1	3,143.2	91.0	5.7	96.0
8	60.0	107.0	3.3	3,017.2	84.0	3.6	88.0
9	60.0	152.9	5.3	1,597.7	45.0	5.7	49.0
10	60.0	110.8	4.0	915.1	35.0	4.1	43.0
Average:	**60.0**	**157.5**	**5.1**	**2,453.2**	**74.2**	**5.5**	**79.0**
WB on BUCK RD							
1	60.0	212.3	6.2	458.0	13.0	6.3	15.0
2	60.0	216.7	6.5	1,199.6	33.0	6.7	39.0
3	60.0	164.0	4.8	599.7	17.0	4.8	20.0
4	60.0	191.9	5.5	612.7	19.0	5.5	19.0
5	60.0	145.5	4.4	491.4	14.0	4.4	15.0
6	60.0	260.9	7.3	499.0	16.0	7.3	16.0
7	60.0	190.5	5.4	1,185.0	32.0	5.6	44.0
8	60.0	138.2	4.3	356.7	11.0	4.3	11.0
9	60.0	227.5	6.7	723.3	23.0	6.7	23.0
10	60.0	264.7	7.7	2,774.5	73.0	7.7	74.0
Average:	**60.0**	**201.2**	**5.9**	**890.0**	**25.1**	**5.9**	**27.6**

NB I 75 & NB I 75 TO BUCK — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	1,091.9	35.5	2,874.3	142.0	35.5	142.0
2	60.0	1,162.3	36.3	2,490.9	89.0	36.3	89.0
3	60.0	950.8	33.5	2,543.6	118.0	33.5	118.0
4	60.0	937.9	29.0	2,753.1	129.0	29.0	129.0
5	60.0	1,006.1	33.6	2,590.5	113.0	33.6	113.0
6	60.0	851.1	26.3	2,299.2	88.0	26.3	88.0
7	60.0	1,073.0	33.3	3,240.6	113.0	33.3	113.0
8	60.0	829.5	25.2	2,238.5	67.0	25.2	67.0
9	60.0	1,525.4	51.4	4,082.6	197.0	51.4	197.0
10	60.0	601.5	20.4	2,166.7	80.0	20.4	80.0
Average:	**60.0**	**1,003.0**	**32.5**	**2,728.0**	**113.6**	**32.5**	**113.6**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	94.6	3.8	519.2	15.0	3.8	15.0
2	60.0	132.8	4.9	589.8	24.0	4.9	24.0
3	60.0	119.5	4.7	512.3	18.0	4.7	18.0
4	60.0	79.0	3.0	361.5	14.0	3.0	14.0
5	60.0	94.6	3.8	458.0	14.0	3.8	14.0
6	60.0	89.6	3.5	458.1	21.0	3.5	21.0
7	60.0	88.7	3.5	479.4	15.0	3.5	15.0
8	60.0	69.9	3.2	343.3	17.0	3.2	17.0
9	60.0	130.1	4.9	465.2	18.0	4.9	18.0
10	60.0	94.1	4.0	563.9	20.0	4.0	20.0
Average:	**60.0**	**99.3**	**3.9**	**475.1**	**17.6**	**3.9**	**17.6**
NB on NB I 75 TO BUCK							
1	60.0	659.5	20.9	4,159.6	131.0	20.9	131.0
2	60.0	604.1	18.8	2,934.9	87.0	18.8	87.0
3	60.0	675.9	22.7	3,824.5	133.0	22.7	133.0
4	60.0	637.4	19.0	3,520.3	106.0	19.0	106.0
5	60.0	542.9	17.4	3,516.5	123.0	17.4	123.0
6	60.0	493.7	15.6	3,361.5	100.0	15.6	100.0
7	60.0	453.4	14.2	2,830.3	81.0	14.2	81.0
8	60.0	373.1	11.7	2,704.4	77.0	11.7	77.0
9	60.0	715.5	23.2	3,881.4	123.0	23.2	123.0
10	60.0	596.6	18.1	2,011.8	59.0	18.1	59.0
Average:	**60.0**	**575.2**	**18.2**	**3,274.5**	**102.0**	**18.2**	**102.0**
WB on BUCK RD							
1	60.0	357.9	10.0	732.7	20.0	10.1	21.0
2	60.0	368.2	9.8	881.6	23.0	9.9	26.0
3	60.0	302.1	8.4	874.4	24.0	8.5	27.0
4	60.0	319.6	8.6	660.7	17.0	8.6	17.0
5	60.0	230.5	6.3	601.9	19.0	6.3	19.0
6	60.0	296.9	7.7	612.8	18.0	7.7	18.0
7	60.0	339.4	8.9	719.5	24.0	8.9	24.0
8	60.0	309.8	9.0	611.8	19.0	9.0	19.0
9	60.0	429.1	11.6	998.0	30.0	11.6	30.0
10	60.0	380.7	10.5	3,049.2	82.0	10.5	83.0
Average:	**60.0**	**333.4**	**9.1**	**974.3**	**27.6**	**9.1**	**28.4**

SB I 75 & SB I 75 TO BUCK — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	85.6	4.6	286.3	16.0	4.6	16.0
2	60.0	86.7	4.3	302.9	17.0	4.3	17.0
3	60.0	89.1	4.4	318.0	14.0	4.4	14.0
4	60.0	85.0	4.1	428.6	17.0	4.1	17.0
5	60.0	79.4	4.4	297.5	15.0	4.4	15.0
6	60.0	99.4	5.1	339.0	17.0	5.1	17.0
7	60.0	90.3	4.9	295.9	16.0	4.9	16.0
8	60.0	69.9	3.8	306.6	14.0	3.8	14.0
9	60.0	102.3	5.1	287.9	14.0	5.1	14.0
10	60.0	76.5	4.3	312.2	16.0	4.3	16.0
Average:	**60.0**	**86.4**	**4.5**	**317.5**	**15.6**	**4.5**	**15.6**
SB on SB I 75 TO BUCK							
1	60.0	64.3	2.2	280.4	9.0	2.2	9.0
2	60.0	55.3	2.1	336.1	8.0	2.1	8.0
3	60.0	66.6	2.3	342.8	7.0	2.3	7.0
4	60.0	69.3	2.1	344.7	8.0	2.1	8.0
5	60.0	74.7	2.6	296.1	10.0	2.6	10.0
6	60.0	61.8	2.0	292.0	8.0	2.0	8.0
7	60.0	58.0	2.1	255.2	8.0	2.1	8.0
8	60.0	76.8	2.5	348.9	8.0	2.5	8.0
9	60.0	54.1	1.9	295.6	10.0	1.9	10.0
10	60.0	67.5	2.3	300.4	8.0	2.3	8.0
Average:	**60.0**	**64.8**	**2.2**	**309.2**	**8.4**	**2.2**	**8.4**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	413.9	11.7	1,298.1	31.0	11.9	42.0
2	60.0	497.3	14.8	2,085.2	65.0	15.2	80.0
3	60.0	395.3	12.2	777.8	23.0	12.2	23.0
4	60.0	489.0	13.3	1,131.3	27.0	13.5	31.0
5	60.0	463.2	13.3	2,082.7	59.0	13.3	59.0
6	60.0	447.3	12.9	773.9	25.0	12.9	25.0
7	60.0	543.0	15.8	3,700.9	104.0	16.1	110.0
8	60.0	493.6	14.6	2,097.9	57.0	15.1	72.0
9	60.0	510.4	13.6	1,865.5	48.0	14.0	54.0
10	60.0	491.7	14.5	2,659.7	75.0	14.8	81.0
Average:	**60.0**	**474.5**	**13.7**	**1,847.3**	**51.4**	**13.9**	**57.7**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	88.6	38.6	42.4	171.6	10
W	BUCK RD	68.7	31.6	22.2	111.7	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	157.5	52.1	96.4	266.5	10
W	BUCK RD	201.2	43.9	138.2	264.7	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	1,003.0	243.2	601.5	1,525.4	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	99.3	21.2	69.9	132.8	10
N	NB I 75 TO BUCK	575.2	108.2	373.1	715.5	10
W	BUCK RD	333.4	54.7	230.5	429.1	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	86.4	9.8	69.9	102.3	10
S	SB I 75 TO BUCK	64.8	7.7	54.1	76.8	10
W	BUCK RD	474.5	44.9	395.3	543.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.1	1.2	1.6	5.6	10
W	BUCK RD	2.1	0.9	0.9	3.3	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	5.1	1.7	3.2	8.9	10
W	BUCK RD	5.9	1.2	4.3	7.7	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	32.5	8.4	20.4	51.4	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.9	0.7	3.0	4.9	10
N	NB I 75 TO BUCK	18.2	3.6	11.7	23.2	10
W	BUCK RD	9.1	1.5	6.3	11.6	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.5	0.4	3.8	5.1	10
S	SB I 75 TO BUCK	2.2	0.2	1.9	2.6	10
W	BUCK RD	13.7	1.3	11.7	15.8	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.2	1.3	1.6	5.8	10
W	BUCK RD	2.3	1.1	0.9	4.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	5.5	1.9	3.6	9.8	10
W	BUCK RD	5.9	1.2	4.3	7.7	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	32.5	8.4	20.4	51.4	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.9	0.7	3.0	4.9	10
N	NB I 75 TO BUCK	18.2	3.6	11.7	23.2	10
W	BUCK RD	9.1	1.5	6.3	11.6	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.5	0.4	3.8	5.1	10
S	SB I 75 TO BUCK	2.2	0.2	1.9	2.6	10
W	BUCK RD	13.9	1.4	11.9	16.1	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1,067.5	739.9	509.8	2,823.5	10
W	BUCK RD	1,247.0	1,068.7	195.2	2,476.5	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2,453.2	1,147.4	809.3	3,770.6	10
W	BUCK RD	890.0	723.1	356.7	2,774.5	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	2,728.0	574.2	2,166.7	4,082.6	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	475.1	78.4	343.3	589.8	10
N	NB I 75 TO BUCK	3,274.5	650.9	2,011.8	4,159.6	10
W	BUCK RD	974.3	741.4	601.9	3,049.2	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	317.5	42.0	286.3	428.6	10
S	SB I 75 TO BUCK	309.2	31.9	255.2	348.9	10
W	BUCK RD	1,847.3	905.6	773.9	3,700.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	36.9	21.2	17.0	84.0	10
W	BUCK RD	34.8	27.9	5.0	72.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	74.2	37.0	21.0	141.0	10
W	BUCK RD	25.1	18.4	11.0	73.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	113.6	37.4	67.0	197.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	17.6	3.3	14.0	24.0	10
N	NB I 75 TO BUCK	102.0	25.5	59.0	133.0	10
W	BUCK RD	27.6	19.5	17.0	82.0	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	15.6	1.3	14.0	17.0	10
S	SB I 75 TO BUCK	8.4	1.0	7.0	10.0	10
W	BUCK RD	51.4	26.1	23.0	104.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	41.0	23.1	17.0	89.0	10
W	BUCK RD	37.8	30.0	5.0	85.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	79.0	36.2	32.0	150.0	10
W	BUCK RD	27.6	19.5	11.0	74.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	113.6	37.4	67.0	197.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	17.6	3.3	14.0	24.0	10
N	NB I 75 TO BUCK	102.0	25.5	59.0	133.0	10
W	BUCK RD	28.4	19.7	17.0	83.0	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	15.6	1.3	14.0	17.0	10
S	SB I 75 TO BUCK	8.4	1.0	7.0	10.0	10
W	BUCK RD	57.7	28.3	23.0	110.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 80 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	6.7	No	A
	2	6.6	No	A
	3	6.8	No	A
	4	7.2	No	A
	5	6.6	No	A
	6	6.8	No	A
	7	6.5	No	A
	8	6.2	No	A
	9	6.8	No	A
	10	6.7	No	A
	Average:	**6.7**	**No**	**A**

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	7.5	No	A
	2	7.6	No	A
	3	6.8	No	A
	4	7.2	No	A
	5	6.4	No	A
	6	7.5	No	A
	7	8.2	No	A
	8	7.5	No	A
	9	8.0	No	A
	10	8.4	No	A
	Average:	**7.5**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	17.2	No	B
	2	17.2	No	B
	3	17.0	No	B
	4	17.4	No	B
	5	17.1	No	B
	6	17.1	No	B

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	17.2	No	B
	8	17.2	No	B
	9	17.2	No	B
	10	17.1	No	B
	Average:	**17.2**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	16.9	No	B
	2	12.6	No	B
	3	13.4	No	B
	4	13.2	No	B
	5	13.9	No	B
	6	13.3	No	B
	7	15.2	No	B
	8	13.6	No	B
	9	27.4	No	D
	10	13.0	No	B
	Average:	**15.3**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	16.9	No	B
	2	12.6	No	B
	3	13.4	No	B
	4	13.2	No	B
	5	13.9	No	B
	6	13.3	No	B
	7	15.2	No	B
	8	13.6	No	B
	9	27.4	No	D
	10	13.0	No	B
	Average:	**15.3**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	60.9	No	F
	2	44.7	No	E
	3	49.0	No	F
	4	54.2	No	F
	5	46.5	No	F
	6	37.5	No	E
	7	46.3	No	F
	8	36.2	No	E
	9	64.6	No	F

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	33.6	No	D
Average:	**47.4**	**No**	**F**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	60.9	No	F
2	44.7	No	E
3	49.0	No	F
4	54.2	No	F
5	46.5	No	F
6	37.5	No	E
7	46.3	No	F
8	36.2	No	E
9	64.6	No	F
10	33.6	No	D
Average:	**47.4**	**No**	**F**
Basic - Between NB I 75 TO BUCK and BUCK TO NB I 75 - NEB			**Segment: 4698**
1	17.8	No	B
2	17.7	No	B
3	18.2	No	C
4	18.0	No	C
5	18.2	No	C
6	17.7	No	B
7	17.6	No	B
8	18.6	No	C
9	18.1	No	C
10	18.4	No	C
Average:	**18.0**	**No**	**C**
Merge - From BUCK RD - NEB			**Segment: 4689**
1	13.5	No	B
2	13.6	No	B
3	14.1	No	B
4	13.7	No	B
5	14.0	No	B
6	14.6	No	B
7	14.5	No	B
8	13.7	No	B
9	12.5	No	B
10	13.1	No	B
Average:	**13.7**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	13.5	No	B
	2	13.6	No	B
	3	14.1	No	B
	4	13.7	No	B
	5	14.0	No	B
	6	14.6	No	B
	7	14.5	No	B
	8	13.7	No	B
	9	12.5	No	B
	10	13.1	No	B
	Average:	**13.7**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	18.3	No	C
	2	18.2	No	C
	3	18.5	No	C
	4	18.5	No	C
	5	18.6	No	C
	6	18.5	No	C
	7	18.3	No	C
	8	18.8	No	C
	9	17.9	No	B
	10	18.6	No	C
	Average:	**18.4**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	14.4	No	B
	2	14.3	No	B
	3	15.4	No	B
	4	14.7	No	B
	5	14.4	No	B
	6	15.5	No	B
	7	15.2	No	B
	8	14.3	No	B
	9	13.8	No	B
	10	14.6	No	B
	Average:	**14.7**	**No**	**B**
Basic - Between NB I 75 TO WALES and WALES TO NB I 75 - NB				**Segment: 4680**
	1	16.4	No	B
	2	16.2	No	B
	3	17.0	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES and WALES TO NB I 75 - NB			**Segment: 4680**
4	16.3	No	B
5	16.0	No	B
6	17.0	No	B
7	16.7	No	B
8	17.8	No	B
9	17.2	No	B
10	17.2	No	B
Average:	**16.8**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	21.2	No	C
2	22.1	No	C
3	20.6	No	C
4	20.8	No	C
5	22.3	No	C
6	22.0	No	C
7	21.0	No	C
8	20.5	No	C
9	20.7	No	C
10	21.3	No	C
Average:	**21.3**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	21.2	No	C
2	22.1	No	C
3	20.6	No	C
4	20.8	No	C
5	22.3	No	C
6	22.0	No	C
7	21.0	No	C
8	20.5	No	C
9	20.7	No	C
10	21.3	No	C
Average:	**21.3**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	21.2	No	C
2	22.1	No	C
3	20.6	No	C
4	20.8	No	C
5	22.3	No	C
6	22.0	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	21.0	No	C
	8	20.5	No	C
	9	20.7	No	C
	10	21.3	No	C
	Average:	**21.3**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	23.1	No	C
	2	25.1	No	C
	3	26.9	No	D
	4	22.8	No	C
	5	29.1	No	D
	6	26.0	No	D
	7	26.3	No	D
	8	25.1	No	C
	9	28.3	No	D
	10	23.9	No	C
	Average:	**25.7**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	20.2	No	C
	2	21.6	No	C
	3	20.0	No	C
	4	20.6	No	C
	5	21.3	No	C
	6	20.2	No	C
	7	21.2	No	C
	8	22.1	No	C
	9	19.6	No	C
	10	19.9	No	C
	Average:	**20.7**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	20.4	No	C
	2	20.6	No	C
	3	22.1	No	C
	4	21.2	No	C
	5	21.3	No	C
	6	21.4	No	C
	7	22.2	No	C
	8	19.9	No	C
	9	19.7	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	21.5	No	C
	Average:	**21.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	20.4	No	C
	2	20.6	No	C
	3	22.1	No	C
	4	21.2	No	C
	5	21.3	No	C
	6	21.4	No	C
	7	22.2	No	C
	8	19.9	No	C
	9	19.7	No	C
	10	21.5	No	C
	Average:	**21.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	20.4	No	C
	2	20.6	No	C
	3	22.1	No	C
	4	21.2	No	C
	5	21.3	No	C
	6	21.4	No	C
	7	22.2	No	C
	8	19.9	No	C
	9	19.7	No	C
	10	21.5	No	C
	Average:	**21.0**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	19.4	No	C
	2	20.1	No	C
	3	22.4	No	C
	4	20.0	No	C
	5	18.2	No	C
	6	20.8	No	C
	7	21.7	No	C
	8	22.1	No	C
	9	22.8	No	C
	10	21.4	No	C
	Average:	**20.9**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	19.4	No	C
	2	20.1	No	C
	3	22.4	No	C
	4	20.0	No	C
	5	18.2	No	C
	6	20.8	No	C
	7	21.7	No	C
	8	22.1	No	C
	9	22.8	No	C
	10	21.4	No	C
	Average:	**20.9**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	19.4	No	C
	2	20.1	No	C
	3	22.4	No	C
	4	20.0	No	C
	5	18.2	No	C
	6	20.8	No	C
	7	21.7	No	C
	8	22.1	No	C
	9	22.8	No	C
	10	21.4	No	C
	Average:	**20.9**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535305**
	1	9.1	No	A
	2	8.5	No	A
	3	9.9	No	A
	4	9.1	No	A
	5	8.8	No	A
	6	9.7	No	A
	7	8.6	No	A
	8	8.9	No	A
	9	8.9	No	A
	10	8.8	No	A
	Average:	**9.0**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.8	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	13.7	No	B
	3	11.8	No	B
	4	13.6	No	B
	5	12.6	No	B
	6	13.1	No	B
	7	13.0	No	B
	8	13.3	No	B
	9	12.8	No	B
	10	12.5	No	B
	Average:	**12.9**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	9.7	No	A
	2	8.7	No	A
	3	9.9	No	A
	4	8.7	No	A
	5	8.5	No	A
	6	8.9	No	A
	7	8.6	No	A
	8	8.3	No	A
	9	9.1	No	A
	10	8.9	No	A
	Average:	**8.9**	**No**	**A**

NB I 75 I 90 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.0	No	A
	2	6.7	No	A
	3	6.5	No	A
	4	6.3	No	A
	5	6.4	No	A
	6	6.4	No	A
	7	6.0	No	A
	8	6.5	No	A
	9	5.5	No	A
	10	6.7	No	A
	Average:	**6.4**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	5.9	No	A
	2	5.8	No	A
	3	5.7	No	A
	4	5.2	No	A
	5	6.9	No	A
	6	5.9	No	A
	7	6.4	No	A
	8	8.2	No	A
	9	4.0	No	A
	10	7.0	No	A
	Average:	**6.1**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	8.9	No	A
	2	5.3	No	A
	3	3.6	No	A
	4	6.3	No	A
	5	6.3	No	A
	6	8.4	No	A
	7	5.1	No	A
	8	7.9	No	A
	9	7.1	No	A
	10	5.9	No	A
	Average:	**6.5**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	14.8	No	B
	2	16.0	No	B
	3	16.0	No	B
	4	16.3	No	B
	5	15.2	No	B
	6	15.2	No	B
	7	14.7	No	B
	8	15.6	No	B
	9	16.5	No	B
	10	14.7	No	B
	Average:	**15.5**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	23.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	2	22.8	No	C
	3	24.4	No	C
	4	22.4	No	C
	5	23.0	No	C
	6	23.2	No	C
	7	22.6	No	C
	8	23.0	No	C
	9	23.7	No	C
	10	22.4	No	C
	Average:	**23.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	22.9	No	C
	2	22.7	No	C
	3	23.3	No	C
	4	22.8	No	C
	5	22.8	No	C
	6	22.8	No	C
	7	23.3	No	C
	8	23.0	No	C
	9	22.9	No	C
	10	22.7	No	C
	Average:	**22.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	22.9	No	C
	2	22.7	No	C
	3	23.3	No	C
	4	22.8	No	C
	5	22.8	No	C
	6	22.8	No	C
	7	23.3	No	C
	8	23.0	No	C
	9	22.9	No	C
	10	22.7	No	C
	Average:	**22.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	23.6	No	C
	2	22.9	No	C
	3	21.6	No	C
	4	24.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	5	23.3	No	C
	6	22.5	No	C
	7	23.8	No	C
	8	22.8	No	C
	9	22.3	No	C
	10	23.3	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	23.0	No	C
	2	23.1	No	C
	3	23.1	No	C
	4	22.3	No	C
	5	23.3	No	C
	6	23.6	No	C
	7	22.7	No	C
	8	23.3	No	C
	9	23.4	No	C
	10	23.1	No	C
	Average:	**23.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	22.8	No	C
	2	28.4	No	D
	3	31.3	No	D
	4	30.8	No	D
	5	27.4	No	D
	6	23.8	No	C
	7	28.0	No	D
	8	32.1	No	D
	9	29.2	No	D
	10	29.6	No	D
	Average:	**28.3**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	24.4	No	C
	2	24.1	No	C
	3	24.9	No	C
	4	25.3	No	C
	5	24.5	No	C
	6	25.2	No	C
	7	25.0	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4676**
	8	24.8	No	C
	9	24.9	No	C
	10	24.3	No	C
	Average:	**24.7**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	24.4	No	C
	2	24.1	No	C
	3	24.9	No	C
	4	25.3	No	C
	5	24.5	No	C
	6	25.2	No	C
	7	25.0	No	C
	8	24.8	No	C
	9	24.9	No	C
	10	24.3	No	C
	Average:	**24.7**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	24.4	No	C
	2	24.1	No	C
	3	24.9	No	C
	4	25.3	No	C
	5	24.5	No	C
	6	25.2	No	C
	7	25.0	No	C
	8	24.8	No	C
	9	24.9	No	C
	10	24.3	No	C
	Average:	**24.7**	**No**	**C**
Basic - Between SB I 75 TO WALES and WALES TO SB I 75 - SWB				**Segment: 4684**
	1	19.5	No	C
	2	18.5	No	C
	3	18.8	No	C
	4	18.9	No	C
	5	19.2	No	C
	6	18.4	No	C
	7	19.0	No	C
	8	19.0	No	C
	9	18.7	No	C

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 TO WALES and WALES TO SB I 75 - SWB			**Segment: 4684**
10	18.6	No	C
Average:	**18.9**	**No**	**C**
Merge - From WALES RD - SWB			**Segment: 4693**
1	15.8	No	B
2	17.2	No	B
3	16.9	No	B
4	15.8	No	B
5	16.5	No	B
6	17.6	No	B
7	17.8	No	B
8	16.7	No	B
9	18.2	No	B
10	16.4	No	B
Average:	**16.9**	**No**	**B**
Basic - Between WALES RD and BUCK RD - SWB			**Segment: 4694**
1	21.8	No	C
2	21.4	No	C
3	21.4	No	C
4	21.6	No	C
5	22.0	No	C
6	21.6	No	C
7	21.4	No	C
8	21.4	No	C
9	21.3	No	C
10	21.4	No	C
Average:	**21.5**	**No**	**C**
Diverge - To BUCK RD - SWB			**Segment: 4695**
1	17.4	No	B
2	18.2	No	B
3	17.7	No	B
4	17.3	No	B
5	17.7	No	B
6	18.6	No	B
7	18.2	No	B
8	17.4	No	B
9	19.4	No	B
10	17.4	No	B
Average:	**17.9**	**No**	**B**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	17.4	No	B
	2	18.2	No	B
	3	17.7	No	B
	4	17.3	No	B
	5	17.7	No	B
	6	18.6	No	B
	7	18.2	No	B
	8	17.4	No	B
	9	19.4	No	B
	10	17.4	No	B
	Average:	**17.9**	**No**	**B**
Basic - Between SB I 75 TO BUCK and BUCK TO SB I 75 - SWB				**Segment: 4703**
	1	19.3	No	C
	2	18.7	No	C
	3	19.6	No	C
	4	18.5	No	C
	5	18.9	No	C
	6	18.1	No	C
	7	18.5	No	C
	8	18.5	No	C
	9	18.0	No	C
	10	18.7	No	C
	Average:	**18.7**	**No**	**C**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	15.5	No	B
	2	16.0	No	B
	3	15.9	No	B
	4	16.2	No	B
	5	15.8	No	B
	6	16.8	No	B
	7	16.4	No	B
	8	16.6	No	B
	9	17.0	No	B
	10	16.0	No	B
	Average:	**16.2**	**No**	**B**
Basic - SWB				**Segment: 4717**
	1	17.8	No	B
	2	18.0	No	C
	3	18.0	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 4717**
	4	17.6	No	B
	5	18.1	No	C
	6	17.8	No	B
	7	17.9	No	B
	8	17.8	No	B
	9	17.6	No	B
	10	17.8	No	B
	Average:	**17.8**	**No**	**B**

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4715**
	1	20.6	No	C
	2	18.6	No	C
	3	19.3	No	C
	4	17.4	No	B
	5	19.8	No	C
	6	17.9	No	B
	7	16.8	No	B
	8	17.0	No	B
	9	16.5	No	B
	10	18.7	No	C
	Average:	**18.3**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	1	8.2	No	A
	2	9.0	No	A
	3	7.9	No	A
	4	8.2	No	A
	5	9.4	No	A
	6	8.1	No	A
	7	10.0	No	A
	8	7.8	No	A
	9	7.7	No	A
	10	7.4	No	A
	Average:	**8.4**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	11.2	No	B
	2	10.7	No	A
	3	10.7	No	A
	4	12.5	No	B

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	5	11.9	No	B
	6	12.5	No	B
	7	9.4	No	A
	8	13.8	No	B
	9	12.1	No	B
	10	11.7	No	B
	Average:	**11.7**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	8.8	No	A
	2	9.1	No	A
	3	8.9	No	A
	4	8.7	No	A
	5	9.2	No	A
	6	8.8	No	A
	7	9.4	No	A
	8	8.5	No	A
	9	9.0	No	A
	10	9.1	No	A
	Average:	**9.0**	**No**	**A**

SB I 75 I 90 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	5.9	No	A
	2	6.1	No	A
	3	6.1	No	A
	4	6.4	No	A
	5	5.6	No	A
	6	5.9	No	A
	7	5.7	No	A
	8	6.0	No	A
	9	6.5	No	A
	10	6.1	No	A
	Average:	**6.0**	**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).

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		6.7	0.3	6.2	7.2	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	7.5	0.6	6.4	8.4	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		17.2	0.1	17.0	17.4	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.3	4.5	12.6	27.4	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.3	4.5	12.6	27.4	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	47.4	10.3	33.6	64.6	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	47.4	10.3	33.6	64.6	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	18.0	0.3	17.6	18.6	10
4689	NE	Merge	From BUCK RD	13.7	0.6	12.5	14.6	10
4690	NE	Merge	From BUCK RD	13.7	0.6	12.5	14.6	10
4691	NE	Basic	Between BUCK RD and WALES RD	18.4	0.3	17.9	18.8	10
4692	NE	Diverge	To WALES RD	14.7	0.5	13.8	15.5	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	16.8	0.6	16.0	17.8	10
4670	N	Merge	From WALES RD	21.3	0.7	20.5	22.3	10
4671	N	Merge	From WALES RD	21.3	0.7	20.5	22.3	10
4672	N	Merge	From WALES RD	21.3	0.7	20.5	22.3	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	25.7	2.1	22.8	29.1	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	20.7	0.8	19.6	22.1	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	21.0	0.9	19.7	22.2	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	21.0	0.9	19.7	22.2	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	21.0	0.9	19.7	22.2	10
4646	N	Basic	From WALES RD	20.9	1.5	18.2	22.8	10
4647	N	Basic	From WALES RD	20.9	1.5	18.2	22.8	10
4648	N	Basic	From WALES RD	20.9	1.5	18.2	22.8	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	9.0	0.4	8.5	9.9	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.9	0.6	11.8	13.7	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.9	0.5	8.3	9.9	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.4	0.4	5.5	7.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	6.1	1.1	4.0	8.2	10
10542	E	Basic	From RAMP (EB)	6.5	1.6	3.6	8.9	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.5	0.7	14.7	16.5	10
4655	S	Basic	To SB I 75 (SB)	23.1	0.6	22.4	24.4	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	22.9	0.2	22.7	23.3	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	22.9	0.2	22.7	23.3	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	23.0	0.8	21.6	24.1	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	23.1	0.4	22.3	23.6	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	28.3	3.0	22.8	32.1	10
4676	S	Diverge	To WALES RD	24.7	0.4	24.1	25.3	10
4677	S	Diverge	To WALES RD	24.7	0.4	24.1	25.3	10
4678	S	Diverge	To WALES RD	24.7	0.4	24.1	25.3	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	18.9	0.3	18.4	19.5	10
4693	SW	Merge	From WALES RD	16.9	0.8	15.8	18.2	10
4694	SW	Basic	Between WALES RD and BUCK RD	21.5	0.2	21.3	22.0	10
4695	SW	Diverge	To BUCK RD	17.9	0.7	17.3	19.4	10
4696	SW	Diverge	To BUCK RD	17.9	0.7	17.3	19.4	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	18.7	0.5	18.0	19.6	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	16.2	0.5	15.5	17.0	10
4717	SW	Basic		17.8	0.2	17.6	18.1	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	18.3	1.4	16.5	20.6	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.4	0.8	7.4	10.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	11.7	1.2	9.4	13.8	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	9.0	0.3	8.5	9.4	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.0	0.3	5.6	6.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,995.0	30.89	55.7	E
2	1,997.0	29.72	53.6	D
3	1,957.0	31.17	57.3	E
4	1,972.0	32.91	60.1	E
5	1,955.0	34.49	63.5	E
6	2,029.0	31.50	55.9	E
7	2,017.0	31.35	56.0	E
8	2,018.0	30.72	54.8	D
9	1,990.0	30.57	55.3	E
10	2,034.0	32.16	56.9	E
Average:	**1,996.4**	**31.55**	**56.9**	**E**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,822.0	17.53	34.6	C
2	1,826.0	18.87	37.2	D
3	1,788.0	18.94	38.1	D
4	1,816.0	18.68	37.0	D
5	1,814.0	21.89	43.4	D
6	1,839.0	17.91	35.1	D
7	1,818.0	17.01	33.7	C
8	1,821.0	15.93	31.5	C
9	1,816.0	17.02	33.7	C
10	1,844.0	19.54	38.2	D
Average:	**1,820.4**	**18.33**	**36.3**	**D**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,406.0	5.04	7.5	A
2	2,398.0	8.50	12.8	B
3	2,353.0	8.64	13.2	B
4	2,422.0	6.64	9.9	A
5	2,305.0	12.05	18.8	B
6	2,334.0	12.02	18.5	B
7	2,348.0	13.24	20.3	C
8	2,368.0	13.48	20.5	C
9	2,284.0	13.11	20.7	C

10	2,403.0	11.73	17.6	B
Average:	**2,362.1**	**10.45**	**16.0**	**B**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,404.0	15.26	39.1	D
2	1,392.0	15.02	38.9	D
3	1,384.0	17.38	45.2	D
4	1,425.0	17.61	44.5	D
5	1,387.0	19.10	49.6	D
6	1,379.0	21.11	55.1	E
7	1,376.0	19.23	50.3	D
8	1,380.0	20.61	53.8	D
9	1,355.0	19.69	52.3	D
10	1,406.0	21.29	54.5	D
Average:	**1,388.8**	**18.63**	**48.3**	**D**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	31.5	1.4	29.7	34.5	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	18.3	1.7	15.9	21.9	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	10.4	3.0	5.0	13.5	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	18.6	2.3	15.0	21.3	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
3002	NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD	Actuated	56.9	2.9	53.6	63.5	10
3000	SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD	Actuated	36.3	3.3	31.5	43.4	10
9333	WALES RD, NB I 75 TO WALES & WALES TO NB I 75	Actuated	16.0	4.8	7.5	20.7	10
4881	WALES RD, SB I 75 TO WALES & WALES TO SB I 75	Actuated	48.3	6.1	38.9	55.1	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720495033				
1	642.0	2.15	12.1	B
2	656.0	2.08	11.4	B
3	651.0	2.10	11.6	B
4	659.0	2.31	12.6	B
5	661.0	2.16	11.8	B
6	645.0	1.88	10.5	B
7	645.0	2.00	11.2	B
8	643.0	2.03	11.4	B
9	658.0	2.03	11.1	B
10	648.0	1.96	10.9	B
Average:	**650.8**	**2.07**	**11.5**	**B**
NB on NB I 75 TO BUCK: Superlink ID 14412				
1	783.0	26.03	119.7	F
2	738.0	24.67	120.3	F
3	759.0	25.59	121.4	F
4	737.0	26.29	128.4	F
5	708.0	26.86	136.6	F
6	789.0	26.54	121.1	F
7	768.0	26.71	125.2	F
8	769.0	26.34	123.3	F
9	750.0	25.56	122.7	F
10	800.0	26.26	118.2	F
Average:	**760.1**	**26.09**	**123.7**	**F**
WB on BUCK RD: Superlink ID 720495034				
1	570.0	2.71	17.1	B
2	603.0	2.97	17.7	B
3	547.0	3.47	22.9	C
4	576.0	4.31	27.0	C
5	586.0	5.47	33.6	C
6	595.0	3.09	18.7	B
7	604.0	2.63	15.7	B
8	606.0	2.35	14.0	B
9	582.0	2.98	18.5	B

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	586.0	3.94	24.2	C
Average:	**585.5**	**3.39**	**20.9**	**C**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	788.0	4.78	21.9	C
2	775.0	5.07	23.6	C
3	776.0	5.33	24.7	C
4	778.0	5.05	23.4	C
5	786.0	5.14	23.5	C
6	782.0	4.84	22.3	C
7	783.0	5.05	23.2	C
8	776.0	5.17	24.0	C
9	779.0	4.52	20.9	C
10	790.0	5.42	24.7	C
Average:	**781.3**	**5.04**	**23.2**	**C**
SB on SB I 75 TO BUCK: Superlink ID 4229				
1	485.0	3.05	22.6	C
2	487.0	3.11	23.0	C
3	484.0	2.68	19.9	B
4	499.0	2.92	21.1	C
5	496.0	3.10	22.5	C
6	488.0	3.01	22.2	C
7	474.0	3.08	23.4	C
8	481.0	2.87	21.5	C
9	487.0	2.84	21.0	C
10	487.0	2.73	20.2	C
Average:	**486.8**	**2.94**	**21.7**	**C**
WB on BUCK RD: Superlink ID 720495033				
1	549.0	9.70	63.6	E
2	564.0	10.69	68.2	E
3	528.0	10.94	74.6	E
4	539.0	10.71	71.5	E
5	532.0	13.64	92.3	F
6	569.0	10.06	63.7	E
7	561.0	8.89	57.0	E
8	564.0	7.90	50.4	D
9	550.0	9.66	63.2	E

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	567.0	11.39	72.3	E
Average:	**552.3**	**10.36**	**67.7**	**E**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	743.0	0.62	3.0	A
2	748.0	0.72	3.5	A
3	749.0	0.65	3.1	A
4	748.0	0.67	3.2	A
5	744.0	0.66	3.2	A
6	742.0	0.75	3.6	A
7	742.0	0.78	3.8	A
8	742.0	0.69	3.4	A
9	741.0	0.71	3.4	A
10	744.0	0.90	4.3	A
Average:	**744.3**	**0.72**	**3.5**	**A**
NB on NB I 75 TO WALES: Superlink ID 4226				
1	324.0	1.86	20.6	C
2	323.0	1.75	19.5	B
3	331.0	1.75	19.1	B
4	330.0	1.74	18.9	B
5	339.0	1.83	19.5	B
6	330.0	1.98	21.6	C
7	331.0	1.67	18.2	B
8	325.0	1.68	18.6	B
9	326.0	1.88	20.8	C
10	321.0	1.83	20.5	C
Average:	**328.0**	**1.80**	**19.7**	**B**
WB on WALES RD: Superlink ID 720495029				
1	1,339.0	2.57	6.9	A
2	1,327.0	6.03	16.4	B
3	1,273.0	6.24	17.7	B
4	1,344.0	4.24	11.3	B
5	1,222.0	9.55	28.1	C
6	1,262.0	9.29	26.5	C
7	1,275.0	10.78	30.4	C
8	1,301.0	11.11	30.7	C
9	1,217.0	10.52	31.1	C

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	1,338.0	9.00	24.2	C
Average:	**1,289.8**	**7.93**	**22.3**	**C**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	224.0	1.53	24.6	C
2	224.0	1.49	23.9	C
3	226.0	1.48	23.5	C
4	225.0	1.53	24.5	C
5	226.0	1.36	21.6	C
6	225.0	1.52	24.4	C
7	226.0	1.36	21.6	C
8	225.0	1.44	23.1	C
9	227.0	1.39	22.1	C
10	226.0	1.44	23.0	C
Average:	**225.4**	**1.45**	**23.2**	**C**
SB on SB I 75 TO WALES: Superlink ID 13720				
1	644.0	3.70	20.7	C
2	651.0	3.73	20.6	C
3	646.0	3.65	20.4	C
4	650.0	3.79	21.0	C
5	642.0	3.79	21.2	C
6	641.0	3.71	20.8	C
7	644.0	3.63	20.3	C
8	640.0	3.72	20.9	C
9	641.0	3.80	21.4	C
10	641.0	4.07	22.8	C
Average:	**644.0**	**3.76**	**21.0**	**C**
WB on WALES RD: Superlink ID 720495030				
1	536.0	10.03	67.4	E
2	517.0	9.80	68.3	E
3	512.0	12.25	86.2	F
4	550.0	12.29	80.4	F
5	519.0	13.95	96.8	F
6	513.0	15.88	111.5	F
7	506.0	14.24	101.3	F
8	515.0	15.45	108.0	F
9	487.0	14.49	107.1	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	539.0	15.78	105.4	F
Average:	**519.4**	**13.42**	**93.2**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	2.1	0.1	1.9	2.3	10
N	NB I 75 TO BUCK	14412	26.1	0.7	24.7	26.9	10
W	BUCK RD	720495034	3.4	0.9	2.4	5.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	5.0	0.3	4.5	5.4	10
S	SB I 75 TO BUCK	4229	2.9	0.2	2.7	3.1	10
W	BUCK RD	720495033	10.4	1.5	7.9	13.6	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	0.7	0.1	0.6	0.9	10
N	NB I 75 TO WALES	4226	1.8	0.1	1.7	2.0	10
W	WALES RD	720495029	7.9	3.0	2.6	11.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.5	0.1	1.4	1.5	10
S	SB I 75 TO WALES	13720	3.8	0.1	3.6	4.1	10
W	WALES RD	720495030	13.4	2.2	9.8	15.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720495033	11.5	0.6	10.5	12.6	10
N	NB I 75 TO BUCK	14412	123.7	5.4	118.2	136.6	10
W	BUCK RD	720495034	20.9	6.0	14.0	33.6	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	23.2	1.2	20.9	24.7	10
S	SB I 75 TO BUCK	4229	21.7	1.2	19.9	23.4	10
W	BUCK RD	720495033	67.7	11.3	50.4	92.3	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	3.5	0.4	3.0	4.3	10
N	NB I 75 TO WALES	4226	19.7	1.1	18.2	21.6	10
W	WALES RD	720495029	22.3	8.7	6.9	31.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	23.2	1.2	21.6	24.6	10
S	SB I 75 TO WALES	13720	21.0	0.7	20.3	22.8	10
W	WALES RD	720495030	93.2	16.6	67.4	111.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED — NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on BUCK RD: Superlink ID 720495033				
1	136.0	0.62	16.4	B
2	141.0	0.79	20.3	C
3	148.0	0.74	18.1	B
4	141.0	0.87	22.1	C
5	141.0	0.83	21.1	C
6	139.0	0.59	15.3	B
7	138.0	0.64	16.6	B
8	134.0	0.63	16.9	B
9	141.0	0.69	17.6	B
10	141.0	0.69	17.7	B
Average:	**140.0**	**0.71**	**18.2**	**B**
EB T on BUCK RD: Superlink ID 720495033				
1	506.0	1.53	10.9	B
2	515.0	1.29	9.0	A
3	503.0	1.36	9.7	A
4	518.0	1.44	10.0	B
5	520.0	1.34	9.3	A
6	506.0	1.29	9.2	A
7	507.0	1.37	9.7	A
8	509.0	1.40	9.9	A
9	517.0	1.34	9.3	A
10	507.0	1.27	9.0	A
Average:	**510.8**	**1.36**	**9.6**	**A**
NB LTR on NB I 75 TO BUCK: Superlink ID 14412				
1	373.0	14.69	141.7	F
2	369.0	14.80	144.4	F
3	358.0	14.45	145.3	F
4	375.0	15.82	151.9	F
5	358.0	15.77	158.6	F
6	387.0	15.39	143.1	F
7	390.0	16.09	148.6	F
8	386.0	15.55	145.0	F
9	391.0	15.89	146.3	F
10	376.0	15.16	145.1	F
Average:	**376.3**	**15.36**	**147.0**	**F**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD -- SIGNALIZED NODE: 3002

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Superlink ID 720495034				
1	218.0	0.00	0.0	A
2	231.0	0.00	0.0	A
3	215.0	0.00	0.0	A
4	227.0	0.01	0.1	A
5	227.0	0.01	0.2	A
6	227.0	0.00	0.0	A
7	233.0	0.00	0.0	A
8	236.0	0.00	0.0	A
9	222.0	0.00	0.0	A
10	226.0	0.01	0.1	A
Average:	**610.0**	**10.73**	**50.4**	**D**
NB R on NB I 75 TO BUCK: Superlink ID 14412				
1	410.0	11.34	99.6	F
2	369.0	9.87	96.3	F
3	401.0	11.15	100.1	F
4	362.0	10.46	104.1	F
5	350.0	11.09	114.1	F
6	402.0	11.15	99.9	F
7	378.0	10.62	101.1	F
8	383.0	10.79	101.4	F
9	359.0	9.67	97.0	F
10	424.0	11.10	94.2	F
Average:	**610.0**	**10.73**	**50.4**	**D**
WB TR on BUCK RD: Superlink ID 720495034				
1	352.0	2.71	27.8	C
2	372.0	2.97	28.7	C
3	332.0	3.47	37.7	D
4	349.0	4.31	44.4	D
5	359.0	5.46	54.8	D
6	368.0	3.09	30.2	C
7	371.0	2.63	25.5	C
8	370.0	2.35	22.9	C
9	360.0	2.98	29.8	C
10	360.0	3.93	39.3	D
Average:	**359.3**	**3.39**	**34.1**	**C**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	302.0	1.83	21.8	C
2	288.0	1.81	22.7	C
3	304.0	2.04	24.2	C
4	295.0	1.89	23.1	C
5	295.0	1.89	23.1	C
6	296.0	1.79	21.8	C
7	290.0	1.72	21.3	C
8	298.0	1.95	23.5	C
9	292.0	1.71	21.1	C
10	295.0	1.95	23.8	C
Average:	**295.5**	**1.86**	**22.6**	**C**
EB TR on BUCK RD: Superlink ID 720506526				
1	486.0	2.96	21.9	C
2	487.0	3.26	24.1	C
3	472.0	3.29	25.1	C
4	483.0	3.16	23.6	C
5	491.0	3.25	23.8	C
6	486.0	3.04	22.5	C
7	493.0	3.33	24.3	C
8	478.0	3.22	24.3	C
9	487.0	2.80	20.7	C
10	495.0	3.47	25.3	C
Average:	**485.8**	**3.18**	**23.6**	**C**
SB LT on SB I 75 TO BUCK: Superlink ID 4229				
1	256.0	2.53	35.5	D
2	269.0	2.58	34.6	C
3	263.0	2.16	29.6	C
4	272.0	2.38	31.4	C
5	273.0	2.65	34.9	C
6	263.0	2.51	34.4	C
7	257.0	2.47	34.6	C
8	261.0	2.28	31.4	C
9	265.0	2.32	31.5	C
10	262.0	2.31	31.8	C
Average:	**264.1**	**2.42**	**33.0**	**C**
SB R on SB I 75 TO BUCK: Superlink ID 4229				
1	229.0	0.52	8.2	A
2	218.0	0.53	8.7	A
3	221.0	0.52	8.4	A

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD -- SIGNALIZED — NODE: 3000

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	227.0	0.55	8.7	A
5	223.0	0.46	7.4	A
6	225.0	0.49	7.9	A
7	217.0	0.61	10.1	B
8	220.0	0.59	9.7	A
9	222.0	0.52	8.4	A
10	225.0	0.42	6.8	A
Average:	**222.7**	**0.52**	**8.4**	**A**
WB L on BUCK RD: Superlink ID 720495033				
1	323.0	8.85	98.7	F
2	327.0	9.80	107.9	F
3	311.0	10.06	116.5	F
4	316.0	9.56	108.9	F
5	314.0	12.19	139.8	F
6	335.0	9.27	99.6	F
7	324.0	8.22	91.3	F
8	327.0	7.40	81.5	F
9	316.0	8.71	99.3	F
10	335.0	10.55	113.3	F
Average:	**322.8**	**9.46**	**105.7**	**F**
WB T on BUCK RD: Superlink ID 720495033				
1	226.0	0.85	13.5	B
2	237.0	0.89	13.5	B
3	217.0	0.87	14.5	B
4	223.0	1.15	18.5	B
5	218.0	1.45	24.0	C
6	234.0	0.79	12.2	B
7	237.0	0.67	10.2	B
8	237.0	0.50	7.5	A
9	234.0	0.94	14.5	B
10	232.0	0.84	13.1	B
Average:	**229.5**	**0.90**	**14.2**	**B**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	73.0	0.27	13.4	B
2	74.0	0.35	17.1	B
3	74.0	0.31	15.0	B
4	76.0	0.34	16.0	B
5	74.0	0.30	14.7	B

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	74.0	0.39	19.2	B
7	72.0	0.40	19.8	B
8	75.0	0.42	20.0	C
9	73.0	0.40	19.9	B
10	73.0	0.49	24.4	C
Average:	**73.8**	**0.37**	**18.0**	**B**
EB T on WALES RD: Superlink ID 720495030				
1	670.0	0.35	1.9	A
2	674.0	0.37	2.0	A
3	675.0	0.34	1.8	A
4	672.0	0.33	1.8	A
5	670.0	0.36	1.9	A
6	668.0	0.36	1.9	A
7	670.0	0.39	2.1	A
8	667.0	0.27	1.5	A
9	668.0	0.31	1.6	A
10	671.0	0.40	2.2	A
Average:	**670.5**	**0.35**	**1.9**	**A**
NB LTR on NB I 75 TO WALES: Superlink ID 4226				
1	116.0	1.15	35.7	D
2	111.0	1.12	36.3	D
3	123.0	1.15	33.7	C
4	123.0	1.09	31.8	C
5	124.0	1.19	34.5	C
6	133.0	1.20	32.5	C
7	115.0	1.03	32.2	C
8	125.0	1.09	31.3	C
9	137.0	1.16	30.5	C
10	122.0	1.22	36.0	D
Average:	**122.9**	**1.14**	**33.5**	**C**
NB R on NB I 75 TO WALES: Superlink ID 4226				
1	208.0	0.71	12.2	B
2	212.0	0.63	10.6	B
3	208.0	0.60	10.4	B
4	207.0	0.65	11.3	B
5	215.0	0.64	10.8	B
6	197.0	0.78	14.2	B
7	216.0	0.65	10.8	B
8	200.0	0.59	10.6	B
9	189.0	0.72	13.7	B

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	199.0	0.61	11.0	B
Average:	**205.1**	**0.66**	**11.6**	**B**
WB R on WALES RD: Superlink ID 720495029				
1	819.0	0.00	0.0	A
2	812.0	0.00	0.0	A
3	776.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	749.0	0.00	0.0	A
6	775.0	0.00	0.0	A
7	785.0	0.00	0.0	A
8	796.0	0.00	0.0	A
9	751.0	0.00	0.0	A
10	817.0	0.00	0.0	A
Average:	**790.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	520.0	2.57	17.8	B
2	515.0	6.03	42.1	D
3	497.0	6.24	45.2	D
4	524.0	4.24	29.1	C
5	473.0	9.55	72.7	E
6	487.0	9.29	68.7	E
7	490.0	10.78	79.2	E
8	505.0	11.11	79.2	E
9	466.0	10.52	81.3	F
10	521.0	9.00	62.2	E
Average:	**499.8**	**7.93**	**57.8**	**E**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	107.0	0.73	24.7	C
2	104.0	0.76	26.3	C
3	110.0	0.71	23.3	C
4	103.0	0.74	26.0	C
5	103.0	0.62	21.8	C
6	115.0	0.83	26.1	C
7	107.0	0.65	21.9	C
8	110.0	0.71	23.2	C
9	119.0	0.83	25.1	C
10	103.0	0.68	23.7	C
Average:	**108.1**	**0.73**	**24.2**	**C**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on WALES RD: Superlink ID 720506516				
1	117.0	0.80	24.6	C
2	120.0	0.73	21.8	C
3	116.0	0.76	23.7	C
4	122.0	0.79	23.2	C
5	123.0	0.73	21.4	C
6	110.0	0.69	22.5	C
7	119.0	0.71	21.3	C
8	115.0	0.73	22.9	C
9	108.0	0.56	18.8	B
10	123.0	0.76	22.3	C
Average:	**117.3**	**0.73**	**22.3**	**C**
SB L on SB I 75 TO WALES: Superlink ID 13720				
1	303.0	1.78	21.2	C
2	321.0	1.88	21.1	C
3	318.0	1.81	20.5	C
4	318.0	1.97	22.3	C
5	312.0	1.96	22.6	C
6	300.0	1.89	22.7	C
7	309.0	1.83	21.3	C
8	313.0	1.96	22.5	C
9	299.0	1.82	21.9	C
10	308.0	1.96	22.9	C
Average:	**310.1**	**1.89**	**21.9**	**C**
SB LTR on SB I 75 TO WALES: Superlink ID 13720				
1	341.0	1.92	20.2	C
2	330.0	1.86	20.2	C
3	328.0	1.84	20.2	C
4	332.0	1.82	19.7	B
5	330.0	1.83	19.9	B
6	341.0	1.81	19.2	B
7	335.0	1.81	19.4	B
8	327.0	1.76	19.4	B
9	342.0	1.98	20.9	C
10	333.0	2.11	22.8	C
Average:	**333.9**	**1.87**	**20.2**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	433.0	9.27	77.1	E
2	415.0	8.86	76.8	E
3	413.0	10.99	95.8	F

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	447.0	11.07	89.2	F
5	424.0	12.60	107.0	F
6	415.0	14.01	121.5	F
7	407.0	12.62	111.6	F
8	414.0	13.58	118.1	F
9	395.0	12.82	116.8	F
10	435.0	14.01	116.0	F
Average:	**419.8**	**11.98**	**103.0**	**F**

WB T on WALES RD: Superlink ID 720495030

1	103.0	0.76	26.7	C
2	102.0	0.95	33.4	C
3	99.0	1.26	45.8	D
4	103.0	1.21	42.4	D
5	95.0	1.36	51.4	D
6	98.0	1.87	68.7	E
7	99.0	1.63	59.1	E
8	101.0	1.87	66.7	E
9	92.0	1.68	65.6	E
10	104.0	1.77	61.3	E
Average:	**99.6**	**1.44**	**52.1**	**D**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	0.7	0.1	0.6	0.9	10
EB T	BUCK RD	720495033	1.4	0.1	1.3	1.5	10
NB LTR	NB I 75 TO BUCK	14412	15.4	0.6	14.5	16.1	10
NB R	BUCK RD	720495034	5.4	5.5	0.0	11.3	10
WB TR	BUCK RD	720495034	3.4	0.9	2.4	5.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.9	0.1	1.7	2.0	10
EB TR	BUCK RD	720506526	3.2	0.2	2.8	3.5	10
SB LT	SB I 75 TO BUCK	4229	2.4	0.2	2.2	2.7	10
SB R	SB I 75 TO BUCK	4229	0.5	0.1	0.4	0.6	10
WB L	BUCK RD	720495033	9.5	1.3	7.4	12.2	10
WB T	BUCK RD	720495033	0.9	0.3	0.5	1.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.4	0.1	0.3	0.5	10
EB T	WALES RD	720495030	0.3	0.0	0.3	0.4	10
NB LTR	NB I 75 TO WALES	4226	1.1	0.1	1.0	1.2	10
NB R	NB I 75 TO WALES	4226	0.7	0.1	0.6	0.8	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	7.9	3.0	2.6	11.1	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.7	0.1	0.6	0.8	10
SB L	SB I 75 TO WALES	13720	1.9	0.1	1.8	2.0	10
SB LTR	SB I 75 TO WALES	13720	1.9	0.1	1.8	2.1	10
WB L	WALES RD	720495030	12.0	1.9	8.9	14.0	10
WB T	WALES RD	720495030	1.4	0.4	0.8	1.9	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	BUCK RD	720495033	18.2	2.2	15.3	22.1	10
EB T	BUCK RD	720495033	9.6	0.6	9.0	10.9	10
NB LTR	NB I 75 TO BUCK	14412	147.0	5.0	141.7	158.6	10
NB R	BUCK RD	720495034	50.4	51.8	0.0	114.1	10
WB TR	BUCK RD	720495034	34.1	9.9	22.9	54.8	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	22.6	1.1	21.1	24.2	10
EB TR	BUCK RD	720506526	23.6	1.4	20.7	25.3	10
SB LT	SB I 75 TO BUCK	4229	33.0	2.0	29.6	35.5	10
SB R	SB I 75 TO BUCK	4229	8.4	1.0	6.8	10.1	10
WB L	BUCK RD	720495033	105.7	15.9	81.5	139.8	10
WB T	BUCK RD	720495033	14.2	4.5	7.5	24.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	18.0	3.3	13.4	24.4	10
EB T	WALES RD	720495030	1.9	0.2	1.5	2.2	10
NB LTR	NB I 75 TO WALES	4226	33.5	2.1	30.5	36.3	10
NB R	NB I 75 TO WALES	4226	11.6	1.4	10.4	14.2	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	57.8	22.7	17.8	81.3	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	24.2	1.7	21.8	26.3	10
EB TR	WALES RD	720506516	22.3	1.6	18.8	24.6	10
SB L	SB I 75 TO WALES	13720	21.9	0.8	20.5	22.9	10
SB LTR	SB I 75 TO WALES	13720	20.2	1.0	19.2	22.8	10
WB L	WALES RD	720495030	103.0	17.1	76.8	121.5	10
WB T	WALES RD	720495030	52.1	14.7	26.7	68.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,884.0	5.11	9.8	A
2	1,876.0	5.11	9.8	A
3	1,858.0	5.87	11.4	B
4	1,874.0	5.40	10.4	B
5	1,865.0	5.43	10.5	B
6	1,886.0	5.61	10.7	B
7	1,889.0	6.10	11.6	B
8	1,885.0	7.85	15.0	B
9	1,884.0	5.47	10.5	B
10	1,888.0	5.69	10.8	B
Average:	**1,878.9**	**5.76**	**11.1**	**B**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT — NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,016.0	56.70	101.3	F
2	2,045.0	53.82	94.8	F
3	2,000.0	62.58	112.6	F
4	2,013.0	56.06	100.2	F
5	2,016.0	55.90	99.8	F
6	2,056.0	57.99	101.5	F
7	2,062.0	65.40	114.2	F
8	2,060.0	61.86	108.1	F
9	2,012.0	64.08	114.7	F
10	2,063.0	57.27	99.9	F
Average:	**2,034.3**	**59.17**	**104.7**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	5.8	0.8	5.1	7.9	10
19	GLENWOOD RD, 3RD ST & BUCK RD	Roundabout	59.2	4.0	53.8	65.4	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	11.1	1.5	9.8	15.0	10
19	GLENWOOD RD, 3RD ST & BUCK RD	Roundabout	104.7	7.1	94.8	114.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	381.0	1.25	11.8	B
2	384.0	1.28	12.0	B
3	380.0	1.70	16.1	C
4	379.0	1.26	11.9	B
5	387.0	1.30	12.1	B
6	386.0	1.28	11.9	B
7	382.0	1.50	14.1	B
8	386.0	1.36	12.7	B
9	383.0	1.29	12.1	B
10	382.0	1.26	11.9	B
Average:	**383.0**	**1.35**	**12.7**	**B**
SEB T on BUCK RD: Lane ID 33640840				
1	675.0	1.93	10.3	B
2	668.0	2.09	11.3	B
3	669.0	2.40	12.9	B
4	670.0	1.95	10.5	B
5	671.0	2.07	11.1	B
6	668.0	1.98	10.7	B
7	671.0	2.03	10.9	B
8	664.0	2.11	11.4	B
9	672.0	1.81	9.7	A
10	673.0	2.09	11.2	B
Average:	**670.0**	**2.05**	**11.0**	**B**
SWB T on LIME CITY RD: Lane ID 33640838				
1	373.0	0.73	7.1	A
2	368.0	0.71	6.9	A
3	372.0	0.70	6.7	A
4	373.0	0.67	6.5	A
5	367.0	0.70	6.9	A
6	373.0	0.74	7.2	A
7	379.0	0.65	6.2	A
8	377.0	0.72	6.9	A
9	374.0	0.66	6.4	A
10	375.0	0.70	6.7	A
Average:	**373.0**	**0.70**	**6.8**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB R on BUCK RD: Lane ID 33640836				
1	455.0	1.20	9.5	A
2	456.0	1.03	8.1	A
3	437.0	1.07	8.8	A
4	452.0	1.52	12.1	B
5	440.0	1.35	11.1	B
6	459.0	1.61	12.6	B
7	457.0	1.91	15.1	C
8	458.0	3.66	28.8	D
9	455.0	1.72	13.6	B
10	458.0	1.64	12.9	B
Average:	**452.0**	**1.67**	**13.3**	**B**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT — NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640859				
1	840.0	3.13	13.4	B
2	827.0	3.13	13.6	B
3	829.0	3.65	15.8	C
4	830.0	3.37	14.6	B
5	814.0	3.14	13.9	B
6	845.0	2.59	11.0	B
7	848.0	3.66	15.6	C
8	837.0	3.32	14.3	B
9	838.0	3.51	15.1	C
10	859.0	3.20	13.4	B
Average:	**836.0**	**3.27**	**14.1**	**B**
EB T on BUCK RD: Lane ID 33640860				
1	243.0	0.24	3.6	A
2	228.0	0.26	4.1	A
3	234.0	0.27	4.1	A
4	223.0	0.19	3.1	A
5	230.0	0.23	3.5	A
6	241.0	0.23	3.4	A
7	235.0	0.21	3.2	A
8	241.0	0.24	3.5	A
9	227.0	0.22	3.5	A
10	246.0	0.23	3.3	A
Average:	**234.0**	**0.23**	**3.5**	**A**

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on GLENWOOD RD: Lane ID 33640854				
1	357.0	9.10	91.7	F
2	363.0	6.86	68.0	F
3	360.0	9.72	97.2	F
4	346.0	4.58	47.7	E
5	355.0	4.90	49.7	E
6	356.0	8.19	82.9	F
7	351.0	7.12	73.0	F
8	351.0	5.51	56.5	F
9	344.0	10.45	109.4	F
10	360.0	8.06	80.6	F
Average:	**354.0**	**7.45**	**75.7**	**F**
SB T on GLENWOOD RD: Lane ID 33640856				
1	181.0	0.22	4.4	A
2	182.0	0.24	4.7	A
3	180.0	0.22	4.4	A
4	181.0	0.29	5.8	A
5	181.0	0.33	6.5	A
6	181.0	0.28	5.6	A
7	179.0	0.28	5.7	A
8	182.0	0.25	5.0	A
9	181.0	0.22	4.4	A
10	180.0	0.26	5.3	A
Average:	**180.0**	**0.26**	**5.2**	**A**
WB T on 3RD ST: Lane ID 33640863				
1	348.0	39.82	412.0	F
2	391.0	39.43	363.1	F
3	349.0	44.08	454.6	F
4	380.0	43.08	408.1	F
5	383.0	42.78	402.1	F
6	380.0	42.07	398.5	F
7	395.0	48.93	446.0	F
8	395.0	47.56	433.5	F
9	371.0	45.01	436.7	F
10	367.0	41.13	403.5	F
Average:	**375.0**	**43.39**	**415.8**	**F**
WB T on 3RD ST: Lane ID 33640864				
1	47.0	4.20	321.4	F
2	54.0	3.91	260.5	F
3	48.0	4.65	348.5	F

GLENWOOD RD, 3RD ST & BUCK RD -- ROUNDABOUT NODE: 19

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	53.0	4.54	308.2	F
5	53.0	4.53	307.5	F
6	53.0	4.63	314.4	F
7	54.0	5.19	346.1	F
8	54.0	4.98	331.8	F
9	51.0	4.67	329.4	F
10	51.0	4.39	309.7	F
Average:	**51.0**	**4.57**	**317.8**	**F**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	1.7	0.8	1.0	3.7	10
SWB T	33640838	LIME CITY RD	0.7	0.0	0.7	0.7	10
SEB T	33640840	BUCK RD	2.0	0.2	1.8	2.4	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.3	1.7	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	7.4	2.0	4.6	10.5	10
SB T	33640856	GLENWOOD RD	0.3	0.0	0.2	0.3	10
EB T	33640859	BUCK RD	3.3	0.3	2.6	3.7	10
EB T	33640860	BUCK RD	0.2	0.0	0.2	0.3	10
WB T	33640863	3RD ST	43.4	3.1	39.4	48.9	10
WB T	33640864	3RD ST	4.6	0.4	3.9	5.2	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	13.3	5.9	8.1	28.8	10
SWB T	33640838	LIME CITY RD	6.8	0.3	6.2	7.2	10
SEB T	33640840	BUCK RD	11.0	0.8	9.7	12.9	10
NB T	33640842	LIME CITY RD	12.7	1.4	11.8	16.1	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	75.7	20.6	47.7	109.4	10
SB T	33640856	GLENWOOD RD	5.2	0.7	4.4	6.5	10
EB T	33640859	BUCK RD	14.1	1.4	11.0	15.8	10
EB T	33640860	BUCK RD	3.5	0.3	3.1	4.1	10
WB T	33640863	3RD ST	415.8	27.2	363.1	454.6	10
WB T	33640864	3RD ST	317.8	25.0	260.5	348.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	20.0	0.8	99.5	3.0	0.0%
2	120.0	20.6	0.8	94.1	3.0	0.0%
3	120.0	26.2	1.0	122.4	4.0	0.0%
4	120.0	17.5	0.7	95.9	3.0	0.0%
5	120.0	24.2	0.9	112.0	4.0	0.0%
6	120.0	20.4	0.7	105.1	4.0	0.0%
7	120.0	22.1	0.8	102.1	4.0	0.0%
8	120.0	18.0	0.7	89.6	3.0	0.0%
9	120.0	21.5	0.8	100.8	3.0	0.0%
10	120.0	18.3	0.7	89.0	3.0	0.0%
Average:	**120.0**	**20.9**	**0.8**	**101.1**	**3.4**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	22.2	0.8	122.3	4.0	0.0%
2	120.0	25.2	0.9	121.2	4.0	0.0%
3	120.0	42.2	1.3	222.6	6.0	0.0%
4	120.0	22.6	0.8	124.6	4.0	0.0%
5	120.0	34.2	1.1	191.6	5.0	0.0%
6	120.0	23.9	0.8	116.9	4.0	0.0%
7	120.0	28.6	1.0	145.0	4.0	0.0%
8	120.0	32.3	1.0	150.6	5.0	0.0%
9	120.0	25.9	0.9	104.7	4.0	0.0%
10	120.0	22.7	0.8	121.3	4.0	0.0%
Average:	**120.0**	**28.0**	**0.9**	**142.1**	**4.4**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	6.9	0.3	69.8	2.0	0.0%
2	120.0	8.6	0.3	77.3	2.0	0.0%
3	120.0	4.6	0.2	26.3	1.0	0.0%
4	120.0	3.9	0.2	27.5	1.0	0.0%
5	120.0	4.1	0.2	20.3	1.0	0.0%
6	120.0	6.9	0.2	51.3	2.0	0.0%
7	120.0	4.0	0.2	25.6	1.0	0.0%
8	120.0	6.9	0.2	48.3	2.0	0.0%
9	120.0	3.6	0.1	19.1	1.0	0.0%
10	120.0	4.4	0.2	29.0	1.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on LIME CITY RD - Lane ID 33640838						
Average:	**120.0**	**5.4**	**0.2**	**39.5**	**1.4**	**0.0%**
WB R on BUCK RD - Lane ID 33640836						
1	120.0	23.2	0.4	195.4	2.0	0.0%
2	120.0	17.7	0.5	195.4	2.0	0.0%
3	120.0	17.8	0.5	195.4	3.0	0.0%
4	120.0	9.8	0.3	57.0	2.0	0.0%
5	120.0	15.4	0.4	79.6	2.0	0.0%
6	120.0	21.4	0.6	195.4	3.0	0.0%
7	120.0	16.3	0.5	103.3	2.0	0.0%
8	120.0	15.0	0.5	195.4	3.0	0.0%
9	120.0	9.4	0.3	37.7	2.0	0.0%
10	120.0	16.2	0.5	195.4	3.0	0.0%
Average:	**120.0**	**16.2**	**0.5**	**145.0**	**2.4**	**0.0%**

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640859						
1	120.0	22.9	0.7	159.6	5.0	0.0%
2	120.0	26.2	0.7	156.9	5.0	0.0%
3	120.0	28.2	0.8	163.1	5.0	0.0%
4	120.0	29.9	0.8	183.2	5.0	0.0%
5	120.0	23.3	0.6	156.4	4.0	0.0%
6	120.0	13.6	0.5	95.7	3.0	0.0%
7	120.0	25.9	0.8	199.2	6.0	0.0%
8	120.0	18.0	0.6	138.9	4.0	0.0%
9	120.0	17.4	0.5	151.0	3.0	0.0%
10	120.0	17.5	0.6	111.6	4.0	0.0%
Average:	**120.0**	**22.3**	**0.7**	**151.6**	**4.4**	**0.0%**
EB T on BUCK RD - Lane ID 33640860						
1	120.0	1.9	0.1	0.0	0.0	0.0%
2	120.0	3.7	0.1	0.6	0.0	0.0%
3	120.0	0.9	0.1	0.6	0.0	0.0%
4	120.0	2.6	0.1	13.2	1.0	0.0%
5	120.0	2.0	0.0	0.0	0.0	0.0%
6	120.0	1.6	0.0	0.0	0.0	0.0%
7	120.0	0.9	0.0	0.0	0.0	0.0%
8	120.0	1.2	0.1	0.0	0.0	0.0%
9	120.0	2.5	0.1	0.0	0.0	0.0%

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640860						
10	120.0	3.0	0.1	0.0	0.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**1.4**	**0.1**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640854						
1	120.0	204.1	6.7	584.7	19.0	12.5%
2	120.0	172.5	5.8	577.9	19.0	10.8%
3	120.0	236.2	7.5	582.8	18.0	14.2%
4	120.0	118.4	4.1	332.5	12.0	0.8%
5	120.0	106.3	3.9	296.6	10.0	0.0%
6	120.0	194.9	6.6	501.3	17.0	4.2%
7	120.0	168.7	5.8	465.5	14.0	0.0%
8	120.0	147.4	4.9	536.7	14.0	5.0%
9	120.0	266.3	8.6	594.9	20.0	30.8%
10	120.0	196.6	6.5	518.4	15.0	2.5%
Average:	**120.0**	**181.1**	**6.0**	**499.1**	**15.8**	**8.1%**
SB T on GLENWOOD RD - Lane ID 33640856						
1	120.0	1.3	0.1	8.7	1.0	0.0%
2	120.0	2.7	0.1	11.3	1.0	0.0%
3	120.0	3.5	0.1	15.7	1.0	0.0%
4	120.0	2.3	0.2	10.9	1.0	0.0%
5	120.0	2.4	0.1	5.7	1.0	0.0%
6	120.0	4.9	0.2	49.8	1.0	0.0%
7	120.0	1.9	0.1	7.7	1.0	0.0%
8	120.0	2.1	0.1	8.5	1.0	0.0%
9	120.0	1.3	0.1	8.2	1.0	0.0%
10	120.0	2.0	0.1	9.8	1.0	0.0%
Average:	**120.0**	**2.4**	**0.1**	**13.6**	**1.0**	**0.0%**
WB T on 3RD ST - Lane ID 33640863						
1	120.0	1,047.4	29.5	2,295.0	66.0	31.7%
2	120.0	873.7	26.2	2,281.9	71.0	23.3%
3	120.0	1,127.3	32.3	2,311.7	69.0	38.3%
4	120.0	985.6	28.7	2,281.8	70.0	30.0%
5	120.0	1,055.2	30.3	2,284.8	70.0	30.8%
6	120.0	910.6	26.3	2,286.8	68.0	25.8%
7	120.0	1,130.3	35.5	2,295.4	75.0	37.5%
8	120.0	1,113.6	33.5	2,288.4	72.0	35.0%
9	120.0	1,048.4	30.6	2,285.0	69.1	31.7%
10	120.0	930.0	26.0	2,303.8	67.0	30.0%
Average:	**120.0**	**1,022.2**	**29.9**	**2,291.5**	**69.7**	**31.4%**

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640863						
WB T on 3RD ST - Lane ID 33640864						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.1	0.0	1.0	0.0%
3	120.0	1.1	0.1	0.0	0.0	0.0%
4	120.0	1.6	0.1	0.0	1.0	0.0%
5	120.0	0.8	0.1	0.0	1.0	0.0%
6	120.0	0.4	0.1	0.0	1.0	0.0%
7	120.0	2.1	0.1	0.0	0.0	0.0%
8	120.0	0.0	0.1	0.0	1.0	0.0%
9	120.0	1.1	0.1	2.0	1.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.8**	**0.1**	**0.2**	**0.6**	**0.0%**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on BUCK RD - Lane ID 33573887						
1	120.0	12.6	0.5	61.1	2.0	0.0%
2	120.0	20.2	0.7	97.2	2.0	0.0%
3	120.0	17.5	0.6	72.9	3.0	0.0%
4	120.0	19.0	0.8	102.0	3.0	0.0%
5	120.0	17.6	0.6	99.7	3.0	0.0%
6	120.0	14.8	0.5	75.5	2.0	0.0%
7	120.0	13.2	0.6	69.5	3.0	0.0%
8	120.0	13.9	0.5	68.4	2.0	0.0%
9	120.0	14.5	0.6	71.0	2.0	0.0%
10	120.0	17.1	0.7	72.7	3.0	0.0%
Average:	**120.0**	**16.0**	**0.6**	**79.0**	**2.5**	**0.0%**
EB T on BUCK RD - Lane ID 33573888						
1	120.0	13.9	0.6	119.8	5.0	0.0%
2	120.0	14.6	0.5	106.8	4.0	0.0%
3	120.0	16.9	0.6	126.4	4.0	0.0%
4	120.0	19.8	0.7	138.1	5.0	0.0%
5	120.0	14.9	0.5	117.5	4.0	0.0%
6	120.0	14.7	0.6	122.9	4.0	0.0%
7	120.0	17.0	0.6	115.1	4.0	0.0%
8	120.0	17.5	0.6	136.6	5.0	0.0%
9	120.0	16.3	0.6	126.4	4.0	0.0%
10	120.0	16.7	0.6	123.0	4.0	0.0%
Average:	**120.0**	**16.2**	**0.6**	**123.3**	**4.3**	**0.0%**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33573888						
EB T on BUCK RD - Lane ID 33573889						
1	120.0	4.1	0.2	19.0	1.0	0.0%
2	120.0	6.8	0.3	42.7	2.0	0.0%
3	120.0	5.9	0.3	45.7	2.0	0.0%
4	120.0	9.5	0.3	75.3	2.0	0.0%
5	120.0	5.6	0.2	46.1	1.0	0.0%
6	120.0	4.7	0.2	43.8	2.0	0.0%
7	120.0	5.4	0.2	51.2	2.0	0.0%
8	120.0	7.1	0.3	58.4	2.0	0.0%
9	120.0	5.3	0.3	42.4	2.0	0.0%
10	120.0	6.6	0.3	51.0	2.0	0.0%
Average:	**120.0**	**6.1**	**0.3**	**47.6**	**1.8**	**0.0%**
NB LTR on NB I 75 TO BUCK - Lane ID 9841						
1	120.0	297.0	8.3	1,165.3	32.1	4.2%
2	120.0	338.9	9.6	1,223.1	33.1	6.7%
3	120.0	343.5	9.6	1,221.3	31.1	9.2%
4	120.0	398.3	11.4	1,230.0	35.0	11.7%
5	120.0	384.3	10.4	1,230.7	32.1	7.5%
6	120.0	314.1	9.1	983.9	28.1	3.3%
7	120.0	325.5	9.6	1,227.9	33.1	9.2%
8	120.0	318.5	9.0	1,226.4	30.1	5.8%
9	120.0	334.0	9.4	1,228.4	33.0	7.5%
10	120.0	352.7	10.4	1,227.2	33.0	5.8%
Average:	**120.0**	**340.7**	**9.7**	**1,196.4**	**32.1**	**7.1%**
NB R on BUCK RD - Lane ID 9833						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	0.1	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
NB R on NB I 75 TO BUCK - Lane ID 9842						
1	120.0	25.0	0.9	151.6	5.0	0.0%

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO BUCK - Lane ID 9842						
2	120.0	22.4	0.7	137.3	4.0	0.0%
3	120.0	29.3	0.9	172.8	5.0	0.0%
4	120.0	30.8	1.0	192.5	5.0	0.0%
5	120.0	33.8	1.0	185.0	5.0	0.0%
6	120.0	27.9	0.9	163.8	5.0	0.0%
7	120.0	24.7	0.8	141.2	4.0	0.0%
8	120.0	23.4	0.7	136.2	4.0	0.0%
9	120.0	18.8	0.6	113.2	4.0	0.0%
10	120.0	29.7	0.9	182.5	5.0	0.0%
Average:	**120.0**	**26.6**	**0.8**	**157.6**	**4.6**	**0.0%**
WB TR on BUCK RD - Lane ID 33573882						
1	120.0	72.2	2.4	229.2	8.0	0.0%
2	120.0	66.1	2.3	231.5	7.0	0.0%
3	120.0	92.8	2.9	354.4	10.0	0.0%
4	120.0	109.9	3.5	415.4	12.0	0.8%
5	120.0	133.1	4.3	463.4	14.0	0.0%
6	120.0	75.1	2.7	243.3	9.0	0.0%
7	120.0	59.3	2.1	218.4	6.0	0.0%
8	120.0	55.7	1.9	204.9	6.0	0.0%
9	120.0	66.0	2.2	223.2	8.0	0.0%
10	120.0	106.2	3.5	351.0	11.0	0.0%
Average:	**120.0**	**83.6**	**2.8**	**293.5**	**9.1**	**0.1%**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33573883						
1	120.0	41.8	1.6	131.9	5.0	0.0%
2	120.0	43.7	1.7	159.4	6.0	0.0%
3	120.0	47.7	1.9	157.3	6.0	0.0%
4	120.0	45.2	1.7	162.1	6.0	0.0%
5	120.0	42.4	1.6	132.8	5.0	0.0%
6	120.0	40.6	1.6	148.0	5.0	0.0%
7	120.0	36.2	1.4	129.3	5.0	0.0%
8	120.0	40.4	1.5	138.4	5.0	0.0%
9	120.0	31.9	1.3	143.3	4.0	0.0%
10	120.0	51.0	1.9	165.8	6.0	0.0%
Average:	**120.0**	**42.1**	**1.6**	**146.8**	**5.3**	**0.0%**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on BUCK RD - Lane ID 33573884						
1	120.0	48.7	1.8	176.3	7.0	0.0%
2	120.0	65.5	2.4	219.5	8.0	0.0%
3	120.0	62.8	2.5	223.0	9.0	0.0%
4	120.0	57.8	2.2	204.3	7.0	0.0%
5	120.0	56.3	2.1	209.6	7.0	0.0%
6	120.0	57.1	2.2	185.9	7.0	0.0%
7	120.0	67.0	2.5	234.7	9.0	0.0%
8	120.0	54.4	2.0	216.6	8.0	0.0%
9	120.0	46.8	1.8	204.9	7.0	0.0%
10	120.0	69.6	2.5	265.0	9.0	0.0%
Average:	**120.0**	**58.6**	**2.2**	**214.0**	**7.8**	**0.0%**
SB LT on SB I 75 TO BUCK - Lane ID 9835						
1	120.0	52.8	1.7	186.6	6.0	0.0%
2	120.0	57.4	1.9	179.3	6.0	0.0%
3	120.0	51.8	1.6	164.5	5.0	0.0%
4	120.0	55.0	2.0	178.7	6.0	0.0%
5	120.0	58.3	1.8	197.2	6.0	0.0%
6	120.0	61.0	2.0	242.0	6.0	0.0%
7	120.0	57.7	1.8	190.6	6.0	0.0%
8	120.0	51.2	1.7	189.9	5.0	0.0%
9	120.0	62.9	1.9	218.1	6.0	0.0%
10	120.0	56.7	1.9	179.8	6.0	0.0%
Average:	**120.0**	**56.5**	**1.8**	**192.7**	**5.8**	**0.0%**
SB R on SB I 75 TO BUCK - Lane ID 9836						
1	120.0	11.0	0.4	71.3	2.0	0.0%
2	120.0	11.1	0.4	63.7	2.0	0.0%
3	120.0	12.8	0.4	72.9	2.0	0.0%
4	120.0	9.7	0.3	48.3	2.0	0.0%
5	120.0	8.3	0.3	63.1	2.0	0.0%
6	120.0	9.2	0.4	49.5	2.0	0.0%
7	120.0	16.0	0.5	102.4	2.0	0.0%
8	120.0	12.2	0.4	70.5	2.0	0.0%
9	120.0	9.7	0.3	61.4	2.0	0.0%
10	120.0	6.5	0.2	46.3	1.0	0.0%
Average:	**120.0**	**10.7**	**0.4**	**64.9**	**1.9**	**0.0%**
WB L on BUCK RD - Lane ID 33573878						
1	120.0	238.9	7.6	561.0	18.0	0.0%
2	120.0	252.5	8.2	560.7	18.0	0.0%

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on BUCK RD - Lane ID 33573878						
3	120.0	263.5	7.9	612.6	18.0	0.8%
4	120.0	245.0	7.5	679.0	18.1	4.2%
5	120.0	361.9	10.9	689.6	22.0	1.7%
6	120.0	234.7	7.7	565.6	18.0	0.0%
7	120.0	202.5	6.6	521.9	16.0	0.0%
8	120.0	192.1	6.3	388.0	13.0	0.0%
9	120.0	231.3	7.3	599.5	19.0	0.8%
10	120.0	258.1	8.2	650.7	19.0	0.0%
Average:	**120.0**	**248.1**	**7.8**	**582.9**	**17.9**	**0.8%**
WB T on BUCK RD - Lane ID 33573879						
1	120.0	10.0	0.3	63.1	2.0	0.0%
2	120.0	7.6	0.3	44.5	2.0	0.0%
3	120.0	5.4	0.2	47.5	1.0	0.0%
4	120.0	5.9	0.3	44.8	2.0	0.0%
5	120.0	1.0	0.1	0.0	0.0	0.0%
6	120.0	9.8	0.4	48.4	2.0	0.0%
7	120.0	5.4	0.2	39.7	2.0	0.0%
8	120.0	9.6	0.4	64.1	2.0	0.0%
9	120.0	10.4	0.4	65.0	2.0	0.0%
10	120.0	5.1	0.2	42.7	1.0	0.0%
Average:	**120.0**	**7.0**	**0.3**	**46.0**	**1.6**	**0.0%**

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	6.0	0.3	19.2	1.0	0.0%
2	120.0	6.9	0.3	40.9	1.0	0.0%
3	120.0	4.3	0.2	17.8	1.0	0.0%
4	120.0	7.3	0.3	51.2	1.0	0.0%
5	120.0	4.5	0.2	18.2	1.0	0.0%
6	120.0	8.8	0.3	44.3	1.0	0.0%
7	120.0	8.8	0.3	46.7	1.0	0.0%
8	120.0	9.1	0.4	46.6	1.0	0.0%
9	120.0	9.9	0.4	49.5	2.0	0.0%
10	120.0	11.2	0.5	49.3	2.0	0.0%
Average:	**120.0**	**7.7**	**0.3**	**38.4**	**1.2**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	3.6	0.1	2.1	0.0	0.0%

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
2	120.0	1.4	0.1	16.4	1.0	0.0%
3	120.0	1.8	0.1	0.9	0.0	0.0%
4	120.0	1.5	0.1	0.8	0.0	0.0%
5	120.0	0.8	0.0	0.0	0.0	0.0%
6	120.0	1.2	0.0	0.0	0.0	0.0%
7	120.0	4.0	0.1	40.4	1.0	0.0%
8	120.0	1.7	0.1	0.0	0.0	0.0%
9	120.0	2.5	0.1	18.2	1.0	0.0%
10	120.0	3.6	0.1	22.0	1.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**10.1**	**0.4**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	1.1	0.0	0.0	0.0	0.0%
2	120.0	2.0	0.0	0.0	0.0	0.0%
3	120.0	4.9	0.1	47.4	1.0	0.0%
4	120.0	2.3	0.1	16.7	1.0	0.0%
5	120.0	3.1	0.1	24.7	1.0	0.0%
6	120.0	3.5	0.1	18.0	1.0	0.0%
7	120.0	3.8	0.1	28.7	1.0	0.0%
8	120.0	3.5	0.1	40.1	1.0	0.0%
9	120.0	2.7	0.1	17.0	1.0	0.0%
10	120.0	3.8	0.1	18.4	1.0	0.0%
Average:	**120.0**	**3.1**	**0.1**	**21.1**	**0.8**	**0.0%**
NB LTR on NB I 75 TO WALES - Lane ID 9798						
1	120.0	35.1	1.1	129.9	3.0	0.0%
2	120.0	34.8	1.0	143.4	4.0	0.0%
3	120.0	33.2	1.0	108.8	3.0	0.0%
4	120.0	30.7	1.0	103.4	3.0	0.0%
5	120.0	31.8	1.0	102.0	3.0	0.0%
6	120.0	32.0	1.1	97.9	4.0	0.0%
7	120.0	34.0	1.0	111.6	3.0	0.0%
8	120.0	26.2	0.9	92.1	3.0	0.0%
9	120.0	34.7	1.1	109.3	3.0	0.0%
10	120.0	32.3	1.1	104.0	3.0	0.0%
Average:	**120.0**	**32.5**	**1.0**	**110.2**	**3.2**	**0.0%**
NB R on NB I 75 TO WALES - Lane ID 9799						
1	120.0	15.0	0.5	71.1	2.0	0.0%
2	120.0	12.6	0.4	89.6	2.0	0.0%
3	120.0	12.1	0.4	71.4	2.0	0.0%

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES - Lane ID 9799						
4	120.0	14.5	0.4	81.9	2.0	0.0%
5	120.0	11.0	0.3	59.5	2.0	0.0%
6	120.0	19.6	0.5	97.9	2.0	0.0%
7	120.0	13.1	0.4	73.8	2.0	0.0%
8	120.0	15.9	0.4	74.4	2.0	0.0%
9	120.0	21.0	0.5	106.9	2.0	0.0%
10	120.0	13.9	0.4	90.5	2.0	0.0%
Average:	**120.0**	**14.9**	**0.4**	**81.7**	**2.0**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.5	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	2.1	0.1	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	43.1	1.6	195.0	6.0	0.8%
2	120.0	121.2	3.7	514.3	14.0	7.5%
3	120.0	153.9	4.6	541.9	17.0	17.5%
4	120.0	76.9	2.6	351.1	11.0	2.5%
5	120.0	238.4	7.3	538.7	18.0	36.7%
6	120.0	216.2	6.5	537.9	18.0	24.2%
7	120.0	258.7	8.0	547.0	19.0	40.0%
8	120.0	228.1	7.2	530.7	18.0	26.7%
9	120.0	237.5	7.0	539.5	17.0	37.5%
10	120.0	169.4	5.4	524.1	16.0	10.8%
Average:	**120.0**	**174.3**	**5.4**	**482.0**	**15.4**	**20.4%**

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	13.5	0.6	49.5	2.0	0.0%
2	120.0	14.3	0.6	51.4	2.0	0.0%

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
3	120.0	12.2	0.5	49.5	2.0	0.0%
4	120.0	13.2	0.7	48.4	2.0	0.0%
5	120.0	10.0	0.5	45.4	2.0	0.0%
6	120.0	12.0	0.6	52.8	2.0	0.0%
7	120.0	9.5	0.4	46.3	2.0	0.0%
8	120.0	11.1	0.6	45.4	2.0	0.0%
9	120.0	15.8	0.7	50.8	2.0	0.0%
10	120.0	10.8	0.5	47.7	2.0	0.0%
Average:	**120.0**	**12.2**	**0.6**	**48.7**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	11.3	0.6	45.6	2.0	0.0%
2	120.0	12.2	0.6	47.8	2.0	0.0%
3	120.0	11.2	0.5	45.8	2.0	0.0%
4	120.0	13.8	0.7	50.0	2.0	0.0%
5	120.0	11.7	0.5	49.2	2.0	0.0%
6	120.0	10.1	0.5	46.4	2.0	0.0%
7	120.0	12.1	0.6	50.7	2.0	0.0%
8	120.0	11.3	0.6	50.4	2.0	0.0%
9	120.0	6.2	0.4	39.6	2.0	0.0%
10	120.0	12.2	0.6	46.1	2.0	0.0%
Average:	**120.0**	**11.2**	**0.6**	**47.2**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES - Lane ID 9791						
1	120.0	48.0	1.6	154.6	5.0	0.0%
2	120.0	39.6	1.3	145.9	4.0	0.0%
3	120.0	41.9	1.4	151.6	4.0	0.0%
4	120.0	49.4	1.6	152.7	5.0	0.0%
5	120.0	45.2	1.6	144.0	4.0	0.0%
6	120.0	47.8	1.4	166.1	5.0	0.0%
7	120.0	42.6	1.5	158.4	4.0	0.0%
8	120.0	50.6	1.6	182.1	5.0	0.0%
9	120.0	41.5	1.4	146.8	4.0	0.0%
10	120.0	45.9	1.4	159.1	4.0	0.0%
Average:	**120.0**	**45.3**	**1.5**	**156.1**	**4.4**	**0.0%**
SB LTR on SB I 75 TO WALES - Lane ID 54297						
1	120.0	46.9	1.7	168.1	5.0	0.0%
2	120.0	36.5	1.2	128.4	4.0	0.0%
3	120.0	47.5	1.5	167.4	5.0	0.0%
4	120.0	44.4	1.5	148.7	5.0	0.0%

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES - Lane ID 54297						
5	120.0	47.5	1.4	182.9	5.0	0.0%
6	120.0	39.2	1.3	163.6	4.0	0.0%
7	120.0	39.3	1.4	123.4	4.0	0.0%
8	120.0	39.0	1.3	146.7	4.0	0.0%
9	120.0	37.9	1.4	141.7	5.0	0.0%
10	120.0	45.4	1.4	189.7	5.0	0.0%
Average:	**120.0**	**42.4**	**1.4**	**156.1**	**4.6**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	182.8	5.6	499.6	16.0	0.0%
2	120.0	200.7	5.9	606.0	18.0	0.8%
3	120.0	225.2	6.6	593.4	17.0	0.8%
4	120.0	188.6	5.9	551.0	18.0	0.0%
5	120.0	230.1	7.0	618.3	19.0	0.0%
6	120.0	312.1	9.3	657.9	19.0	0.8%
7	120.0	245.3	7.4	687.7	20.0	1.7%
8	120.0	270.4	7.9	608.3	19.0	0.8%
9	120.0	280.4	8.1	698.1	21.0	0.8%
10	120.0	272.7	8.4	613.5	19.0	0.0%
Average:	**120.0**	**240.8**	**7.2**	**613.4**	**18.6**	**0.6%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	3.6	0.1	18.1	1.0	0.0%
2	120.0	3.4	0.2	17.4	1.0	0.0%
3	120.0	4.4	0.2	18.1	1.0	0.0%
4	120.0	6.4	0.2	41.1	1.0	0.0%
5	120.0	4.2	0.2	20.7	1.0	0.0%
6	120.0	7.8	0.3	47.7	1.0	0.0%
7	120.0	4.7	0.2	16.9	1.0	0.0%
8	120.0	5.4	0.2	19.9	1.0	0.0%
9	120.0	5.1	0.2	40.3	1.0	0.0%
10	120.0	5.3	0.2	17.7	1.0	0.0%
Average:	**120.0**	**5.0**	**0.2**	**25.8**	**1.0**	**0.0%**

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	16.2	4.3	9.4	23.2	10
SEB T	33640840	BUCK RD	28.0	6.5	22.2	42.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.4	1.8	3.6	8.6	10
NB T	33640842	LIME CITY RD	20.9	2.8	17.5	26.2	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	1,022.2	93.0	873.7	1,130.3	10
WB T	33640864	3RD ST	0.8	0.7	0.0	2.1	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	22.3	5.4	13.6	29.9	10
EB T	33640860	BUCK RD	2.0	0.9	0.9	3.7	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	181.1	49.6	106.3	266.3	10
SB T	33640856	GLENWOOD RD	2.4	1.1	1.3	4.9	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.1	0.2	0.0	0.6	10
WB TR	33573882	BUCK RD	83.6	25.7	55.7	133.1	10
EB L	33573887	BUCK RD	16.0	2.6	12.6	20.2	10
EB T	33573888	BUCK RD	16.2	1.8	13.9	19.8	10
EB T	33573889	BUCK RD	6.1	1.5	4.1	9.5	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	340.7	31.2	297.0	398.3	10
NB R	9842	NB I 75 TO BUCK	26.6	4.5	18.8	33.8	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	248.1	46.0	192.1	361.9	10
WB T	33573879	BUCK RD	7.0	3.0	1.0	10.4	10
EB T	33573883	BUCK RD	42.1	5.4	31.9	51.0	10
EB TR	33573884	BUCK RD	58.6	7.6	46.8	69.6	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	56.5	3.8	51.2	62.9	10
SB R	9836	SB I 75 TO BUCK	10.7	2.6	6.5	16.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	32.5	2.7	26.2	35.1	10
NB R	9799	NB I 75 TO WALES	14.9	3.2	11.0	21.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.4	0.6	0.0	2.1	10
EB L	33573857	WALES RD	7.7	2.3	4.3	11.2	10
EB T	33573858	WALES RD	2.2	1.1	0.8	4.0	10
EB T	33573859	WALES RD	3.1	1.1	1.1	4.9	10
WB T	33634092	WALES RD	174.3	74.4	43.1	258.7	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	45.3	3.7	39.6	50.6	10
SB LTR	54297	SB I 75 TO WALES	42.4	4.4	36.5	47.5	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	12.2	2.0	9.5	15.8	10
EB TR	33573865	WALES RD	11.2	2.0	6.2	13.8	10
WB L	33573866	WALES RD	240.8	43.0	182.8	312.1	10
WB T	33573867	WALES RD	5.0	1.3	3.4	7.8	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	0.5	0.1	0.3	0.6	10
SEB T	33640840	BUCK RD	0.9	0.2	0.8	1.3	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.8	0.1	0.7	1.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	29.9	3.2	26.0	35.5	10
WB T	33640864	3RD ST	0.1	0.0	0.0	0.1	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	0.7	0.1	0.5	0.8	10
EB T	33640860	BUCK RD	0.1	0.0	0.0	0.1	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	6.0	1.5	3.9	8.6	10
SB T	33640856	GLENWOOD RD	0.1	0.0	0.1	0.2	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	2.8	0.8	1.9	4.3	10
EB L	33573887	BUCK RD	0.6	0.1	0.5	0.8	10
EB T	33573888	BUCK RD	0.6	0.1	0.5	0.7	10
EB T	33573889	BUCK RD	0.3	0.1	0.2	0.3	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	9.7	0.9	8.3	11.4	10
NB R	9842	NB I 75 TO BUCK	0.8	0.1	0.6	1.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	7.8	1.2	6.3	10.9	10
WB T	33573879	BUCK RD	0.3	0.1	0.1	0.4	10
EB T	33573883	BUCK RD	1.6	0.2	1.3	1.9	10
EB TR	33573884	BUCK RD	2.2	0.3	1.8	2.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	1.8	0.1	1.6	2.0	10
SB R	9836	SB I 75 TO BUCK	0.4	0.1	0.2	0.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	1.0	0.1	0.9	1.1	10
NB R	9799	NB I 75 TO WALES	0.4	0.1	0.3	0.5	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.1	10
EB L	33573857	WALES RD	0.3	0.1	0.2	0.5	10
EB T	33573858	WALES RD	0.1	0.0	0.0	0.1	10
EB T	33573859	WALES RD	0.1	0.0	0.0	0.1	10
WB T	33634092	WALES RD	5.4	2.2	1.6	8.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	1.5	0.1	1.3	1.6	10
SB LTR	54297	SB I 75 TO WALES	1.4	0.1	1.2	1.7	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.6	0.1	0.4	0.7	10
EB TR	33573865	WALES RD	0.6	0.1	0.4	0.7	10
WB L	33573866	WALES RD	7.2	1.2	5.6	9.3	10
WB T	33573867	WALES RD	0.2	0.0	0.1	0.3	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	145.0	67.1	37.7	195.4	10
SEB T	33640840	BUCK RD	142.1	37.4	104.7	222.6	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	39.5	21.0	19.1	77.3	10
NB T	33640842	LIME CITY RD	101.1	10.3	89.0	122.4	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	2,291.5	10.0	2,281.8	2,311.7	10
WB T	33640864	3RD ST	0.2	0.6	0.0	2.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	151.6	30.5	95.7	199.2	10
EB T	33640860	BUCK RD	1.4	4.1	0.0	13.2	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	499.1	106.1	296.6	594.9	10
SB T	33640856	GLENWOOD RD	13.6	13.0	5.7	49.8	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	293.5	94.1	204.9	463.4	10
EB L	33573887	BUCK RD	79.0	14.8	61.1	102.0	10
EB T	33573888	BUCK RD	123.3	9.4	106.8	138.1	10
EB T	33573889	BUCK RD	47.6	14.1	19.0	75.3	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	1,196.4	77.2	983.9	1,230.7	10
NB R	9842	NB I 75 TO BUCK	157.6	25.8	113.2	192.5	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	582.9	87.8	388.0	689.6	10
WB T	33573879	BUCK RD	46.0	18.7	0.0	65.0	10
EB T	33573883	BUCK RD	146.8	13.6	129.3	165.8	10
EB TR	33573884	BUCK RD	214.0	24.8	176.3	265.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	192.7	22.3	164.5	242.0	10
SB R	9836	SB I 75 TO BUCK	64.9	16.4	46.3	102.4	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	110.2	15.4	92.1	143.4	10
NB R	9799	NB I 75 TO WALES	81.7	14.4	59.5	106.9	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	38.4	14.1	17.8	51.2	10
EB T	33573858	WALES RD	10.1	13.8	0.0	40.4	10
EB T	33573859	WALES RD	21.1	15.2	0.0	47.4	10
WB T	33634092	WALES RD	482.0	116.5	195.0	547.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	156.1	11.4	144.0	182.1	10
SB LTR	54297	SB I 75 TO WALES	156.1	22.0	123.4	189.7	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	48.7	2.5	45.4	52.8	10
EB TR	33573865	WALES RD	47.2	3.3	39.6	50.7	10
WB L	33573866	WALES RD	613.4	59.7	499.6	698.1	10
WB T	33573867	WALES RD	25.8	12.1	16.9	47.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	2.4	0.5	2.0	3.0	10
SEB T	33640840	BUCK RD	4.4	0.7	4.0	6.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.4	0.5	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.4	0.5	3.0	4.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	69.7	2.6	66.0	75.0	10
WB T	33640864	3RD ST	0.6	0.5	0.0	1.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	4.4	1.0	3.0	6.0	10
EB T	33640860	BUCK RD	0.1	0.3	0.0	1.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	15.8	3.3	10.0	20.0	10
SB T	33640856	GLENWOOD RD	1.0	0.0	1.0	1.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	9.1	2.6	6.0	14.0	10
EB L	33573887	BUCK RD	2.5	0.5	2.0	3.0	10
EB T	33573888	BUCK RD	4.3	0.5	4.0	5.0	10
EB T	33573889	BUCK RD	1.8	0.4	1.0	2.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	32.1	1.9	28.1	35.0	10
NB R	9842	NB I 75 TO BUCK	4.6	0.5	4.0	5.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	17.9	2.3	13.0	22.0	10
WB T	33573879	BUCK RD	1.6	0.7	0.0	2.0	10
EB T	33573883	BUCK RD	5.3	0.7	4.0	6.0	10
EB TR	33573884	BUCK RD	7.8	0.9	7.0	9.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	5.8	0.4	5.0	6.0	10
SB R	9836	SB I 75 TO BUCK	1.9	0.3	1.0	2.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	3.2	0.4	3.0	4.0	10
NB R	9799	NB I 75 TO WALES	2.0	0.0	2.0	2.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.2	0.4	1.0	2.0	10
EB T	33573858	WALES RD	0.4	0.5	0.0	1.0	10
EB T	33573859	WALES RD	0.8	0.4	0.0	1.0	10
WB T	33634092	WALES RD	15.4	4.1	6.0	19.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	4.4	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES	4.6	0.5	4.0	5.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	18.6	1.4	16.0	21.0	10
WB T	33573867	WALES RD	1.0	0.0	1.0	1.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640863	3RD ST	0.3	0.0	0.2	0.4	10
WB T	33640864	3RD ST	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640859	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

GLENWOOD RD, 3RD ST & BUCK RD — NODE: 19

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640854	GLENWOOD RD	0.1	0.1	0.0	0.3	10
SB T	33640856	GLENWOOD RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB TR	33573882	BUCK RD	0.0	0.0	0.0	0.0	10
EB L	33573887	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573888	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573889	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9841	NB I 75 TO BUCK	0.1	0.0	0.0	0.1	10
NB R	9842	NB I 75 TO BUCK	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB L	33573878	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33573879	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33573883	BUCK RD	0.0	0.0	0.0	0.0	10
EB TR	33573884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LT	9835	SB I 75 TO BUCK	0.0	0.0	0.0	0.0	10
SB R	9836	SB I 75 TO BUCK	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES & WALES TO NB I 75 — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.2	0.1	0.0	0.4	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES & WALES TO SB I 75 NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	9.5	0.4	192.3	8.0	0.4	8.0
2	60.0	7.1	0.2	255.6	8.0	0.2	8.0
3	60.0	9.2	0.3	225.6	7.0	0.3	7.0
4	60.0	10.1	0.4	273.7	8.0	0.4	8.0
5	60.0	10.2	0.4	286.1	10.0	0.4	10.0
6	60.0	9.7	0.4	170.2	6.0	0.4	6.0
7	60.0	9.1	0.4	198.2	7.0	0.4	7.0
8	60.0	12.3	0.4	278.5	9.0	0.4	9.0
9	60.0	16.8	0.6	287.3	7.0	0.6	7.0
10	60.0	10.2	0.3	261.1	7.0	0.3	7.0
Average:	**60.0**	**10.4**	**0.4**	**242.9**	**7.7**	**0.4**	**7.7**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	1.3	0.1	77.6	3.0	0.1	3.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**7.8**	**0.3**	**0.0**	**0.3**

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	6.3	0.2	207.3	7.0	0.2	7.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	1.0	0.1	58.2	3.0	0.1	3.0

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	2.9	0.1	173.1	4.0	0.1	4.0
8	60.0	0.7	0.0	42.3	2.0	0.0	2.0
9	60.0	3.8	0.1	115.6	3.0	0.1	3.0
10	60.0	2.1	0.1	71.7	2.0	0.1	2.0
Average:	**60.0**	**1.7**	**0.1**	**66.8**	**2.1**	**0.1**	**2.1**
WB on BUCK RD							
1	60.0	3.5	0.2	80.5	3.0	0.2	3.0
2	60.0	4.2	0.1	158.1	5.0	0.1	5.0
3	60.0	11.8	0.4	201.5	8.0	0.4	8.0
4	60.0	18.2	0.5	381.4	9.0	0.5	9.0
5	60.0	31.0	1.0	278.8	10.0	1.0	10.0
6	60.0	2.1	0.1	126.7	5.0	0.1	5.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.8	0.0	49.4	2.0	0.0	2.0
10	60.0	17.0	0.6	255.2	9.0	0.6	9.0
Average:	**60.0**	**8.9**	**0.3**	**153.2**	**5.1**	**0.3**	**5.1**

NB I 75 & NB I 75 TO BUCK — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	1,037.9	29.4	2,422.5	74.0	29.4	74.0
2	60.0	951.3	29.7	2,939.6	124.0	29.7	124.0
3	60.0	1,059.4	31.3	2,684.5	106.0	31.3	106.0
4	60.0	1,258.5	39.5	3,395.8	121.0	39.5	121.0
5	60.0	1,488.8	45.7	3,805.4	171.0	45.7	171.0
6	60.0	932.8	29.0	2,291.2	77.0	29.0	77.0
7	60.0	1,290.9	38.1	2,598.5	99.0	38.1	99.0
8	60.0	1,096.9	35.1	2,486.5	109.0	35.1	109.0
9	60.0	919.5	27.9	2,802.9	102.0	27.9	102.0
10	60.0	895.8	26.8	2,232.1	70.0	26.8	70.0
Average:	**60.0**	**1,093.2**	**33.3**	**2,765.9**	**105.3**	**33.3**	**105.3**

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	37.5	2.1	194.2	11.0	2.1	11.0
2	60.0	27.1	1.4	142.2	11.0	1.4	11.0
3	60.0	41.4	1.8	206.9	11.0	1.8	11.0
4	60.0	34.3	1.8	169.1	11.0	1.8	11.0
5	60.0	38.7	2.2	209.2	11.0	2.2	11.0
6	60.0	37.7	2.0	252.9	11.0	2.0	11.0
7	60.0	28.2	1.5	189.5	9.0	1.5	9.0
8	60.0	37.4	2.0	216.9	10.0	2.0	10.0
9	60.0	34.5	2.1	227.0	13.0	2.1	13.0
10	60.0	26.1	1.3	184.9	12.0	1.3	12.0
Average:	**60.0**	**34.3**	**1.8**	**199.3**	**11.0**	**1.8**	**11.0**
NB on NB I 75 TO BUCK							
1	60.0	463.4	13.7	1,927.4	49.0	13.7	49.0
2	60.0	600.7	17.5	3,641.2	104.0	17.5	104.0
3	60.0	548.8	15.6	3,777.2	117.0	15.6	117.0
4	60.0	552.8	16.2	3,177.0	84.0	16.2	84.0
5	60.0	506.0	14.5	4,061.4	115.0	14.5	115.0
6	60.0	510.0	15.8	3,146.6	88.0	15.8	88.0
7	60.0	621.8	18.1	3,291.3	91.0	18.1	91.0
8	60.0	558.5	17.0	3,638.6	138.0	17.0	138.0
9	60.0	579.9	16.7	3,102.0	86.0	16.7	86.0
10	60.0	627.1	19.7	3,154.7	92.0	19.7	92.0
Average:	**60.0**	**556.9**	**16.5**	**3,291.7**	**96.4**	**16.5**	**96.4**
WB on BUCK RD							
1	60.0	76.1	2.6	320.3	10.0	2.6	10.0
2	60.0	84.8	2.6	432.8	14.0	2.6	14.0
3	60.0	101.9	3.2	476.2	16.0	3.2	16.0
4	60.0	131.0	3.9	656.1	18.0	3.9	18.0
5	60.0	159.9	4.8	553.5	19.0	4.8	19.0
6	60.0	90.6	3.1	304.2	9.0	3.1	9.0
7	60.0	79.8	2.8	245.7	10.0	2.8	10.0
8	60.0	60.0	2.0	237.8	8.0	2.0	8.0
9	60.0	95.7	3.0	324.1	9.0	3.0	9.0
10	60.0	111.2	3.6	493.8	16.0	3.6	16.0
Average:	**60.0**	**99.1**	**3.2**	**404.5**	**12.9**	**3.2**	**12.9**

SB I 75 & SB I 75 TO BUCK — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	79.1	4.1	279.8	15.0	4.1	15.0
2	60.0	95.5	5.1	344.1	17.0	5.1	17.0
3	60.0	87.3	4.5	334.1	16.0	4.5	16.0
4	60.0	81.6	4.5	286.2	19.0	4.5	19.0
5	60.0	76.0	4.3	243.4	14.0	4.3	14.0
6	60.0	83.2	4.1	282.0	16.0	4.1	16.0
7	60.0	97.6	5.3	280.3	16.0	5.3	16.0
8	60.0	82.2	4.2	390.6	17.0	4.2	17.0
9	60.0	73.3	3.7	267.6	12.0	3.7	12.0
10	60.0	115.1	5.9	282.7	16.0	5.9	16.0
Average:	**60.0**	**87.1**	**4.6**	**299.1**	**15.8**	**4.6**	**15.8**
SB on SB I 75 TO BUCK							
1	60.0	80.7	2.7	313.1	7.0	2.7	7.0
2	60.0	66.4	2.4	375.3	9.0	2.4	9.0
3	60.0	76.1	2.8	288.2	9.0	2.8	9.0
4	60.0	61.7	2.3	275.4	7.0	2.3	7.0
5	60.0	90.6	3.1	401.2	11.0	3.1	11.0
6	60.0	65.2	2.4	330.7	9.0	2.4	9.0
7	60.0	68.5	2.5	243.1	10.0	2.5	10.0
8	60.0	76.5	3.0	365.6	9.0	3.0	9.0
9	60.0	71.4	2.4	382.0	8.0	2.4	8.0
10	60.0	61.4	2.2	250.1	7.0	2.2	7.0
Average:	**60.0**	**71.9**	**2.6**	**322.5**	**8.6**	**2.6**	**8.6**

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	271.7	8.8	570.1	17.0	8.8	17.0
2	60.0	279.6	8.8	660.8	19.0	8.8	19.0
3	60.0	304.8	9.4	586.4	20.0	9.4	20.0
4	60.0	295.5	9.5	764.4	21.0	9.5	21.0
5	60.0	424.5	12.5	2,114.7	57.0	12.5	57.0
6	60.0	257.7	8.9	687.3	21.0	8.9	21.0
7	60.0	233.9	7.6	580.4	18.0	7.6	18.0
8	60.0	245.8	8.0	394.6	17.0	8.0	17.0
9	60.0	273.3	8.7	758.3	22.0	8.7	22.0
10	60.0	291.3	9.3	738.0	21.0	9.3	21.0
Average:	**60.0**	**287.8**	**9.2**	**785.5**	**23.3**	**9.2**	**23.3**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.4	2.6	7.1	16.8	10
W	BUCK RD	0.1	0.4	0.0	1.3	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.7	2.1	0.0	6.3	10
W	BUCK RD	8.9	10.4	0.0	31.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	1,093.2	195.0	895.8	1,488.8	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	34.3	5.3	26.1	41.4	10
N	NB I 75 TO BUCK	556.9	52.9	463.4	627.1	10
W	BUCK RD	99.1	29.0	60.0	159.9	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	87.1	12.5	73.3	115.1	10
S	SB I 75 TO BUCK	71.9	9.2	61.4	90.6	10
W	BUCK RD	287.8	52.9	233.9	424.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.1	0.2	0.6	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.3	0.3	0.0	1.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	33.3	6.2	26.8	45.7	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.8	0.3	1.3	2.2	10
N	NB I 75 TO BUCK	16.5	1.7	13.7	19.7	10
W	BUCK RD	3.2	0.8	2.0	4.8	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.6	0.7	3.7	5.9	10
S	SB I 75 TO BUCK	2.6	0.3	2.2	3.1	10
W	BUCK RD	9.2	1.3	7.6	12.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.1	0.2	0.6	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.3	0.3	0.0	1.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	33.3	6.2	26.8	45.7	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.8	0.3	1.3	2.2	10
N	NB I 75 TO BUCK	16.5	1.7	13.7	19.7	10
W	BUCK RD	3.2	0.8	2.0	4.8	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.6	0.7	3.7	5.9	10
S	SB I 75 TO BUCK	2.6	0.3	2.2	3.1	10
W	BUCK RD	9.2	1.3	7.6	12.5	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	242.9	43.1	170.2	287.3	10
W	BUCK RD	7.8	24.5	0.0	77.6	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	66.8	76.0	0.0	207.3	10
W	BUCK RD	153.2	126.6	0.0	381.4	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	2,765.9	500.0	2,232.1	3,805.4	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	199.3	30.9	142.2	252.9	10
N	NB I 75 TO BUCK	3,291.7	579.4	1,927.4	4,061.4	10
W	BUCK RD	404.5	139.9	237.8	656.1	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	299.1	43.7	243.4	390.6	10
S	SB I 75 TO BUCK	322.5	57.2	243.1	401.2	10
W	BUCK RD	785.5	480.3	394.6	2,114.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.7	1.2	6.0	10.0	10
W	BUCK RD	0.3	0.9	0.0	3.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.1	2.3	0.0	7.0	10
W	BUCK RD	5.1	3.8	0.0	10.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	105.3	29.8	70.0	171.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	11.0	1.1	9.0	13.0	10
N	NB I 75 TO BUCK	96.4	24.0	49.0	138.0	10
W	BUCK RD	12.9	4.1	8.0	19.0	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	15.8	1.9	12.0	19.0	10
S	SB I 75 TO BUCK	8.6	1.3	7.0	11.0	10
W	BUCK RD	23.3	12.0	17.0	57.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.7	1.2	6.0	10.0	10
W	BUCK RD	0.3	0.9	0.0	3.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.1	2.3	0.0	7.0	10
W	BUCK RD	5.1	3.8	0.0	10.0	10

NB I 75 & NB I 75 TO BUCK — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	105.3	29.8	70.0	171.0	10

NB I 75 TO BUCK, BUCK TO NB I 75 & BUCK RD — NODE: 3002

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	11.0	1.1	9.0	13.0	10
N	NB I 75 TO BUCK	96.4	24.0	49.0	138.0	10
W	BUCK RD	12.9	4.1	8.0	19.0	10

SB I 75 & SB I 75 TO BUCK — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK, BUCK TO SB I 75 & BUCK RD — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	15.8	1.9	12.0	19.0	10
S	SB I 75 TO BUCK	8.6	1.3	7.0	11.0	10
W	BUCK RD	23.3	12.0	17.0	57.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 80 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	6.6	No	A
	2	6.9	No	A
	3	6.8	No	A
	4	6.6	No	A
	5	6.4	No	A
	6	6.8	No	A
	7	6.8	No	A
	8	6.1	No	A
	9	6.7	No	A
	10	6.6	No	A
	Average:	**6.6**	**No**	**A**

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	6.6	No	A
	2	8.1	No	A
	3	6.7	No	A
	4	7.0	No	A
	5	6.7	No	A
	6	7.5	No	A
	7	7.2	No	A
	8	7.3	No	A
	9	6.8	No	A
	10	7.9	No	A
	Average:	**7.2**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	18.2	No	C
	2	18.1	No	C
	3	18.2	No	C
	4	18.1	No	C
	5	18.1	No	C
	6	18.1	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	18.1	No	C
	8	17.8	No	B
	9	18.3	No	C
	10	18.0	No	C
	Average:	**18.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	13.0	No	B
	2	13.6	No	B
	3	14.0	No	B
	4	16.8	No	B
	5	33.9	No	D
	6	13.7	No	B
	7	13.5	No	B
	8	13.8	No	B
	9	14.6	No	B
	10	13.9	No	B
	Average:	**16.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	13.0	No	B
	2	13.6	No	B
	3	14.0	No	B
	4	16.8	No	B
	5	33.9	No	D
	6	13.7	No	B
	7	13.5	No	B
	8	13.8	No	B
	9	14.6	No	B
	10	13.9	No	B
	Average:	**16.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	52.9	No	F
	2	50.3	No	F
	3	53.4	No	F
	4	60.1	No	F
	5	81.7	No	F
	6	50.0	No	F
	7	55.3	No	F
	8	55.3	No	F
	9	59.5	No	F

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	42.1	No	E
Average:	**56.1**	**No**	**F**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	52.9	No	F
2	50.3	No	F
3	53.4	No	F
4	60.1	No	F
5	81.7	No	F
6	50.0	No	F
7	55.3	No	F
8	55.3	No	F
9	59.5	No	F
10	42.1	No	E
Average:	**56.1**	**No**	**F**
Basic - Between NB I 75 TO BUCK and BUCK TO NB I 75 - NEB			**Segment: 4698**
1	19.8	No	C
2	18.7	No	C
3	19.5	No	C
4	19.2	No	C
5	19.4	No	C
6	19.7	No	C
7	19.4	No	C
8	19.0	No	C
9	19.6	No	C
10	19.5	No	C
Average:	**19.4**	**No**	**C**
Merge - From BUCK RD - NEB			**Segment: 4689**
1	14.9	No	B
2	14.6	No	B
3	14.5	No	B
4	15.3	No	B
5	13.9	No	B
6	14.6	No	B
7	15.5	No	B
8	15.6	No	B
9	14.6	No	B
10	14.3	No	B
Average:	**14.8**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	14.9	No	B
	2	14.6	No	B
	3	14.5	No	B
	4	15.3	No	B
	5	13.9	No	B
	6	14.6	No	B
	7	15.5	No	B
	8	15.6	No	B
	9	14.6	No	B
	10	14.3	No	B
	Average:	**14.8**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	19.4	No	C
	2	19.7	No	C
	3	19.8	No	C
	4	19.4	No	C
	5	19.0	No	C
	6	20.1	No	C
	7	19.5	No	C
	8	19.4	No	C
	9	19.8	No	C
	10	20.3	No	C
	Average:	**19.6**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	15.9	No	B
	2	15.0	No	B
	3	14.9	No	B
	4	15.5	No	B
	5	15.2	No	B
	6	14.9	No	B
	7	16.7	No	B
	8	16.1	No	B
	9	15.1	No	B
	10	15.0	No	B
	Average:	**15.4**	**No**	**B**
Basic - Between NB I 75 TO WALES and WALES TO NB I 75 - NB				**Segment: 4680**
	1	18.1	No	C
	2	18.3	No	C
	3	18.2	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES and WALES TO NB I 75 - NB			**Segment: 4680**
4	17.6	No	B
5	17.5	No	B
6	18.4	No	C
7	17.6	No	B
8	16.6	No	B
9	18.1	No	C
10	18.6	No	C
Average:	**17.9**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	23.3	No	C
2	24.8	No	C
3	23.8	No	C
4	24.9	No	C
5	22.7	No	C
6	24.2	No	C
7	24.2	No	C
8	24.9	No	C
9	23.5	No	C
10	24.1	No	C
Average:	**24.0**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	23.3	No	C
2	24.8	No	C
3	23.8	No	C
4	24.9	No	C
5	22.7	No	C
6	24.2	No	C
7	24.2	No	C
8	24.9	No	C
9	23.5	No	C
10	24.1	No	C
Average:	**24.0**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	23.3	No	C
2	24.8	No	C
3	23.8	No	C
4	24.9	No	C
5	22.7	No	C
6	24.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	24.2	No	C
	8	24.9	No	C
	9	23.5	No	C
	10	24.1	No	C
	Average:	**24.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	29.2	No	D
	2	25.8	No	C
	3	30.3	No	D
	4	27.9	No	D
	5	27.3	No	D
	6	25.5	No	C
	7	29.1	No	D
	8	28.4	No	D
	9	26.9	No	D
	10	34.1	No	D
	Average:	**28.5**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	23.7	No	C
	2	21.6	No	C
	3	22.0	No	C
	4	22.3	No	C
	5	23.2	No	C
	6	21.8	No	C
	7	24.3	No	C
	8	24.2	No	C
	9	22.5	No	C
	10	21.3	No	C
	Average:	**22.7**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.0	No	C
	2	23.1	No	C
	3	22.9	No	C
	4	22.3	No	C
	5	21.8	No	C
	6	22.9	No	C
	7	23.5	No	C
	8	23.0	No	C
	9	23.7	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	24.2	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.0	No	C
	2	23.1	No	C
	3	22.9	No	C
	4	22.3	No	C
	5	21.8	No	C
	6	22.9	No	C
	7	23.5	No	C
	8	23.0	No	C
	9	23.7	No	C
	10	24.2	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.0	No	C
	2	23.1	No	C
	3	22.9	No	C
	4	22.3	No	C
	5	21.8	No	C
	6	22.9	No	C
	7	23.5	No	C
	8	23.0	No	C
	9	23.7	No	C
	10	24.2	No	C
	Average:	**23.0**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	22.9	No	C
	2	23.7	No	C
	3	23.5	No	C
	4	22.7	No	C
	5	21.9	No	C
	6	24.3	No	C
	7	21.7	No	C
	8	19.8	No	C
	9	22.9	No	C
	10	23.1	No	C
	Average:	**22.7**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	22.9	No	C
	2	23.7	No	C
	3	23.5	No	C
	4	22.7	No	C
	5	21.9	No	C
	6	24.3	No	C
	7	21.7	No	C
	8	19.8	No	C
	9	22.9	No	C
	10	23.1	No	C
	Average:	**22.7**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	22.9	No	C
	2	23.7	No	C
	3	23.5	No	C
	4	22.7	No	C
	5	21.9	No	C
	6	24.3	No	C
	7	21.7	No	C
	8	19.8	No	C
	9	22.9	No	C
	10	23.1	No	C
	Average:	**22.7**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535305**
	1	8.7	No	A
	2	8.9	No	A
	3	9.1	No	A
	4	9.3	No	A
	5	8.4	No	A
	6	8.6	No	A
	7	9.3	No	A
	8	8.5	No	A
	9	9.1	No	A
	10	8.3	No	A
	Average:	**8.8**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.7	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	13.1	No	B
	3	13.6	No	B
	4	14.0	No	B
	5	13.3	No	B
	6	13.9	No	B
	7	12.3	No	B
	8	13.3	No	B
	9	13.3	No	B
	10	12.9	No	B
	Average:	**13.2**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	9.0	No	A
	2	8.8	No	A
	3	8.2	No	A
	4	8.4	No	A
	5	8.3	No	A
	6	8.6	No	A
	7	9.1	No	A
	8	9.3	No	A
	9	9.8	No	A
	10	8.6	No	A
	Average:	**8.8**	**No**	**A**

NB I 75 I 90 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	6.2	No	A
	2	6.1	No	A
	3	6.7	No	A
	4	5.2	No	A
	5	6.4	No	A
	6	6.0	No	A
	7	5.7	No	A
	8	6.4	No	A
	9	6.2	No	A
	10	6.6	No	A
	Average:	**6.2**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	7.6	No	A
	2	3.4	No	A
	3	5.5	No	A
	4	3.4	No	A
	5	9.4	No	A
	6	5.2	No	A
	7	4.5	No	A
	8	7.1	No	A
	9	6.6	No	A
	10	6.6	No	A
	Average:	**5.9**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	8.1	No	A
	2	5.8	No	A
	3	4.7	No	A
	4	7.4	No	A
	5	7.4	No	A
	6	6.2	No	A
	7	5.8	No	A
	8	3.9	No	A
	9	5.4	No	A
	10	5.8	No	A
	Average:	**6.1**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	13.7	No	B
	2	16.7	No	B
	3	13.5	No	B
	4	16.5	No	B
	5	13.9	No	B
	6	15.8	No	B
	7	14.3	No	B
	8	15.4	No	B
	9	17.8	No	B
	10	16.7	No	B
	Average:	**15.4**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	20.7	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	2	21.0	No	C
	3	22.1	No	C
	4	22.1	No	C
	5	24.0	No	C
	6	21.6	No	C
	7	22.3	No	C
	8	21.6	No	C
	9	21.2	No	C
	10	21.8	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	21.8	No	C
	2	22.3	No	C
	3	21.6	No	C
	4	21.9	No	C
	5	22.0	No	C
	6	22.5	No	C
	7	22.0	No	C
	8	22.3	No	C
	9	22.0	No	C
	10	21.5	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	21.8	No	C
	2	22.3	No	C
	3	21.6	No	C
	4	21.9	No	C
	5	22.0	No	C
	6	22.5	No	C
	7	22.0	No	C
	8	22.3	No	C
	9	22.0	No	C
	10	21.5	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	21.9	No	C
	2	22.4	No	C
	3	20.9	No	C
	4	22.0	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	5	22.5	No	C
	6	21.6	No	C
	7	21.7	No	C
	8	21.3	No	C
	9	21.6	No	C
	10	22.8	No	C
	Average:	**21.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	22.8	No	C
	2	21.8	No	C
	3	22.3	No	C
	4	22.0	No	C
	5	22.1	No	C
	6	22.5	No	C
	7	22.3	No	C
	8	22.3	No	C
	9	22.0	No	C
	10	22.1	No	C
	Average:	**22.2**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	23.9	No	C
	2	26.5	No	D
	3	24.3	No	C
	4	26.5	No	D
	5	29.2	No	D
	6	25.5	No	C
	7	28.0	No	D
	8	26.8	No	D
	9	28.4	No	D
	10	27.4	No	D
	Average:	**26.7**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	22.8	No	C
	2	23.2	No	C
	3	23.9	No	C
	4	23.7	No	C
	5	23.8	No	C
	6	23.5	No	C
	7	22.6	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4676**
	8	23.3	No	C
	9	23.9	No	C
	10	24.5	No	C
	Average:	**23.5**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	22.8	No	C
	2	23.2	No	C
	3	23.9	No	C
	4	23.7	No	C
	5	23.8	No	C
	6	23.5	No	C
	7	22.6	No	C
	8	23.3	No	C
	9	23.9	No	C
	10	24.5	No	C
	Average:	**23.5**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	22.8	No	C
	2	23.2	No	C
	3	23.9	No	C
	4	23.7	No	C
	5	23.8	No	C
	6	23.5	No	C
	7	22.6	No	C
	8	23.3	No	C
	9	23.9	No	C
	10	24.5	No	C
	Average:	**23.5**	**No**	**C**
Basic - Between SB I 75 TO WALES and WALES TO SB I 75 - SWB				**Segment: 4684**
	1	17.9	No	B
	2	18.3	No	C
	3	18.1	No	C
	4	18.3	No	C
	5	17.8	No	B
	6	18.5	No	C
	7	18.3	No	C
	8	18.6	No	C
	9	18.1	No	C

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 TO WALES and WALES TO SB I 75 - SWB			**Segment: 4684**
10	18.3	No	C
Average:	**18.2**	**No**	**C**
Merge - From WALES RD - SWB			**Segment: 4693**
1	17.0	No	B
2	17.2	No	B
3	16.6	No	B
4	16.9	No	B
5	17.2	No	B
6	16.1	No	B
7	16.6	No	B
8	16.4	No	B
9	17.9	No	B
10	17.3	No	B
Average:	**16.9**	**No**	**B**
Basic - Between WALES RD and BUCK RD - SWB			**Segment: 4694**
1	21.1	No	C
2	21.3	No	C
3	21.2	No	C
4	21.6	No	C
5	21.1	No	C
6	21.2	No	C
7	21.1	No	C
8	21.1	No	C
9	20.8	No	C
10	21.1	No	C
Average:	**21.2**	**No**	**C**
Diverge - To BUCK RD - SWB			**Segment: 4695**
1	17.5	No	B
2	17.6	No	B
3	17.7	No	B
4	17.0	No	B
5	17.8	No	B
6	17.1	No	B
7	17.5	No	B
8	17.7	No	B
9	17.6	No	B
10	18.7	No	B
Average:	**17.6**	**No**	**B**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	17.5	No	B
	2	17.6	No	B
	3	17.7	No	B
	4	17.0	No	B
	5	17.8	No	B
	6	17.1	No	B
	7	17.5	No	B
	8	17.7	No	B
	9	17.6	No	B
	10	18.7	No	B
	Average:	**17.6**	**No**	**B**
Basic - Between SB I 75 TO BUCK and BUCK TO SB I 75 - SWB				**Segment: 4703**
	1	18.7	No	C
	2	18.3	No	C
	3	18.1	No	C
	4	18.0	No	B
	5	18.4	No	C
	6	18.8	No	C
	7	18.3	No	C
	8	17.7	No	B
	9	17.7	No	B
	10	17.7	No	B
	Average:	**18.2**	**No**	**C**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	16.4	No	B
	2	16.4	No	B
	3	16.6	No	B
	4	16.6	No	B
	5	16.5	No	B
	6	16.3	No	B
	7	16.0	No	B
	8	17.0	No	B
	9	16.8	No	B
	10	16.8	No	B
	Average:	**16.5**	**No**	**B**
Basic - SWB				**Segment: 4717**
	1	18.0	No	B
	2	17.8	No	B
	3	17.8	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 4717**
	4	17.7	No	B
	5	18.0	No	C
	6	18.1	No	C
	7	18.0	No	B
	8	17.6	No	B
	9	18.0	No	B
	10	17.9	No	B
	Average:	**17.9**	**No**	**B**

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4715**
	1	18.4	No	C
	2	15.0	No	B
	3	17.5	No	B
	4	20.0	No	C
	5	21.0	No	C
	6	21.4	No	C
	7	14.6	No	B
	8	18.1	No	C
	9	18.8	No	C
	10	21.1	No	C
	Average:	**18.6**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	1	8.3	No	A
	2	8.7	No	A
	3	9.1	No	A
	4	9.3	No	A
	5	7.4	No	A
	6	7.6	No	A
	7	8.6	No	A
	8	7.0	No	A
	9	7.9	No	A
	10	8.2	No	A
	Average:	**8.2**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	11.4	No	B
	2	13.8	No	B
	3	12.1	No	B
	4	11.9	No	B

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	5	13.2	No	B
	6	11.9	No	B
	7	13.4	No	B
	8	13.5	No	B
	9	11.7	No	B
	10	12.1	No	B
	Average:	**12.5**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	9.2	No	A
	2	8.6	No	A
	3	9.0	No	A
	4	9.3	No	A
	5	8.8	No	A
	6	8.9	No	A
	7	9.2	No	A
	8	9.2	No	A
	9	9.0	No	A
	10	9.1	No	A
	Average:	**9.0**	**No**	**A**

SB I 75 I 90 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.0	No	A
	2	6.7	No	A
	3	6.2	No	A
	4	6.1	No	A
	5	6.0	No	A
	6	6.3	No	A
	7	5.7	No	A
	8	6.5	No	A
	9	6.3	No	A
	10	6.2	No	A
	Average:	**6.2**	**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: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		6.6	0.2	6.1	6.9	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	7.2	0.5	6.6	8.1	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		18.1	0.1	17.8	18.3	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	16.1	6.3	13.0	33.9	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	16.1	6.3	13.0	33.9	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	56.1	10.4	42.1	81.7	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	56.1	10.4	42.1	81.7	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	19.4	0.3	18.7	19.8	10
4689	NE	Merge	From BUCK RD	14.8	0.5	13.9	15.6	10
4690	NE	Merge	From BUCK RD	14.8	0.5	13.9	15.6	10
4691	NE	Basic	Between BUCK RD and WALES RD	19.6	0.4	19.0	20.3	10
4692	NE	Diverge	To WALES RD	15.4	0.6	14.9	16.7	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	17.9	0.6	16.6	18.6	10
4670	N	Merge	From WALES RD	24.0	0.7	22.7	24.9	10
4671	N	Merge	From WALES RD	24.0	0.7	22.7	24.9	10
4672	N	Merge	From WALES RD	24.0	0.7	22.7	24.9	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	28.5	2.5	25.5	34.1	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	22.7	1.1	21.3	24.3	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	0.7	21.8	24.2	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	0.7	21.8	24.2	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	0.7	21.8	24.2	10
4646	N	Basic	From WALES RD	22.7	1.3	19.8	24.3	10
4647	N	Basic	From WALES RD	22.7	1.3	19.8	24.3	10
4648	N	Basic	From WALES RD	22.7	1.3	19.8	24.3	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	8.8	0.4	8.3	9.3	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	13.2	0.5	12.3	14.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.8	0.5	8.2	9.8	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.2	0.4	5.2	6.7	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	5.9	1.9	3.4	9.4	10
10542	E	Basic	From RAMP (EB)	6.1	1.3	3.9	8.1	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.4	1.5	13.5	17.8	10
4655	S	Basic	To SB I 75 (SB)	21.8	0.9	20.7	24.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.3	21.5	22.5	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.3	21.5	22.5	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.9	0.6	20.9	22.8	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.2	0.3	21.8	22.8	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	26.7	1.7	23.9	29.2	10
4676	S	Diverge	To WALES RD	23.5	0.6	22.6	24.5	10
4677	S	Diverge	To WALES RD	23.5	0.6	22.6	24.5	10
4678	S	Diverge	To WALES RD	23.5	0.6	22.6	24.5	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	18.2	0.2	17.8	18.6	10
4693	SW	Merge	From WALES RD	16.9	0.5	16.1	17.9	10
4694	SW	Basic	Between WALES RD and BUCK RD	21.2	0.2	20.8	21.6	10
4695	SW	Diverge	To BUCK RD	17.6	0.5	17.0	18.7	10
4696	SW	Diverge	To BUCK RD	17.6	0.5	17.0	18.7	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	18.2	0.4	17.7	18.8	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	16.5	0.3	16.0	17.0	10
4717	SW	Basic		17.9	0.2	17.6	18.1	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	18.6	2.4	14.6	21.4	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.2	0.7	7.0	9.3	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	12.5	0.9	11.4	13.8	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	9.0	0.2	8.6	9.3	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.2	0.3	5.7	6.7	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: 22217 Buck Feasibility No Build
Scenario: 2048 PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 80 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK and BUCK TO NB I 75	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES and WALES TO NB I 75	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535305	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES and WALES TO SB I 75	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK and BUCK TO SB I 75	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 I 90 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	905.0	14.80	58.9	E
2	951.0	9.75	36.9	D
3	914.0	11.75	46.3	D
4	897.0	16.20	65.0	E
5	934.0	14.89	57.4	E
6	930.0	14.95	57.9	E
7	931.0	15.57	60.2	E
8	923.0	13.18	51.4	D
9	947.0	9.50	36.1	D
10	928.0	12.76	49.5	D
Average:	**926.0**	**13.34**	**52.0**	**D**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	995.0	4.40	15.9	B
2	983.0	3.92	14.4	B
3	987.0	4.43	16.1	B
4	1,011.0	4.35	15.5	B
5	1,007.0	4.40	15.7	B
6	1,007.0	4.80	17.1	B
7	995.0	4.54	16.4	B
8	997.0	4.61	16.7	B
9	985.0	4.15	15.2	B
10	1,003.0	4.34	15.6	B
Average:	**997.0**	**4.39**	**15.9**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,417.0	21.63	54.9	D
2	1,528.0	5.76	13.6	B
3	1,483.0	8.78	21.3	C
4	1,378.0	22.88	59.8	E
5	1,506.0	13.30	31.8	C
6	1,496.0	12.31	29.6	C
7	1,511.0	18.09	43.1	D
8	1,474.0	12.31	30.1	C
9	1,538.0	7.17	16.8	B

10	1,492.0	13.10	31.6	C
Average:	**1,482.3**	**13.53**	**33.3**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	366.0	0.08	0.8	A
2	368.0	0.00	0.0	A
3	363.0	0.05	0.5	A
4	367.0	0.08	0.8	A
5	375.0	0.07	0.6	A
6	374.0	0.07	0.7	A
7	362.0	0.08	0.8	A
8	368.0	0.05	0.5	A
9	363.0	0.03	0.3	A
10	370.0	0.05	0.5	A
Average:	**367.6**	**0.06**	**0.6**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,273.0	4.50	12.7	B
2	1,331.0	4.30	11.6	B
3	1,289.0	4.58	12.8	B
4	1,258.0	4.72	13.5	B
5	1,306.0	4.61	12.7	B
6	1,307.0	4.68	12.9	B
7	1,300.0	4.64	12.8	B
8	1,292.0	4.54	12.7	B
9	1,324.0	4.48	12.2	B
10	1,299.0	4.46	12.4	B
Average:	**1,297.9**	**4.55**	**12.6**	**B**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	348.0	0.00	0.0	A
2	336.0	0.00	0.0	A
3	342.0	0.00	0.0	A
4	360.0	0.00	0.0	A
5	348.0	0.00	0.0	A
6	346.0	0.00	0.0	A
7	352.0	0.00	0.0	A
8	344.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	349.0	0.00	0.0	A
Average:	**346.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,153.0	7.33	12.3	B
2	2,146.0	3.97	6.7	A
3	2,168.0	4.39	7.3	A
4	2,160.0	4.08	6.8	A
5	2,130.0	7.25	12.3	B
6	2,169.0	10.44	17.3	B
7	2,165.0	4.23	7.0	A
8	2,161.0	5.13	8.5	A
9	2,139.0	6.63	11.2	B
10	2,161.0	3.90	6.5	A
Average:	**2,155.2**	**5.74**	**9.6**	**A**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,496.0	21.13	50.9	D
2	1,504.0	20.43	48.9	D
3	1,523.0	20.77	49.1	D
4	1,525.0	18.87	44.6	D
5	1,485.0	28.23	68.4	E
6	1,529.0	26.97	63.5	E
7	1,531.0	18.34	43.1	D
8	1,514.0	23.08	54.9	D
9	1,495.0	16.36	39.4	D
10	1,521.0	19.92	47.1	D
Average:	**1,512.3**	**21.41**	**51.0**	**D**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	13.3	2.4	9.5	16.2	10
25	BUCK RD	Actuated	4.4	0.2	3.9	4.8	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	13.5	5.8	5.8	22.9	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.1	0.0	0.0	0.1	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	4.6	0.1	4.3	4.7	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	5.7	2.1	3.9	10.4	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	21.4	3.7	16.4	28.2	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	52.0	9.8	36.1	65.0	10
25	BUCK RD	Actuated	15.9	0.8	14.4	17.1	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	33.3	15.3	13.6	59.8	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.6	0.3	0.0	0.8	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	12.6	0.5	11.6	13.5	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	9.6	3.6	6.5	17.3	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	51.0	9.0	39.4	68.4	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	347.0	1.36	14.1	B
2	336.0	1.31	14.0	B
3	340.0	1.60	16.9	B
4	360.0	1.62	16.2	B
5	348.0	1.61	16.6	B
6	345.0	1.47	15.4	B
7	352.0	1.79	18.3	B
8	344.0	1.76	18.4	B
9	341.0	1.49	15.7	B
10	348.0	1.43	14.8	B
Average:	**346.1**	**1.54**	**16.0**	**B**
WB on BUCK RD: Superlink ID 720509752				
1	558.0	13.44	86.7	F
2	615.0	8.44	49.4	D
3	574.0	10.15	63.6	E
4	537.0	14.58	97.8	F
5	586.0	13.28	81.6	F
6	585.0	13.48	82.9	F
7	579.0	13.78	85.7	F
8	579.0	11.42	71.0	E
9	606.0	8.01	47.6	D
10	580.0	11.33	70.3	E
Average:	**579.9**	**11.79**	**73.7**	**E**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB on BUCK RD: Superlink ID 720509757				
1	629.0	2.45	14.0	B
2	615.0	2.34	13.7	B
3	624.0	2.57	14.8	B
4	644.0	2.48	13.8	B
5	632.0	2.36	13.4	B
6	633.0	2.81	16.0	B
7	633.0	2.45	14.0	B
8	629.0	2.58	14.8	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	622.0	2.49	14.4	B
10	633.0	2.46	14.0	B
Average:	**629.4**	**2.50**	**14.3**	**B**
WB on BUCK RD: Superlink ID 720495035				
1	366.0	1.96	19.2	B
2	368.0	1.58	15.4	B
3	363.0	1.86	18.4	B
4	367.0	1.87	18.3	B
5	375.0	2.04	19.6	B
6	374.0	1.98	19.1	B
7	362.0	2.08	20.7	C
8	368.0	2.03	19.8	B
9	363.0	1.65	16.4	B
10	370.0	1.88	18.3	B
Average:	**367.6**	**1.89**	**18.5**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509748				
1	628.0	0.04	0.3	A
2	614.0	0.01	0.1	A
3	625.0	0.01	0.1	A
4	644.0	0.12	0.6	A
5	633.0	0.02	0.1	A
6	635.0	0.01	0.1	A
7	633.0	0.01	0.0	A
8	631.0	0.01	0.0	A
9	623.0	0.01	0.0	A
10	633.0	0.01	0.0	A
Average:	**629.9**	**0.03**	**0.1**	**A**
NEB on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	789.0	21.58	98.5	F
2	914.0	5.75	22.6	C
3	858.0	8.77	36.8	D
4	734.0	22.77	111.7	F
5	873.0	13.27	54.7	D
6	861.0	12.30	51.4	D
7	878.0	18.08	74.1	E
8	843.0	12.30	52.5	D
9	915.0	7.16	28.2	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	859.0	13.09	54.9	D
Average:	**852.4**	**13.51**	**58.5**	**E**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB on BUCK RD: Superlink ID 720509747				
1	366.0	0.08	0.8	A
2	368.0	0.00	0.0	A
3	363.0	0.05	0.5	A
4	367.0	0.08	0.8	A
5	375.0	0.07	0.6	A
6	374.0	0.07	0.7	A
7	362.0	0.08	0.8	A
8	368.0	0.05	0.5	A
9	363.0	0.03	0.3	A
10	370.0	0.05	0.5	A
Average:	**367.6**	**0.06**	**0.6**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	715.0	4.39	22.1	C
2	716.0	4.24	21.3	C
3	715.0	4.51	22.7	C
4	721.0	4.62	23.1	C
5	720.0	4.54	22.7	C
6	722.0	4.63	23.1	C
7	721.0	4.55	22.7	C
8	713.0	4.47	22.6	C
9	718.0	4.45	22.3	C
10	719.0	4.37	21.9	C
Average:	**718.0**	**4.48**	**22.5**	**C**
WB on BUCK RD: Superlink ID 720509750				
1	558.0	0.11	0.7	A
2	615.0	0.06	0.4	A
3	574.0	0.07	0.5	A
4	537.0	0.10	0.6	A
5	586.0	0.07	0.4	A
6	585.0	0.06	0.4	A
7	579.0	0.09	0.6	A
8	579.0	0.07	0.4	A
9	606.0	0.03	0.2	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	580.0	0.09	0.6	A
Average:	**579.9**	**0.08**	**0.5**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509749				
1	348.0	0.00	0.0	A
2	336.0	0.00	0.0	A
3	342.0	0.00	0.0	A
4	360.0	0.00	0.0	A
5	348.0	0.00	0.0	A
6	346.0	0.00	0.0	A
7	352.0	0.00	0.0	A
8	344.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	349.0	0.00	0.0	A
Average:	**346.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	1,062.0	1.69	5.7	A
2	1,053.0	1.31	4.5	A
3	1,087.0	1.37	4.5	A
4	1,077.0	1.44	4.8	A
5	1,061.0	1.47	5.0	A
6	1,085.0	1.56	5.2	A
7	1,077.0	1.67	5.6	A
8	1,077.0	1.50	5.0	A
9	1,081.0	1.82	6.1	A
10	1,074.0	1.20	4.0	A
Average:	**1,073.4**	**1.50**	**5.0**	**A**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	272.0	1.32	17.4	B
2	273.0	1.49	19.6	B
3	260.0	1.36	18.9	B
4	264.0	1.40	19.0	B
5	267.0	1.41	19.0	B
6	263.0	1.33	18.1	B
7	266.0	1.30	17.6	B
8	262.0	1.29	17.7	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	269.0	1.43	19.1	B
10	266.0	1.41	19.0	B
Average:	**266.2**	**1.37**	**18.5**	**B**
WB on WALES RD: Superlink ID 720495029				
1	819.0	4.32	19.0	B
2	820.0	1.17	5.1	A
3	821.0	1.65	7.3	A
4	819.0	1.24	5.5	A
5	802.0	4.38	19.6	B
6	821.0	7.56	33.1	C
7	822.0	1.26	5.5	A
8	822.0	2.34	10.2	B
9	789.0	3.38	15.4	B
10	821.0	1.29	5.7	A
Average:	**815.6**	**2.86**	**12.6**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	268.0	1.91	25.6	C
2	269.0	1.84	24.6	C
3	269.0	1.87	25.1	C
4	267.0	1.89	25.6	C
5	270.0	1.88	25.1	C
6	267.0	1.92	25.9	C
7	267.0	1.91	25.8	C
8	266.0	1.88	25.4	C
9	268.0	1.99	26.8	C
10	267.0	1.91	25.8	C
Average:	**267.8**	**1.90**	**25.6**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	863.0	6.03	25.2	C
2	854.0	12.29	51.8	D
3	887.0	8.17	33.2	C
4	882.0	8.50	34.7	C
5	865.0	15.80	65.8	E
6	888.0	9.50	38.5	D
7	882.0	8.25	33.7	C
8	871.0	8.09	33.4	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	878.0	6.62	27.1	C
10	873.0	9.44	38.9	D
Average:	**874.3**	**9.27**	**38.2**	**D**
WB on WALES RD: Superlink ID 720495030				
1	365.0	13.20	130.2	F
2	381.0	6.30	59.5	E
3	367.0	10.73	105.2	F
4	376.0	8.47	81.1	F
5	350.0	10.55	108.5	F
6	374.0	15.55	149.7	F
7	382.0	8.18	77.1	E
8	377.0	13.12	125.2	F
9	349.0	7.75	79.9	E
10	381.0	8.57	81.0	F
Average:	**370.2**	**10.24**	**99.7**	**F**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	1.5	0.2	1.3	1.8	10
W	BUCK RD	720509752	11.8	2.3	8.0	14.6	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SE	BUCK RD	720509757	2.5	0.1	2.3	2.8	10
W	BUCK RD	720495035	1.9	0.2	1.6	2.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.0	0.0	0.0	0.1	10
NE	NB I 75 TO BUCK OFF RAMP	720509765	13.5	5.8	5.8	22.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509760	4.5	0.1	4.2	4.6	10
W	BUCK RD	720509750	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	1.5	0.2	1.2	1.8	10
N	NB I 75 TO WALES OFF RAMP	4226	1.4	0.1	1.3	1.5	10
W	WALES RD	720495029	2.9	2.1	1.2	7.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.9	0.0	1.8	2.0	10
S	SB I 75 TO WALES OFF RAMP	13720	9.3	2.9	6.0	15.8	10
W	WALES RD	720495030	10.2	2.9	6.3	15.6	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	16.0	1.6	14.0	18.4	10
W	BUCK RD	720509752	73.7	16.4	47.6	97.8	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SE	BUCK RD	720509757	14.3	0.8	13.4	16.0	10
W	BUCK RD	720495035	18.5	1.6	15.4	20.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.1	0.2	0.0	0.6	10
NE	NB I 75 TO BUCK OFF RAMP	720509765	58.5	28.8	22.6	111.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.6	0.3	0.0	0.8	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509760	22.5	0.6	21.3	23.1	10
W	BUCK RD	720509750	0.5	0.1	0.2	0.7	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	5.0	0.6	4.0	6.1	10
N	NB I 75 TO WALES OFF RAMP	4226	18.5	0.8	17.4	19.6	10
W	WALES RD	720495029	12.6	9.2	5.1	33.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	25.6	0.6	24.6	26.8	10
S	SB I 75 TO WALES OFF RAMP	13720	38.2	12.1	25.2	65.8	10
W	WALES RD	720495030	99.7	28.7	59.5	149.7	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	347.0	1.36	14.1	B
2	336.0	1.31	14.0	B
3	340.0	1.60	16.9	B
4	360.0	1.62	16.2	B
5	348.0	1.61	16.6	B
6	345.0	1.47	15.4	B
7	352.0	1.79	18.3	B
8	344.0	1.76	18.4	B
9	341.0	1.49	15.7	B
10	348.0	1.43	14.8	B
Average:	**346.1**	**1.54**	**16.0**	**B**
WB T on BUCK RD: Superlink ID 720509752				
1	558.0	13.44	86.7	F
2	615.0	8.44	49.4	D
3	574.0	10.15	63.6	E
4	537.0	14.58	97.8	F
5	586.0	13.28	81.6	F
6	585.0	13.48	82.9	F
7	579.0	13.78	85.7	F
8	579.0	11.42	71.0	E
9	606.0	8.01	47.6	D
10	580.0	11.33	70.3	E
Average:	**579.9**	**11.79**	**73.7**	**E**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Superlink ID 720509757				
1	629.0	2.45	14.0	B
2	615.0	2.34	13.7	B
3	624.0	2.57	14.8	B
4	644.0	2.48	13.8	B
5	632.0	2.36	13.4	B
6	633.0	2.81	16.0	B
7	633.0	2.45	14.0	B
8	629.0	2.58	14.8	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	622.0	2.49	14.4	B
10	633.0	2.46	14.0	B
Average:	**629.4**	**2.50**	**14.3**	**B**
WB T on BUCK RD: Superlink ID 720495035				
1	366.0	1.96	19.2	B
2	368.0	1.58	15.4	B
3	363.0	1.86	18.4	B
4	367.0	1.87	18.3	B
5	375.0	2.04	19.6	B
6	374.0	1.98	19.1	B
7	362.0	2.08	20.7	C
8	368.0	2.03	19.8	B
9	363.0	1.65	16.4	B
10	370.0	1.88	18.3	B
Average:	**367.6**	**1.89**	**18.5**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509748				
1	628.0	0.04	0.3	A
2	614.0	0.01	0.1	A
3	625.0	0.01	0.1	A
4	644.0	0.12	0.6	A
5	633.0	0.02	0.1	A
6	635.0	0.01	0.1	A
7	633.0	0.01	0.0	A
8	631.0	0.01	0.0	A
9	623.0	0.01	0.0	A
10	633.0	0.01	0.0	A
Average:	**629.9**	**0.03**	**0.1**	**A**
NEB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	407.0	4.68	41.4	D
2	476.0	2.74	20.7	C
3	456.0	3.40	26.8	C
4	379.0	4.71	44.8	D
5	466.0	3.41	26.4	C
6	454.0	3.34	26.5	C
7	462.0	3.81	29.7	C
8	445.0	3.52	28.5	C
9	479.0	2.95	22.1	C
10	457.0	3.30	26.0	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**448.1**	**3.59**	**29.3**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	382.0	16.90	159.3	F
2	438.0	3.01	24.7	C
3	402.0	5.37	48.1	D
4	355.0	18.05	183.1	F
5	407.0	9.86	87.2	F
6	407.0	8.95	79.2	E
7	416.0	14.27	123.5	F
8	398.0	8.79	79.5	E
9	436.0	4.22	34.8	C
10	402.0	9.79	87.7	F
Average:	**404.3**	**9.92**	**90.7**	**F**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Superlink ID 720509747				
1	366.0	0.08	0.8	A
2	368.0	0.00	0.0	A
3	363.0	0.05	0.5	A
4	367.0	0.08	0.8	A
5	375.0	0.07	0.6	A
6	374.0	0.07	0.7	A
7	362.0	0.08	0.8	A
8	368.0	0.05	0.5	A
9	363.0	0.03	0.3	A
10	370.0	0.05	0.5	A
Average:	**367.6**	**0.06**	**0.6**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	484.0	3.12	23.2	C
2	487.0	2.95	21.8	C
3	480.0	3.02	22.7	C
4	485.0	3.13	23.2	C
5	489.0	3.08	22.7	C
6	482.0	3.20	23.9	C
7	484.0	3.06	22.7	C
8	481.0	3.16	23.6	C
9	485.0	3.10	23.0	C
10	489.0	3.01	22.2	C

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**484.6**	**3.08**	**22.9**	**C**
SWB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	231.0	1.28	19.9	B
2	229.0	1.29	20.3	C
3	235.0	1.49	22.8	C
4	236.0	1.49	22.8	C
5	231.0	1.45	22.7	C
6	240.0	1.43	21.4	C
7	237.0	1.49	22.6	C
8	232.0	1.32	20.4	C
9	233.0	1.35	20.9	C
10	230.0	1.36	21.3	C
Average:	**233.4**	**1.40**	**21.5**	**C**
WB T on BUCK RD: Superlink ID 720509750				
1	558.0	0.11	0.7	A
2	615.0	0.06	0.4	A
3	574.0	0.07	0.5	A
4	537.0	0.10	0.6	A
5	586.0	0.07	0.4	A
6	585.0	0.06	0.4	A
7	579.0	0.09	0.6	A
8	579.0	0.07	0.4	A
9	606.0	0.03	0.2	A
10	580.0	0.09	0.6	A
Average:	**579.9**	**0.08**	**0.5**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509749				
1	348.0	0.00	0.0	A
2	336.0	0.00	0.0	A
3	342.0	0.00	0.0	A
4	360.0	0.00	0.0	A
5	348.0	0.00	0.0	A
6	346.0	0.00	0.0	A
7	352.0	0.00	0.0	A
8	344.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	349.0	0.00	0.0	A
Average:	**346.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	126.0	0.59	16.9	B
2	125.0	0.43	12.5	B
3	129.0	0.44	12.3	B
4	126.0	0.46	13.0	B
5	128.0	0.56	15.6	B
6	129.0	0.55	15.3	B
7	128.0	0.50	14.2	B
8	130.0	0.47	12.9	B
9	128.0	0.53	15.0	B
10	126.0	0.41	11.7	B
Average:	**127.5**	**0.49**	**13.9**	**B**
EB T on WALES RD: Superlink ID 720495030				
1	936.0	1.10	4.2	A
2	928.0	0.88	3.4	A
3	958.0	0.93	3.5	A
4	951.0	0.99	3.7	A
5	933.0	0.91	3.5	A
6	956.0	1.01	3.8	A
7	949.0	1.16	4.4	A
8	947.0	1.04	3.9	A
9	953.0	1.29	4.9	A
10	948.0	0.78	3.0	A
Average:	**945.9**	**1.01**	**3.8**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	99.0	0.88	31.8	C
2	111.0	1.01	32.9	C
3	101.0	0.90	32.0	C
4	99.0	0.87	31.8	C
5	109.0	0.85	28.1	C
6	112.0	0.87	27.8	C
7	112.0	0.87	27.9	C
8	104.0	0.79	27.4	C
9	101.0	0.91	32.4	C
10	108.0	0.92	30.7	C
Average:	**105.6**	**0.89**	**30.3**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	173.0	0.44	9.2	A
2	162.0	0.47	10.5	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	159.0	0.47	10.5	B
4	165.0	0.52	11.4	B
5	158.0	0.56	12.8	B
6	151.0	0.46	10.9	B
7	154.0	0.43	10.1	B
8	158.0	0.50	11.4	B
9	168.0	0.52	11.2	B
10	158.0	0.49	11.1	B
Average:	**160.6**	**0.49**	**10.9**	**B**
WB R on WALES RD: Superlink ID 720495029				
1	447.0	0.00	0.0	A
2	447.0	0.00	0.0	A
3	448.0	0.00	0.0	A
4	448.0	0.00	0.0	A
5	444.0	0.00	0.0	A
6	448.0	0.00	0.0	A
7	448.0	0.00	0.0	A
8	448.0	0.00	0.0	A
9	437.0	0.00	0.0	A
10	446.0	0.00	0.0	A
Average:	**446.1**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	372.0	4.32	41.8	D
2	373.0	1.17	11.3	B
3	373.0	1.65	16.0	B
4	371.0	1.24	12.0	B
5	358.0	4.38	44.0	D
6	373.0	7.56	73.0	E
7	374.0	1.26	12.1	B
8	374.0	2.34	22.5	C
9	352.0	3.38	34.6	C
10	375.0	1.29	12.4	B
Average:	**369.5**	**2.86**	**28.0**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	132.0	0.90	24.6	C
2	137.0	0.96	25.2	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	135.0	0.95	25.2	C
4	132.0	1.04	28.5	C
5	132.0	0.90	24.6	C
6	126.0	0.99	28.2	C
7	138.0	1.05	27.3	C
8	129.0	0.96	26.7	C
9	131.0	1.08	29.7	C
10	126.0	0.96	27.3	C
Average:	**131.8**	**0.98**	**26.7**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	136.0	1.00	26.6	C
2	132.0	0.88	24.0	C
3	134.0	0.93	24.9	C
4	135.0	0.85	22.7	C
5	138.0	0.98	25.4	C
6	141.0	0.94	23.9	C
7	129.0	0.87	24.1	C
8	137.0	0.92	24.1	C
9	137.0	0.91	24.0	C
10	141.0	0.96	24.4	C
Average:	**136.0**	**0.92**	**24.4**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	421.0	2.99	25.5	C
2	419.0	6.09	52.3	D
3	428.0	4.04	34.0	C
4	434.0	4.27	35.5	D
5	423.0	7.65	65.1	E
6	419.0	4.63	39.8	D
7	446.0	4.33	34.9	C
8	441.0	4.27	34.8	C
9	426.0	3.40	28.8	C
10	429.0	4.84	40.6	D
Average:	**428.6**	**4.65**	**39.1**	**D**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	442.0	3.04	24.8	C
2	435.0	6.20	51.3	D
3	459.0	4.13	32.4	C
4	448.0	4.23	34.0	C
5	442.0	8.15	66.4	E

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	469.0	4.86	37.3	D
7	436.0	3.92	32.4	C
8	430.0	3.82	32.0	C
9	452.0	3.21	25.6	C
10	444.0	4.60	37.3	D
Average:	**445.7**	**4.62**	**37.4**	**D**
WB L on WALES RD: Superlink ID 720495030				
1	286.0	11.60	146.0	F
2	296.0	5.86	71.3	E
3	285.0	9.50	119.9	F
4	293.0	7.69	94.4	F
5	271.0	9.15	121.5	F
6	290.0	13.40	166.4	F
7	297.0	7.51	91.0	F
8	292.0	11.44	141.1	F
9	270.0	6.81	90.8	F
10	296.0	7.84	95.3	F
Average:	**287.6**	**9.08**	**113.8**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	79.0	1.60	73.0	E
2	85.0	0.44	18.8	B
3	82.0	1.23	54.1	D
4	83.0	0.79	34.2	C
5	79.0	1.40	64.0	E
6	84.0	2.15	91.9	F
7	85.0	0.67	28.5	C
8	85.0	1.67	70.9	E
9	79.0	0.93	42.5	D
10	85.0	0.73	30.9	C
Average:	**82.6**	**1.16**	**50.9**	**D**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.5	0.2	1.3	1.8	10
WB T	BUCK RD	720509752	11.8	2.3	8.0	14.6	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	BUCK RD	720509757	2.5	0.1	2.3	2.8	10
WB T	BUCK RD	720495035	1.9	0.2	1.6	2.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.0	0.0	0.0	0.1	10
NEB R	NB I 75 TO BUCK OFF RAMP	720509765	3.6	0.7	2.7	4.7	10
NWB T	NB I 75 TO BUCK OFF RAMP	720509765	9.9	5.1	3.0	18.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509760	3.1	0.1	3.0	3.2	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509760	1.4	0.1	1.3	1.5	10
WB T	BUCK RD	720509750	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.5	0.1	0.4	0.6	10
EB T	WALES RD	720495030	1.0	0.1	0.8	1.3	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	0.9	0.1	0.8	1.0	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.5	0.0	0.4	0.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	2.9	2.1	1.2	7.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	1.0	0.1	0.9	1.1	10
EB TR	WALES RD	720506516	0.9	0.0	0.9	1.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	4.7	1.3	3.0	7.7	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	4.6	1.5	3.0	8.2	10
WB L	WALES RD	720495030	9.1	2.4	5.9	13.4	10
WB T	WALES RD	720495030	1.2	0.5	0.4	2.2	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	16.0	1.6	14.0	18.4	10
WB T	BUCK RD	720509752	73.7	16.4	47.6	97.8	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	BUCK RD	720509757	14.3	0.8	13.4	16.0	10
WB T	BUCK RD	720495035	18.5	1.6	15.4	20.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.1	0.2	0.0	0.6	10
NEB R	NB I 75 TO BUCK OFF RAMP	720509765	29.3	7.8	20.7	44.8	10
NWB T	NB I 75 TO BUCK OFF RAMP	720509765	90.7	51.5	24.7	183.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.6	0.3	0.0	0.8	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509760	22.9	0.6	21.8	23.9	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509760	21.5	1.1	19.9	22.8	10
WB T	BUCK RD	720509750	0.5	0.1	0.2	0.7	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	13.9	1.7	11.7	16.9	10
EB T	WALES RD	720495030	3.8	0.5	3.0	4.9	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	30.3	2.2	27.4	32.9	10
NB R	NB I 75 TO WALES OFF RAMP	4226	10.9	0.9	9.2	12.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	28.0	20.3	11.3	73.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	26.7	1.8	24.6	29.7	10
EB TR	WALES RD	720506516	24.4	1.0	22.7	26.6	10
SB L	SB I 75 TO WALES OFF RAMP	13720	39.1	11.6	25.5	65.1	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	37.4	12.6	24.8	66.4	10
WB L	WALES RD	720495030	113.8	30.2	71.3	166.4	10
WB T	WALES RD	720495030	50.9	23.6	18.8	91.9	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640861				
1	203.0	0.76	13.4	B
2	215.0	0.81	13.5	B
3	203.0	0.97	17.2	B
4	212.0	0.91	15.4	B
5	213.0	0.94	15.9	B
6	202.0	0.80	14.2	B
7	225.0	1.14	18.3	B
8	198.0	1.08	19.7	B
9	209.0	0.88	15.2	B
10	211.0	0.85	14.4	B
Average:	**209.0**	**0.91**	**15.7**	**B**
EB T on BUCK RD: Lane ID 33640862				
1	144.0	0.60	15.0	B
2	121.0	0.50	14.9	B
3	137.0	0.63	16.6	B
4	148.0	0.71	17.3	B
5	135.0	0.67	17.8	B
6	143.0	0.67	16.9	B
7	127.0	0.65	18.4	B
8	146.0	0.67	16.6	B
9	132.0	0.60	16.5	B
10	137.0	0.59	15.4	B
Average:	**137.0**	**0.63**	**16.5**	**B**
WB T on BUCK RD: Lane ID 33640858				
1	558.0	13.44	86.7	F
2	615.0	8.44	49.4	D
3	574.0	10.15	63.6	E
4	537.0	14.58	97.8	F
5	586.0	13.28	81.6	F
6	585.0	13.48	82.9	F
7	579.0	13.78	85.7	F
8	579.0	11.42	71.0	E
9	606.0	8.01	47.6	D
10	580.0	11.33	70.3	E
Average:	**579.0**	**11.79**	**73.7**	**E**

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640859				
1	375.0	1.53	14.7	B
2	366.0	1.48	14.6	B
3	367.0	1.62	15.9	B
4	378.0	1.57	15.0	B
5	377.0	1.52	14.5	B
6	383.0	1.71	16.0	B
7	373.0	1.47	14.1	B
8	378.0	1.66	15.9	B
9	369.0	1.63	15.9	B
10	383.0	1.63	15.3	B
Average:	**374.0**	**1.58**	**15.2**	**B**
SEB T on BUCK RD: Lane ID 33640860				
1	254.0	0.91	13.0	B
2	249.0	0.86	12.5	B
3	257.0	0.95	13.3	B
4	266.0	0.91	12.2	B
5	255.0	0.84	11.8	B
6	250.0	1.10	15.9	B
7	260.0	0.99	13.7	B
8	251.0	0.92	13.2	B
9	253.0	0.86	12.3	B
10	250.0	0.83	12.0	B
Average:	**254.0**	**0.92**	**13.0**	**B**
WB T on BUCK RD: Lane ID 33640855				
1	130.0	0.55	15.2	B
2	108.0	0.39	13.2	B
3	132.0	0.51	14.0	B
4	142.0	0.45	11.5	B
5	136.0	0.49	13.0	B
6	136.0	0.56	14.8	B
7	128.0	0.57	16.1	B
8	125.0	0.59	16.9	B
9	115.0	0.44	13.8	B
10	126.0	0.54	15.5	B
Average:	**127.0**	**0.51**	**14.4**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640856				
1	236.0	1.41	21.5	C
2	260.0	1.18	16.4	B
3	231.0	1.34	20.9	C
4	225.0	1.42	22.7	C
5	239.0	1.55	23.3	C
6	238.0	1.42	21.5	C
7	234.0	1.51	23.2	C
8	243.0	1.44	21.4	C
9	248.0	1.21	17.6	B
10	244.0	1.34	19.8	B
Average:	**239.0**	**1.38**	**20.8**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	377.0	0.04	0.4	A
2	368.0	0.01	0.1	A
3	371.0	0.01	0.1	A
4	382.0	0.12	1.1	A
5	380.0	0.02	0.2	A
6	387.0	0.01	0.1	A
7	378.0	0.01	0.1	A
8	380.0	0.01	0.1	A
9	374.0	0.01	0.1	A
10	385.0	0.01	0.1	A
Average:	**378.0**	**0.03**	**0.2**	**A**
EB T on BUCK RD: Lane ID 33640881				
1	251.0	0.00	0.0	A
2	246.0	0.00	0.0	A
3	254.0	0.00	0.0	A
4	262.0	0.00	0.0	A
5	253.0	0.00	0.0	A
6	248.0	0.00	0.1	A
7	255.0	0.00	0.0	A
8	251.0	0.00	0.0	A
9	249.0	0.00	0.0	A
10	248.0	0.00	0.0	A
Average:	**251.0**	**0.00**	**0.0**	**A**
NEB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640879				
1	407.0	4.68	41.4	D

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	476.0	2.74	20.7	C
3	456.0	3.40	26.8	C
4	379.0	4.71	44.8	D
5	466.0	3.41	26.4	C
6	454.0	3.34	26.5	C
7	462.0	3.81	29.7	C
8	445.0	3.52	28.5	C
9	479.0	2.95	22.1	C
10	457.0	3.30	26.0	C
Average:	**448.0**	**3.59**	**29.3**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640882				
1	382.0	16.90	159.3	F
2	438.0	3.01	24.7	C
3	402.0	5.37	48.1	D
4	355.0	18.05	183.1	F
5	407.0	9.86	87.2	F
6	407.0	8.95	79.2	E
7	416.0	14.27	123.5	F
8	398.0	8.79	79.5	E
9	436.0	4.22	34.8	C
10	402.0	9.79	87.7	F
Average:	**404.0**	**9.92**	**90.7**	**F**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640883				
1	130.0	0.00	0.1	A
2	107.0	0.00	0.0	A
3	132.0	0.00	0.0	A
4	141.0	0.00	0.0	A
5	136.0	0.00	0.1	A
6	136.0	0.00	0.0	A
7	128.0	0.00	0.1	A
8	125.0	0.00	0.0	A
9	114.0	0.00	0.0	A
10	126.0	0.00	0.0	A
Average:	**127.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640884				
1	236.0	0.07	1.1	A
2	261.0	0.00	0.0	A
3	231.0	0.05	0.8	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	226.0	0.08	1.3	A
5	239.0	0.06	1.0	A
6	238.0	0.07	1.1	A
7	234.0	0.08	1.2	A
8	243.0	0.05	0.7	A
9	249.0	0.03	0.5	A
10	244.0	0.05	0.7	A
Average:	**240.0**	**0.05**	**0.8**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Lane ID 33640876				
1	484.0	3.12	23.2	C
2	487.0	2.95	21.8	C
3	480.0	3.02	22.7	C
4	485.0	3.13	23.2	C
5	489.0	3.08	22.7	C
6	482.0	3.20	23.9	C
7	484.0	3.06	22.7	C
8	481.0	3.16	23.6	C
9	485.0	3.10	23.0	C
10	489.0	3.01	22.2	C
Average:	**484.0**	**3.08**	**22.9**	**C**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640875				
1	231.0	1.28	19.9	B
2	229.0	1.29	20.3	C
3	235.0	1.49	22.8	C
4	236.0	1.49	22.8	C
5	231.0	1.45	22.7	C
6	240.0	1.43	21.4	C
7	237.0	1.49	22.6	C
8	232.0	1.32	20.4	C
9	233.0	1.35	20.9	C
10	230.0	1.36	21.3	C
Average:	**233.0**	**1.40**	**21.5**	**C**
WB T on BUCK RD: Lane ID 33640863				
1	558.0	0.11	0.7	A
2	615.0	0.06	0.4	A
3	574.0	0.07	0.5	A
4	537.0	0.10	0.6	A
5	586.0	0.07	0.4	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	585.0	0.06	0.4	A
7	579.0	0.09	0.6	A
8	579.0	0.07	0.4	A
9	606.0	0.03	0.2	A
10	580.0	0.09	0.6	A
Average:	**579.0**	**0.08**	**0.5**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640877				
1	204.0	0.00	0.0	A
2	215.0	0.00	0.0	A
3	204.0	0.00	0.0	A
4	212.0	0.00	0.0	A
5	213.0	0.00	0.0	A
6	203.0	0.00	0.0	A
7	225.0	0.00	0.0	A
8	198.0	0.00	0.0	A
9	209.0	0.00	0.0	A
10	211.0	0.00	0.0	A
Average:	**209.0**	**0.00**	**0.0**	**A**
EB T on BUCK RD: Lane ID 33640878				
1	144.0	0.00	0.0	A
2	121.0	0.00	0.0	A
3	138.0	0.00	0.0	A
4	148.0	0.00	0.0	A
5	135.0	0.00	0.0	A
6	143.0	0.00	0.0	A
7	127.0	0.00	0.0	A
8	146.0	0.00	0.0	A
9	132.0	0.00	0.0	A
10	138.0	0.00	0.0	A
Average:	**137.0**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	126.0	0.59	16.9	B
2	125.0	0.43	12.5	B
3	129.0	0.44	12.3	B
4	126.0	0.46	13.0	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	128.0	0.56	15.6	B
6	129.0	0.55	15.3	B
7	128.0	0.50	14.2	B
8	130.0	0.47	12.9	B
9	128.0	0.53	15.0	B
10	126.0	0.41	11.7	B
Average:	**127.0**	**0.49**	**13.9**	**B**
EB T on WALES RD: Lane ID 33573858				
1	454.0	0.56	4.5	A
2	473.0	0.39	3.0	A
3	446.0	0.44	3.5	A
4	457.0	0.51	4.0	A
5	444.0	0.41	3.3	A
6	443.0	0.43	3.5	A
7	471.0	0.57	4.4	A
8	465.0	0.50	3.8	A
9	463.0	0.57	4.4	A
10	458.0	0.41	3.2	A
Average:	**457.0**	**0.48**	**3.8**	**A**
EB T on WALES RD: Lane ID 33573859				
1	482.0	0.54	4.0	A
2	455.0	0.49	3.8	A
3	512.0	0.49	3.5	A
4	494.0	0.48	3.5	A
5	489.0	0.50	3.7	A
6	513.0	0.58	4.0	A
7	478.0	0.59	4.5	A
8	482.0	0.54	4.1	A
9	490.0	0.72	5.3	A
10	490.0	0.38	2.8	A
Average:	**488.0**	**0.53**	**3.9**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	99.0	0.88	31.8	C
2	111.0	1.01	32.9	C
3	101.0	0.90	32.0	C
4	99.0	0.87	31.8	C
5	109.0	0.85	28.1	C
6	112.0	0.87	27.8	C
7	112.0	0.87	27.9	C

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	104.0	0.79	27.4	C
9	101.0	0.91	32.4	C
10	108.0	0.92	30.7	C
Average:	**105.0**	**0.89**	**30.3**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	173.0	0.44	9.2	A
2	162.0	0.47	10.5	B
3	159.0	0.47	10.5	B
4	165.0	0.52	11.4	B
5	158.0	0.56	12.8	B
6	151.0	0.46	10.9	B
7	154.0	0.43	10.1	B
8	158.0	0.50	11.4	B
9	168.0	0.52	11.2	B
10	158.0	0.49	11.1	B
Average:	**160.0**	**0.49**	**10.9**	**B**
WB R on WALES RD: Lane ID 9795				
1	447.0	0.00	0.0	A
2	447.0	0.00	0.0	A
3	448.0	0.00	0.0	A
4	448.0	0.00	0.0	A
5	444.0	0.00	0.0	A
6	448.0	0.00	0.0	A
7	448.0	0.00	0.0	A
8	448.0	0.00	0.0	A
9	437.0	0.00	0.0	A
10	446.0	0.00	0.0	A
Average:	**446.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	372.0	4.32	41.8	D
2	373.0	1.17	11.3	B
3	373.0	1.65	16.0	B
4	371.0	1.24	12.0	B
5	358.0	4.38	44.0	D
6	373.0	7.56	73.0	E
7	374.0	1.26	12.1	B
8	374.0	2.34	22.5	C
9	352.0	3.38	34.6	C
10	375.0	1.29	12.4	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**369.0**	**2.86**	**28.0**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	132.0	0.90	24.6	C
2	137.0	0.96	25.2	C
3	135.0	0.95	25.2	C
4	132.0	1.04	28.5	C
5	132.0	0.90	24.6	C
6	126.0	0.99	28.2	C
7	138.0	1.05	27.3	C
8	129.0	0.96	26.7	C
9	131.0	1.08	29.7	C
10	126.0	0.96	27.3	C
Average:	**131.0**	**0.98**	**26.7**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	136.0	1.00	26.6	C
2	132.0	0.88	24.0	C
3	134.0	0.93	24.9	C
4	135.0	0.85	22.7	C
5	138.0	0.98	25.4	C
6	141.0	0.94	23.9	C
7	129.0	0.87	24.1	C
8	137.0	0.92	24.1	C
9	137.0	0.91	24.0	C
10	141.0	0.96	24.4	C
Average:	**136.0**	**0.92**	**24.4**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	421.0	2.99	25.5	C
2	419.0	6.09	52.3	D
3	428.0	4.04	34.0	C
4	434.0	4.27	35.5	D
5	423.0	7.65	65.1	E
6	419.0	4.63	39.8	D
7	446.0	4.33	34.9	C
8	441.0	4.27	34.8	C
9	426.0	3.40	28.8	C
10	429.0	4.84	40.6	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**428.0**	**4.65**	**39.1**	**D**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	442.0	3.04	24.8	C
2	435.0	6.20	51.3	D
3	459.0	4.13	32.4	C
4	448.0	4.23	34.0	C
5	442.0	8.15	66.4	E
6	469.0	4.86	37.3	D
7	436.0	3.92	32.4	C
8	430.0	3.82	32.0	C
9	452.0	3.21	25.6	C
10	444.0	4.60	37.3	D
Average:	**445.0**	**4.62**	**37.4**	**D**
WB L on WALES RD: Lane ID 33573866				
1	286.0	11.60	146.0	F
2	296.0	5.86	71.3	E
3	285.0	9.50	119.9	F
4	293.0	7.69	94.4	F
5	271.0	9.15	121.5	F
6	290.0	13.40	166.4	F
7	297.0	7.51	91.0	F
8	292.0	11.44	141.1	F
9	270.0	6.81	90.8	F
10	296.0	7.84	95.3	F
Average:	**287.0**	**9.08**	**113.8**	**F**
WB T on WALES RD: Lane ID 33573867				
1	79.0	1.60	73.0	E
2	85.0	0.44	18.8	B
3	82.0	1.23	54.1	D
4	83.0	0.79	34.2	C
5	79.0	1.40	64.0	E
6	84.0	2.15	91.9	F
7	85.0	0.67	28.5	C
8	85.0	1.67	70.9	E
9	79.0	0.93	42.5	D
10	85.0	0.73	30.9	C
Average:	**82.0**	**1.16**	**50.9**	**D**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	11.8	2.3	8.0	14.6	10
EB T	33640861	BUCK RD	0.9	0.1	0.8	1.1	10
EB T	33640862	BUCK RD	0.6	0.1	0.5	0.7	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.5	0.1	0.4	0.6	10
WB T	33640856	BUCK RD	1.4	0.1	1.2	1.6	10
SEB T	33640859	BUCK RD	1.6	0.1	1.5	1.7	10
SEB T	33640860	BUCK RD	0.9	0.1	0.8	1.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	3.6	0.7	2.7	4.7	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.1	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	9.9	5.1	3.0	18.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.1	0.0	0.0	0.1	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	1.4	0.1	1.3	1.5	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	3.1	0.1	3.0	3.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.1	0.8	1.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.5	0.0	0.4	0.6	10
EB L	33573857	WALES RD	0.5	0.1	0.4	0.6	10
EB T	33573858	WALES RD	0.5	0.1	0.4	0.6	10
EB T	33573859	WALES RD	0.5	0.1	0.4	0.7	10
WB T	33634092	WALES RD	2.9	2.1	1.2	7.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.7	1.3	3.0	7.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.6	1.5	3.0	8.2	10
EB T	33573864	WALES RD	1.0	0.1	0.9	1.1	10
EB TR	33573865	WALES RD	0.9	0.0	0.9	1.0	10
WB L	33573866	WALES RD	9.1	2.4	5.9	13.4	10
WB T	33573867	WALES RD	1.2	0.5	0.4	2.2	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	73.7	16.4	47.6	97.8	10
EB T	33640861	BUCK RD	15.7	2.1	13.4	19.7	10
EB T	33640862	BUCK RD	16.5	1.2	14.9	18.4	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	14.4	1.6	11.5	16.9	10
WB T	33640856	BUCK RD	20.8	2.3	16.4	23.3	10
SEB T	33640859	BUCK RD	15.2	0.7	14.1	16.0	10
SEB T	33640860	BUCK RD	13.0	1.2	11.8	15.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	29.3	7.8	20.7	44.8	10
EB T	33640880	BUCK RD	0.2	0.3	0.1	1.1	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.1	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	90.7	51.5	24.7	183.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640884	BUCK RD	0.8	0.4	0.0	1.3	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.5	0.1	0.2	0.7	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	21.5	1.1	19.9	22.8	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	22.9	0.6	21.8	23.9	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	30.3	2.2	27.4	32.9	10
NB R	9799	NB I 75 TO WALES OFF RAMP	10.9	0.9	9.2	12.8	10
EB L	33573857	WALES RD	13.9	1.7	11.7	16.9	10
EB T	33573858	WALES RD	3.8	0.5	3.0	4.5	10
EB T	33573859	WALES RD	3.9	0.7	2.8	5.3	10
WB T	33634092	WALES RD	28.0	20.3	11.3	73.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	39.1	11.6	25.5	65.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	37.4	12.6	24.8	66.4	10
EB T	33573864	WALES RD	26.7	1.8	24.6	29.7	10
EB TR	33573865	WALES RD	24.4	1.0	22.7	26.6	10
WB L	33573866	WALES RD	113.8	30.2	71.3	166.4	10
WB T	33573867	WALES RD	50.9	23.6	18.8	91.9	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,065.0	4.32	7.5	A
2	2,122.0	6.00	10.2	B
3	2,110.0	6.12	10.4	B
4	2,053.0	4.70	8.2	A
5	2,132.0	5.07	8.6	A
6	2,121.0	6.50	11.0	B
7	2,113.0	7.58	12.9	B
8	2,113.0	5.26	9.0	A
9	2,136.0	5.99	10.1	B
10	2,122.0	4.84	8.2	A
Average:	**2,108.7**	**5.64**	**9.6**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,974.0	32.14	58.6	F
2	2,007.0	24.57	44.1	E
3	1,975.0	23.52	42.9	E
4	1,972.0	19.51	35.6	E
5	2,007.0	23.14	41.5	E
6	2,007.0	28.90	51.8	F
7	2,000.0	26.39	47.5	E
8	1,990.0	28.04	50.7	F
9	2,006.0	26.92	48.3	E
10	2,002.0	27.70	49.8	E
Average:	**1,994.0**	**26.08**	**47.1**	**E**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	5.6	1.0	4.3	7.6	10
6	BUCK RD & LIME CITY RD	Roundabout	26.1	3.5	19.5	32.1	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	9.6	1.6	7.5	12.9	10
6	BUCK RD & LIME CITY RD	Roundabout	47.1	6.4	35.6	58.6	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640896				
1	669.0	0.55	2.9	A
2	716.0	0.68	3.4	A
3	709.0	0.59	3.0	A
4	657.0	0.62	3.4	A
5	724.0	0.58	2.9	A
6	706.0	0.62	3.2	A
7	716.0	0.62	3.1	A
8	707.0	0.63	3.2	A
9	725.0	0.57	2.8	A
10	712.0	0.58	2.9	A
Average:	**704.0**	**0.60**	**3.1**	**A**
EB T on BUCK RD: Lane ID 33640897				
1	366.0	0.15	1.5	A
2	377.0	0.19	1.9	A
3	372.0	0.15	1.5	A
4	363.0	0.18	1.8	A
5	373.0	0.18	1.7	A
6	373.0	0.17	1.6	A
7	376.0	0.19	1.8	A
8	371.0	0.15	1.5	A
9	379.0	0.19	1.8	A
10	374.0	0.20	1.9	A
Average:	**372.0**	**0.18**	**1.7**	**A**
NB T on GLENWOOD RD: Lane ID 33640892				
1	359.0	1.92	19.3	C
2	362.0	3.72	37.0	E
3	359.0	3.81	38.2	E
4	364.0	2.51	24.8	C
5	364.0	2.95	29.2	D
6	367.0	4.31	42.3	E
7	354.0	5.19	52.7	F
8	362.0	2.89	28.8	D
9	362.0	3.88	38.6	E
10	363.0	2.69	26.7	D
Average:	**361.0**	**3.39**	**33.8**	**D**

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB T on 3RD ST: Lane ID 33640888				
1	341.0	0.90	9.5	A
2	337.0	0.75	8.0	A
3	342.0	0.96	10.1	B
4	338.0	0.79	8.4	A
5	339.0	0.75	8.0	A
6	343.0	0.77	8.0	A
7	340.0	0.84	8.9	A
8	343.0	0.86	9.0	A
9	340.0	0.81	8.6	A
10	344.0	0.74	7.7	A
Average:	**340.0**	**0.82**	**8.6**	**A**
NWB T on 3RD ST: Lane ID 33640889				
1	32.0	0.02	2.1	A
2	31.0	0.04	4.8	A
3	32.0	0.02	2.3	A
4	32.0	0.01	1.6	A
5	33.0	0.02	1.9	A
6	33.0	0.02	2.1	A
7	30.0	0.02	1.9	A
8	33.0	0.03	2.9	A
9	32.0	0.01	1.7	A
10	31.0	0.03	2.9	A
Average:	**31.0**	**0.02**	**2.4**	**A**
SB T on GLENWOOD RD: Lane ID 33640900				
1	298.0	0.78	9.4	A
2	299.0	0.61	7.4	A
3	296.0	0.58	7.1	A
4	299.0	0.59	7.1	A
5	299.0	0.60	7.2	A
6	299.0	0.62	7.4	A
7	297.0	0.73	8.9	A
8	297.0	0.70	8.5	A
9	298.0	0.52	6.3	A
10	298.0	0.62	7.5	A
Average:	**298.0**	**0.64**	**7.7**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	476.0	1.47	11.1	B
2	479.0	1.38	10.4	B
3	481.0	1.26	9.5	A
4	481.0	1.52	11.4	B
5	478.0	1.39	10.5	B
6	478.0	1.41	10.6	B
7	476.0	1.43	10.8	B
8	478.0	1.35	10.2	B
9	476.0	1.30	9.8	A
10	478.0	1.37	10.3	B
Average:	**478.0**	**1.39**	**10.5**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	780.0	1.15	5.3	A
2	838.0	1.21	5.2	A
3	798.0	1.21	5.4	A
4	762.0	1.20	5.7	A
5	812.0	1.27	5.7	A
6	818.0	1.24	5.5	A
7	811.0	1.22	5.4	A
8	806.0	1.24	5.5	A
9	829.0	1.18	5.1	A
10	802.0	1.24	5.6	A
Average:	**805.0**	**1.22**	**5.4**	**A**
SEB T on BUCK RD: Lane ID 33640840				
1	385.0	0.75	7.0	A
2	385.0	0.65	6.1	A
3	381.0	0.68	6.5	A
4	382.0	0.66	6.2	A
5	383.0	0.63	6.0	A
6	383.0	0.79	7.4	A
7	383.0	0.68	6.4	A
8	380.0	0.67	6.3	A
9	383.0	0.70	6.6	A
10	387.0	0.71	6.6	A
Average:	**383.0**	**0.69**	**6.5**	**A**
SWB T on LIME CITY RD: Lane ID 33640838				
1	333.0	28.77	311.0	F
2	305.0	21.33	251.8	F
3	315.0	20.37	232.8	F

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	347.0	16.14	167.4	F
5	334.0	19.84	213.8	F
6	328.0	25.45	279.3	F
7	330.0	23.05	251.5	F
8	326.0	24.78	273.7	F
9	318.0	23.75	268.9	F
10	335.0	24.38	262.0	F
Average:	**327.0**	**22.79**	**251.2**	**F**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.8	0.1	0.7	1.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10
NB T	33640892	GLENWOOD RD	3.4	1.0	1.9	5.2	10
EB T	33640896	BUCK RD	0.6	0.0	0.6	0.7	10
EB T	33640897	BUCK RD	0.2	0.0	0.2	0.2	10
SB T	33640900	GLENWOOD RD	0.6	0.1	0.5	0.8	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.2	0.0	1.2	1.3	10
SWB T	33640838	LIME CITY RD	22.8	3.5	16.1	28.8	10
SEB T	33640840	BUCK RD	0.7	0.0	0.6	0.8	10
NB T	33640842	LIME CITY RD	1.4	0.1	1.3	1.5	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	8.6	0.8	7.7	10.1	10
NWB T	33640889	3RD ST	2.4	0.9	1.6	4.8	10
NB T	33640892	GLENWOOD RD	33.8	9.8	19.3	52.7	10
EB T	33640896	BUCK RD	3.1	0.2	2.8	3.4	10
EB T	33640897	BUCK RD	1.7	0.2	1.5	1.9	10
SB T	33640900	GLENWOOD RD	7.7	0.9	6.3	9.4	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	5.4	0.2	5.1	5.7	10
SWB T	33640838	LIME CITY RD	251.2	39.5	167.4	311.0	10
SEB T	33640840	BUCK RD	6.5	0.4	6.0	7.4	10
NB T	33640842	LIME CITY RD	10.5	0.6	9.5	11.4	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640896						
1	120.0	12.2	0.5	55.7	2.0	35.0%
2	120.0	13.4	0.6	57.4	2.0	36.7%
3	120.0	11.6	0.5	52.0	2.0	35.0%
4	120.0	8.1	0.4	41.4	2.0	25.0%
5	120.0	9.0	0.4	39.6	2.0	30.0%
6	120.0	11.2	0.5	50.6	2.0	32.5%
7	120.0	13.6	0.5	60.9	2.0	33.3%
8	120.0	7.3	0.3	44.3	2.0	22.5%
9	120.0	12.3	0.5	55.7	2.0	32.5%
10	120.0	10.3	0.5	53.2	2.0	30.0%
Average:	**120.0**	**10.9**	**0.5**	**51.1**	**2.0**	**31.3%**
EB T on BUCK RD - Lane ID 33640897						
1	120.0	1.2	0.1	4.0	1.0	10.0%
2	120.0	4.1	0.2	30.9	2.0	16.7%
3	120.0	1.5	0.1	2.9	1.0	9.2%
4	120.0	2.2	0.1	18.4	1.0	7.5%
5	120.0	3.5	0.2	32.9	2.0	12.5%
6	120.0	3.6	0.2	32.9	1.0	14.2%
7	120.0	3.6	0.2	29.4	1.0	16.7%
8	120.0	1.9	0.1	8.1	1.0	9.2%
9	120.0	1.7	0.1	6.5	1.0	9.2%
10	120.0	2.2	0.2	24.5	1.0	12.5%
Average:	**120.0**	**2.6**	**0.2**	**19.1**	**1.2**	**11.8%**
NB T on GLENWOOD RD - Lane ID 33640892						
1	120.0	35.9	1.3	133.7	4.0	0.0%
2	120.0	78.0	2.3	326.5	10.0	0.8%
3	120.0	102.2	2.9	381.5	9.0	0.0%
4	120.0	50.8	1.9	192.4	6.0	0.0%
5	120.0	67.9	2.1	284.8	7.0	0.0%
6	120.0	110.4	3.4	452.0	15.0	0.8%
7	120.0	138.9	4.0	553.8	14.0	6.7%
8	120.0	60.6	2.1	236.7	7.0	0.0%
9	120.0	100.8	3.0	350.6	10.0	1.7%
10	120.0	58.9	2.0	250.6	8.0	0.0%

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on GLENWOOD RD - Lane ID 33640892						
Average:	**120.0**	**80.4**	**2.5**	**316.3**	**9.0**	**1.0%**
NWB T on 3RD ST - Lane ID 33640888						
1	120.0	19.5	0.5	147.0	3.0	0.0%
2	120.0	13.4	0.4	98.2	2.0	0.0%
3	120.0	20.4	0.6	132.9	3.0	0.0%
4	120.0	18.2	0.5	105.4	3.0	0.0%
5	120.0	15.4	0.5	93.9	2.0	0.0%
6	120.0	10.4	0.3	72.8	2.0	0.0%
7	120.0	15.6	0.5	64.3	3.0	0.0%
8	120.0	24.3	0.7	144.4	3.0	0.0%
9	120.0	13.0	0.4	84.1	3.0	0.0%
10	120.0	13.0	0.4	91.3	2.0	0.0%
Average:	**120.0**	**16.3**	**0.5**	**103.4**	**2.6**	**0.0%**
NWB T on 3RD ST - Lane ID 33640889						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.9	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.4	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640900						
1	120.0	16.7	0.6	85.9	3.0	0.0%
2	120.0	4.8	0.3	32.1	1.0	0.0%
3	120.0	6.7	0.4	62.7	2.0	0.0%
4	120.0	8.1	0.3	57.3	2.0	0.0%
5	120.0	4.6	0.3	21.3	2.0	0.0%
6	120.0	5.3	0.4	33.7	2.0	0.0%
7	120.0	14.0	0.5	90.6	2.0	0.0%
8	120.0	13.9	0.5	119.8	2.0	0.0%
9	120.0	3.7	0.2	21.3	1.0	0.0%
10	120.0	8.6	0.3	59.8	2.0	0.0%
Average:	**120.0**	**8.6**	**0.4**	**58.5**	**1.9**	**0.0%**

BUCK RD NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640861						
1	120.0	12.8	0.6	57.2	2.0	0.0%
2	120.0	13.9	0.7	68.7	3.0	0.0%
3	120.0	19.4	0.8	74.3	3.0	0.0%
4	120.0	18.3	0.8	91.4	3.0	0.0%
5	120.0	19.6	0.8	86.4	3.0	0.0%
6	120.0	19.7	0.7	88.2	3.0	0.0%
7	120.0	22.7	0.9	100.9	4.0	0.0%
8	120.0	22.6	0.9	96.6	4.0	0.0%
9	120.0	18.6	0.8	83.3	3.0	0.0%
10	120.0	17.0	0.7	86.6	3.0	0.0%
Average:	**120.0**	**18.5**	**0.8**	**83.4**	**3.1**	**0.0%**
EB T on BUCK RD - Lane ID 33640862						
1	120.0	11.1	0.6	46.8	2.0	0.0%
2	120.0	7.7	0.4	44.7	2.0	0.0%
3	120.0	14.7	0.6	78.0	2.0	0.0%
4	120.0	15.5	0.7	68.7	3.0	0.0%
5	120.0	14.7	0.6	74.8	3.0	0.0%
6	120.0	14.5	0.6	73.5	3.0	0.0%
7	120.0	13.0	0.5	78.3	2.0	0.0%
8	120.0	12.6	0.6	64.2	2.0	0.0%
9	120.0	14.6	0.6	76.4	2.0	0.0%
10	120.0	12.8	0.5	62.9	2.0	0.0%
Average:	**120.0**	**13.1**	**0.6**	**66.8**	**2.3**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	292.5	8.6	793.6	25.0	19.2%
2	120.0	182.0	5.5	559.7	16.0	0.0%
3	120.0	199.6	6.0	790.9	24.0	8.3%
4	120.0	362.5	10.3	795.0	24.0	25.0%
5	120.0	303.0	9.0	797.8	24.0	15.8%
6	120.0	286.7	8.6	789.1	24.0	10.8%
7	120.0	304.5	9.1	792.5	25.0	17.5%
8	120.0	240.3	7.3	789.0	24.0	11.7%
9	120.0	186.1	5.8	709.7	21.0	5.0%
10	120.0	240.8	7.2	783.7	24.0	9.2%
Average:	**120.0**	**259.8**	**7.7**	**760.1**	**23.1**	**12.3%**

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640859						
1	120.0	39.8	1.2	180.6	5.0	0.0%
2	120.0	41.2	1.2	205.3	5.0	0.0%
3	120.0	50.9	1.4	246.3	7.0	0.0%
4	120.0	51.1	1.3	272.2	7.0	0.0%
5	120.0	42.1	1.3	182.8	6.0	0.0%
6	120.0	44.8	1.3	215.9	6.0	0.0%
7	120.0	50.3	1.4	252.4	7.0	0.0%
8	120.0	42.5	1.2	233.7	6.0	0.0%
9	120.0	48.2	1.3	212.1	6.0	0.0%
10	120.0	42.4	1.3	238.6	7.0	0.0%
Average:	**120.0**	**45.3**	**1.3**	**224.0**	**6.2**	**0.0%**
SEB T on BUCK RD - Lane ID 33640860						
1	120.0	25.8	0.8	159.0	3.0	0.0%
2	120.0	20.3	0.6	159.0	3.0	0.0%
3	120.0	25.7	0.8	159.0	4.0	0.0%
4	120.0	29.2	0.9	159.0	4.0	0.0%
5	120.0	26.8	0.7	159.0	4.0	0.0%
6	120.0	31.0	0.9	159.0	4.0	0.0%
7	120.0	30.4	0.9	159.0	4.0	0.0%
8	120.0	21.3	0.7	159.0	4.0	0.0%
9	120.0	22.1	0.7	159.0	3.0	0.0%
10	120.0	23.3	0.7	159.0	4.0	0.0%
Average:	**120.0**	**25.6**	**0.8**	**159.0**	**3.7**	**0.0%**
WB T on BUCK RD - Lane ID 33640855						
1	120.0	12.6	0.4	66.1	2.0	0.0%
2	120.0	8.0	0.3	52.1	2.0	0.0%
3	120.0	13.6	0.4	84.7	2.0	0.0%
4	120.0	9.2	0.4	51.7	2.0	0.0%
5	120.0	10.9	0.4	74.7	2.0	0.0%
6	120.0	13.8	0.5	71.3	3.0	0.0%
7	120.0	17.7	0.5	96.8	2.0	0.0%
8	120.0	12.0	0.5	60.8	2.0	0.0%
9	120.0	10.3	0.4	63.4	2.0	0.0%
10	120.0	11.8	0.4	73.4	2.0	0.0%
Average:	**120.0**	**12.0**	**0.4**	**69.5**	**2.1**	**0.0%**
WB T on BUCK RD - Lane ID 33640856						
1	120.0	38.9	1.1	147.1	4.0	0.0%
2	120.0	27.3	1.0	146.7	4.0	0.0%

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640856						
3	120.0	38.6	1.0	152.3	4.0	0.0%
4	120.0	27.2	0.9	115.5	4.0	0.0%
5	120.0	42.7	1.3	146.0	4.0	0.0%
6	120.0	35.4	1.2	121.4	4.0	0.0%
7	120.0	34.6	1.0	121.9	3.0	0.0%
8	120.0	32.5	1.0	135.8	4.0	0.0%
9	120.0	28.6	1.0	102.8	4.0	0.0%
10	120.0	36.2	1.0	149.9	4.0	0.0%
Average:	**120.0**	**34.2**	**1.1**	**133.9**	**3.9**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	25.2	0.9	133.8	4.0	0.0%
2	120.0	14.5	0.5	84.7	3.0	0.0%
3	120.0	15.1	0.6	85.3	3.0	0.0%
4	120.0	19.1	0.7	104.2	4.0	0.0%
5	120.0	13.2	0.5	90.7	3.0	0.0%
6	120.0	24.8	0.8	139.8	4.0	0.0%
7	120.0	19.9	0.7	108.9	4.0	0.0%
8	120.0	17.9	0.6	106.2	3.0	0.0%
9	120.0	17.6	0.7	99.7	4.0	0.0%
10	120.0	19.1	0.7	103.9	3.0	0.0%
Average:	**120.0**	**18.6**	**0.7**	**105.7**	**3.5**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	27.5	0.7	89.6	3.0	39.2%
2	120.0	22.4	0.6	78.1	3.0	30.0%
3	120.0	30.4	0.8	87.8	3.0	40.0%
4	120.0	28.4	0.8	75.5	3.0	42.5%
5	120.0	31.6	1.0	88.3	3.0	42.5%
6	120.0	24.9	0.8	86.1	3.0	30.8%
7	120.0	22.3	0.7	70.8	3.0	32.5%
8	120.0	25.0	0.8	80.4	3.0	32.5%
9	120.0	21.3	0.6	71.9	3.0	28.3%
10	120.0	31.1	0.9	93.5	3.0	41.7%
Average:	**120.0**	**26.5**	**0.8**	**82.2**	**3.0**	**36.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	17.0	0.5	105.8	2.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
2	120.0	9.6	0.3	56.5	2.0	0.0%
3	120.0	9.1	0.3	50.9	2.0	0.0%
4	120.0	10.4	0.3	68.6	2.0	0.0%
5	120.0	11.7	0.4	75.8	2.0	0.0%
6	120.0	13.2	0.4	75.5	2.0	0.0%
7	120.0	9.9	0.3	48.6	2.0	0.0%
8	120.0	9.8	0.3	48.4	2.0	0.0%
9	120.0	9.8	0.3	66.2	2.0	0.0%
10	120.0	13.9	0.4	100.9	2.0	0.0%
Average:	**120.0**	**11.4**	**0.4**	**69.7**	**2.0**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	657.5	22.2	1,522.2	51.1	0.0%
2	120.0	718.9	23.9	1,920.8	62.1	0.0%
3	120.0	613.4	20.9	1,649.6	56.1	0.0%
4	120.0	388.0	13.1	790.8	26.0	0.0%
5	120.0	468.3	16.2	1,241.9	44.0	0.0%
6	120.0	608.5	20.6	1,322.6	45.1	0.0%
7	120.0	568.9	19.7	1,252.1	44.0	0.0%
8	120.0	712.9	24.6	1,480.3	50.0	0.0%
9	120.0	676.2	23.3	1,790.4	61.0	0.0%
10	120.0	618.9	21.6	1,430.2	51.1	0.0%
Average:	**120.0**	**603.2**	**20.6**	**1,440.1**	**49.1**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640881						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NEB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
1	120.0	29.0	1.0	162.7	5.0	0.0%
2	120.0	64.7	2.1	248.2	8.0	0.0%
3	120.0	58.2	2.0	239.5	8.0	0.0%
4	120.0	25.3	0.9	154.2	6.0	0.0%
5	120.0	63.8	2.2	283.0	8.0	0.0%
6	120.0	57.6	1.9	216.1	7.0	0.0%
7	120.0	48.4	1.7	205.5	7.0	0.0%
8	120.0	41.3	1.4	215.8	7.0	0.0%
9	120.0	74.1	2.3	259.3	8.0	0.0%
10	120.0	48.6	1.6	237.1	7.0	0.0%
Average:	**120.0**	**51.1**	**1.7**	**222.1**	**7.1**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640882						
1	120.0	377.6	12.4	1,245.3	40.0	10.8%
2	120.0	56.3	2.0	227.8	7.0	0.0%
3	120.0	160.6	5.0	769.0	24.0	3.3%
4	120.0	468.5	14.3	1,242.7	39.0	15.8%
5	120.0	241.4	7.7	812.7	24.1	0.8%
6	120.0	225.3	7.1	909.9	28.3	4.2%
7	120.0	337.6	10.5	944.4	31.1	1.7%
8	120.0	211.1	6.6	1,051.7	32.2	4.2%
9	120.0	85.4	2.9	327.7	11.0	0.0%
10	120.0	246.3	7.8	966.3	28.2	4.2%
Average:	**120.0**	**241.0**	**7.6**	**849.8**	**26.5**	**4.5%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640883						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.8%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1%**
WB T on BUCK RD - Lane ID 33640884						
1	120.0	3.2	0.1	16.5	1.0	8.3%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	1.7	0.1	0.8	0.0	5.0%
4	120.0	1.4	0.1	0.0	0.0	5.0%
5	120.0	3.1	0.1	16.2	1.0	9.2%
6	120.0	5.4	0.1	64.2	1.0	11.7%
7	120.0	0.9	0.1	8.9	1.0	5.8%
8	120.0	1.3	0.1	1.7	1.0	5.8%
9	120.0	0.4	0.0	0.0	0.0	2.5%
10	120.0	1.5	0.0	0.0	0.0	3.3%
Average:	**120.0**	**1.9**	**0.1**	**10.8**	**0.5**	**5.7%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SB I 75 TO BUCK OFF RAMP - Lane ID 33640876						
1	120.0	74.8	2.0	297.2	7.0	0.0%
2	120.0	81.7	2.3	281.6	7.0	0.0%
3	120.0	73.0	2.0	280.3	7.0	0.0%
4	120.0	79.4	2.3	295.8	8.0	0.0%
5	120.0	87.4	2.4	319.0	8.0	0.0%
6	120.0	73.7	2.2	287.8	8.0	0.0%
7	120.0	88.4	2.4	324.1	8.0	0.0%
8	120.0	71.7	2.2	241.8	8.0	0.0%
9	120.0	75.1	2.3	319.7	8.0	0.0%
10	120.0	65.8	1.9	260.6	8.0	0.0%
Average:	**120.0**	**77.1**	**2.2**	**290.8**	**7.7**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.5	0.0	0.0	0.0	0.8%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1%**
EB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	14.3	0.5	59.5	2.0	0.0%
2	120.0	9.5	0.4	46.7	2.0	0.0%
3	120.0	11.1	0.4	71.1	1.0	0.0%
4	120.0	8.1	0.3	43.3	2.0	0.0%
5	120.0	10.6	0.4	59.8	2.0	0.0%
6	120.0	12.9	0.4	71.4	2.0	0.0%
7	120.0	11.1	0.4	54.4	2.0	0.0%
8	120.0	8.1	0.3	47.3	2.0	0.0%
9	120.0	9.1	0.4	45.5	2.0	0.0%
10	120.0	9.5	0.3	54.3	2.0	0.0%
Average:	**120.0**	**10.4**	**0.4**	**55.3**	**1.9**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
1	120.0	5.5	0.3	42.3	2.0	0.0%
2	120.0	4.6	0.2	19.0	1.0	0.0%
3	120.0	4.5	0.2	18.3	1.0	0.0%
4	120.0	10.4	0.4	69.1	2.0	0.0%
5	120.0	5.4	0.2	42.4	1.0	0.0%
6	120.0	7.6	0.3	47.8	2.0	0.0%
7	120.0	7.4	0.3	48.3	2.0	0.0%
8	120.0	7.7	0.3	47.5	2.0	0.0%
9	120.0	7.9	0.3	63.1	2.0	0.0%
10	120.0	3.1	0.1	16.1	1.0	0.0%
Average:	**120.0**	**6.4**	**0.3**	**41.4**	**1.6**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	8.1	0.4	55.5	2.0	0.0%
2	120.0	6.1	0.2	43.7	2.0	0.0%
3	120.0	4.5	0.2	37.3	1.0	0.0%
4	120.0	7.1	0.3	44.2	2.0	0.0%
5	120.0	6.4	0.3	45.0	2.0	0.0%
6	120.0	8.2	0.4	42.8	2.0	0.0%
7	120.0	8.7	0.3	63.5	2.0	0.0%
8	120.0	10.0	0.4	67.4	2.0	0.0%
9	120.0	7.2	0.3	48.9	2.0	0.0%
10	120.0	4.8	0.2	43.2	1.0	0.0%
Average:	**120.0**	**7.1**	**0.3**	**49.2**	**1.8**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	20.1	0.8	75.4	3.0	0.0%
2	120.0	22.6	1.0	73.9	3.0	0.0%
3	120.0	20.5	0.9	68.8	2.0	0.0%
4	120.0	19.2	0.8	72.6	2.0	0.0%
5	120.0	17.4	0.8	65.3	2.0	0.0%
6	120.0	17.6	0.7	72.0	3.0	0.0%
7	120.0	19.8	0.8	74.5	3.0	0.0%
8	120.0	17.5	0.7	69.5	2.0	0.0%
9	120.0	22.6	0.9	77.5	3.0	0.0%
10	120.0	28.0	0.9	97.6	3.0	0.0%
Average:	**120.0**	**20.5**	**0.8**	**74.7**	**2.6**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	5.5	0.2	36.4	1.0	0.0%
2	120.0	9.2	0.3	69.8	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
3	120.0	10.8	0.4	63.5	2.0	0.0%
4	120.0	10.7	0.3	65.1	1.0	0.0%
5	120.0	8.5	0.4	51.3	2.0	0.0%
6	120.0	9.1	0.3	62.2	1.0	0.0%
7	120.0	10.4	0.4	66.2	2.0	0.0%
8	120.0	8.7	0.3	49.4	1.0	0.0%
9	120.0	8.7	0.4	49.1	2.0	0.0%
10	120.0	8.9	0.4	50.0	1.0	0.0%
Average:	**120.0**	**9.1**	**0.3**	**56.3**	**1.5**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.0	0.0	0.0	0.0%
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	1.7	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.3	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.5	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	108.8	3.0	456.8	13.0	4.2%
2	120.0	21.7	0.8	144.5	4.0	0.0%
3	120.0	28.7	1.0	176.8	5.0	0.0%
4	120.0	24.4	0.8	130.2	4.0	0.0%
5	120.0	125.5	3.4	544.6	14.0	13.3%
6	120.0	171.3	4.7	536.1	15.0	18.3%
7	120.0	24.5	0.9	111.0	4.0	0.0%
8	120.0	51.3	1.5	221.5	6.0	0.0%
9	120.0	80.0	2.4	518.3	12.1	7.5%
10	120.0	23.7	0.8	139.4	4.0	0.0%
Average:	**120.0**	**66.0**	**1.9**	**297.9**	**8.1**	**4.3%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	15.1	0.7	65.6	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
2	120.0	15.7	0.8	54.1	2.0	0.0%
3	120.0	19.1	0.8	85.0	2.0	0.0%
4	120.0	19.6	0.9	68.3	3.0	0.0%
5	120.0	16.7	0.7	72.8	2.0	0.0%
6	120.0	20.0	0.9	75.5	2.0	0.0%
7	120.0	19.1	0.8	71.6	2.0	0.0%
8	120.0	18.6	0.8	96.8	2.0	0.0%
9	120.0	20.3	0.8	77.1	2.0	0.0%
10	120.0	18.9	0.8	71.4	2.0	0.0%
Average:	**120.0**	**18.3**	**0.8**	**73.8**	**2.1**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	18.2	0.8	66.6	3.0	0.0%
2	120.0	18.8	0.7	92.5	2.0	0.0%
3	120.0	16.9	0.7	77.3	2.0	0.0%
4	120.0	14.5	0.7	49.0	2.0	0.0%
5	120.0	17.4	0.8	70.8	2.0	0.0%
6	120.0	16.9	0.8	68.4	2.0	0.0%
7	120.0	18.9	0.7	85.8	2.0	0.0%
8	120.0	19.0	0.8	77.3	2.0	0.0%
9	120.0	13.0	0.7	44.3	2.0	0.0%
10	120.0	17.8	0.7	75.9	2.0	0.0%
Average:	**120.0**	**17.1**	**0.7**	**70.8**	**2.1**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	79.0	2.3	259.8	7.0	0.0%
2	120.0	151.0	3.9	517.3	13.0	0.0%
3	120.0	92.8	2.6	284.3	8.0	0.0%
4	120.0	98.1	2.8	290.3	9.0	0.0%
5	120.0	187.7	4.9	614.2	15.0	0.0%
6	120.0	125.2	3.3	369.7	9.0	0.0%
7	120.0	89.3	2.6	311.0	8.0	0.0%
8	120.0	80.7	2.6	274.8	8.0	0.0%
9	120.0	78.2	2.4	255.4	7.0	0.0%
10	120.0	136.3	3.8	356.1	10.0	0.0%
Average:	**120.0**	**111.8**	**3.1**	**353.3**	**9.4**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	72.5	2.2	228.7	7.0	0.0%
2	120.0	148.8	3.9	531.6	13.0	0.0%
3	120.0	82.6	2.4	274.9	8.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
4	120.0	106.1	3.1	302.7	9.0	0.0%
5	120.0	182.1	5.1	542.6	16.0	0.0%
6	120.0	110.7	3.1	382.0	9.0	0.0%
7	120.0	79.7	2.2	305.5	7.0	0.0%
8	120.0	81.5	2.2	285.3	8.0	0.0%
9	120.0	84.6	2.4	250.9	7.0	0.0%
10	120.0	121.7	3.3	358.0	9.1	0.0%
Average:	**120.0**	**107.0**	**3.0**	**346.2**	**9.3**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	327.3	8.5	751.5	19.0	2.5%
2	120.0	144.6	4.2	390.1	12.0	0.0%
3	120.0	256.2	7.2	728.6	19.0	0.0%
4	120.0	199.2	5.6	617.7	17.0	0.0%
5	120.0	251.1	6.5	739.9	19.0	1.7%
6	120.0	349.6	9.5	784.1	22.0	8.3%
7	120.0	207.0	5.8	429.1	12.0	0.0%
8	120.0	347.8	9.4	720.7	20.0	3.3%
9	120.0	236.6	6.1	730.6	17.0	2.5%
10	120.0	182.2	5.0	470.2	13.0	0.0%
Average:	**120.0**	**250.2**	**6.8**	**636.3**	**17.0**	**1.8%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	7.6	0.2	64.1	1.0	0.0%
2	120.0	6.7	0.2	53.5	1.0	0.0%
3	120.0	9.1	0.3	69.2	1.0	0.0%
4	120.0	5.3	0.2	23.8	1.0	0.0%
5	120.0	5.7	0.3	35.5	1.0	0.0%
6	120.0	9.9	0.3	69.6	1.0	0.0%
7	120.0	7.8	0.2	59.1	1.0	0.0%
8	120.0	8.7	0.3	55.4	1.0	0.0%
9	120.0	4.3	0.1	20.3	1.0	0.0%
10	120.0	5.5	0.2	22.5	1.0	0.0%
Average:	**120.0**	**7.1**	**0.2**	**47.3**	**1.0**	**0.0%**

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	16.3	4.2	10.4	24.3	10
NWB T	33640889	3RD ST	0.2	0.3	0.0	0.9	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	10.9	2.2	7.3	13.6	10
EB T	33640897	BUCK RD	2.6	1.0	1.2	4.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	80.4	31.8	35.9	138.9	10
SB T	33640900	GLENWOOD RD	8.6	4.6	3.7	16.7	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	259.8	59.7	182.0	362.5	10
EB T	33640861	BUCK RD	18.5	3.2	12.8	22.7	10
EB T	33640862	BUCK RD	13.1	2.3	7.7	15.5	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	12.0	2.7	8.0	17.7	10
WB T	33640856	BUCK RD	34.2	5.3	27.2	42.7	10
SEB T	33640859	BUCK RD	45.3	4.4	39.8	51.1	10
SEB T	33640860	BUCK RD	25.6	3.8	20.3	31.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	26.5	3.8	21.3	31.6	10
SEB T	33640840	BUCK RD	11.4	2.5	9.1	17.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	603.2	105.3	388.0	718.9	10
NB T	33640842	LIME CITY RD	18.6	4.0	13.2	25.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	51.1	15.7	25.3	74.1	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	241.0	127.2	56.3	468.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640884	BUCK RD	1.9	1.6	0.0	5.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	77.1	7.1	65.8	88.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.1	0.2	0.0	0.5	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	20.5	3.2	17.4	28.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	9.1	1.5	5.5	10.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.4	0.5	0.1	1.7	10
EB L	33573857	WALES RD	10.4	2.0	8.1	14.3	10
EB T	33573858	WALES RD	6.4	2.2	3.1	10.4	10
EB T	33573859	WALES RD	7.1	1.7	4.5	10.0	10
WB T	33634092	WALES RD	66.0	53.2	21.7	171.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	111.8	37.0	78.2	187.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	107.0	35.4	72.5	182.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	18.3	1.8	15.1	20.3	10
EB TR	33573865	WALES RD	17.1	2.0	13.0	19.0	10
WB L	33573866	WALES RD	250.2	71.3	144.6	349.6	10
WB T	33573867	WALES RD	7.1	1.9	4.3	9.9	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.5	0.1	0.3	0.7	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.5	0.1	0.3	0.6	10
EB T	33640897	BUCK RD	0.2	0.1	0.1	0.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	2.5	0.8	1.3	4.0	10
SB T	33640900	GLENWOOD RD	0.4	0.1	0.2	0.6	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	7.7	1.6	5.5	10.3	10
EB T	33640861	BUCK RD	0.8	0.1	0.6	0.9	10
EB T	33640862	BUCK RD	0.6	0.1	0.4	0.7	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.4	0.1	0.3	0.5	10
WB T	33640856	BUCK RD	1.1	0.1	0.9	1.3	10
SEB T	33640859	BUCK RD	1.3	0.1	1.2	1.4	10
SEB T	33640860	BUCK RD	0.8	0.1	0.6	0.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.8	0.1	0.6	1.0	10
SEB T	33640840	BUCK RD	0.4	0.1	0.3	0.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	20.6	3.6	13.1	24.6	10
NB T	33640842	LIME CITY RD	0.7	0.1	0.5	0.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	1.7	0.5	0.9	2.3	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	7.6	3.9	2.0	14.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	2.2	0.2	1.9	2.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.8	0.1	0.7	1.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.4	0.1	0.3	0.5	10
EB T	33573858	WALES RD	0.3	0.1	0.1	0.4	10
EB T	33573859	WALES RD	0.3	0.1	0.2	0.4	10
WB T	33634092	WALES RD	1.9	1.4	0.8	4.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	3.1	0.8	2.3	4.9	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	3.0	0.9	2.2	5.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.8	0.1	0.7	0.9	10
EB TR	33573865	WALES RD	0.7	0.1	0.7	0.8	10
WB L	33573866	WALES RD	6.8	1.8	4.2	9.5	10
WB T	33573867	WALES RD	0.2	0.1	0.1	0.3	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	103.4	29.0	64.3	147.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	51.1	7.1	39.6	60.9	10
EB T	33640897	BUCK RD	19.1	12.6	2.9	32.9	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	316.3	125.0	133.7	553.8	10
SB T	33640900	GLENWOOD RD	58.5	32.7	21.3	119.8	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	760.1	75.1	559.7	797.8	10
EB T	33640861	BUCK RD	83.4	13.2	57.2	100.9	10
EB T	33640862	BUCK RD	66.8	12.4	44.7	78.3	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	69.5	14.0	51.7	96.8	10
WB T	33640856	BUCK RD	133.9	17.3	102.8	152.3	10
SEB T	33640859	BUCK RD	224.0	29.9	180.6	272.2	10
SEB T	33640860	BUCK RD	159.0	0.0	159.0	159.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	82.2	7.9	70.8	93.5	10
SEB T	33640840	BUCK RD	69.7	20.5	48.4	105.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1,440.1	319.1	790.8	1,920.8	10
NB T	33640842	LIME CITY RD	105.7	18.5	84.7	139.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	222.1	40.5	154.2	283.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	849.8	340.8	227.8	1,245.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	10.8	19.9	0.0	64.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	290.8	26.5	241.8	324.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	74.7	8.8	65.3	97.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	56.3	10.6	36.4	69.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	55.3	10.1	43.3	71.4	10
EB T	33573858	WALES RD	41.4	18.4	16.1	69.1	10
EB T	33573859	WALES RD	49.2	9.8	37.3	67.4	10
WB T	33634092	WALES RD	297.9	189.6	111.0	544.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	353.3	120.3	255.4	614.2	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	346.2	110.4	228.7	542.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	73.8	11.4	54.1	96.8	10
EB TR	33573865	WALES RD	70.8	14.9	44.3	92.5	10
WB L	33573866	WALES RD	636.3	149.8	390.1	784.1	10
WB T	33573867	WALES RD	47.3	19.8	20.3	69.6	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	2.6	0.5	2.0	3.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	2.0	0.0	2.0	2.0	10
EB T	33640897	BUCK RD	1.2	0.4	1.0	2.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	9.0	3.4	4.0	15.0	10
SB T	33640900	GLENWOOD RD	1.9	0.6	1.0	3.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	23.1	2.7	16.0	25.0	10
EB T	33640861	BUCK RD	3.1	0.6	2.0	4.0	10
EB T	33640862	BUCK RD	2.3	0.5	2.0	3.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	2.1	0.3	2.0	3.0	10
WB T	33640856	BUCK RD	3.9	0.3	3.0	4.0	10
SEB T	33640859	BUCK RD	6.2	0.8	5.0	7.0	10
SEB T	33640860	BUCK RD	3.7	0.5	3.0	4.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.0	0.0	3.0	3.0	10
SEB T	33640840	BUCK RD	2.0	0.0	2.0	2.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	49.1	10.4	26.0	62.1	10
NB T	33640842	LIME CITY RD	3.5	0.5	3.0	4.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	7.1	1.0	5.0	8.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	26.5	10.7	7.0	40.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.5	0.5	0.0	1.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	7.7	0.5	7.0	8.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.6	0.5	2.0	3.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	1.5	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.9	0.3	1.0	2.0	10
EB T	33573858	WALES RD	1.6	0.5	1.0	2.0	10
EB T	33573859	WALES RD	1.8	0.4	1.0	2.0	10
WB T	33634092	WALES RD	8.1	4.8	4.0	15.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	9.4	2.6	7.0	15.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	9.3	2.9	7.0	16.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.1	0.3	2.0	3.0	10
EB TR	33573865	WALES RD	2.1	0.3	2.0	3.0	10
WB L	33573866	WALES RD	17.0	3.5	12.0	22.0	10
WB T	33573867	WALES RD	1.0	0.0	1.0	1.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.0	0.0	0.0	0.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.3	0.0	0.2	0.4	10
EB T	33640897	BUCK RD	0.1	0.0	0.1	0.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	0.0	0.0	0.0	0.1	10
SB T	33640900	GLENWOOD RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.1	0.1	0.0	0.3	10
EB T	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640856	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640859	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.4	0.1	0.3	0.4	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	0.0	0.1	0.0	0.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.1	0.0	0.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	132.5	3.5	549.5	14.0	3.5	14.0
2	60.0	111.3	2.8	488.8	13.0	2.8	14.0
3	60.0	99.1	2.5	437.9	9.0	2.5	9.0
4	60.0	140.4	3.5	429.5	11.0	3.5	11.0
5	60.0	120.5	3.2	457.8	13.0	3.3	14.0
6	60.0	117.8	2.9	535.2	12.0	2.9	12.0
7	60.0	151.5	4.0	505.6	11.0	4.0	13.0
8	60.0	105.8	2.7	442.4	12.0	2.7	12.0
9	60.0	88.6	2.3	548.1	13.0	2.3	13.0
10	60.0	122.3	3.4	423.1	12.0	3.4	13.0
Average:	**60.0**	**119.0**	**3.1**	**481.8**	**12.0**	**3.1**	**12.5**

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	18.2	1.2	94.3	6.0	1.2	6.0
2	60.0	17.4	0.9	124.5	5.0	0.9	5.0
3	60.0	26.1	1.5	135.9	6.0	1.5	6.0
4	60.0	18.8	1.2	99.5	8.0	1.2	8.0
5	60.0	28.7	1.7	146.8	8.0	1.7	8.0

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	22.5	1.2	143.8	7.0	1.2	7.0
7	60.0	32.7	1.8	208.7	9.0	1.8	9.0
8	60.0	25.7	1.6	161.3	8.0	1.6	8.0
9	60.0	24.4	1.3	173.4	7.0	1.3	7.0
10	60.0	28.4	1.6	133.5	7.0	1.6	7.0
Average:	**60.0**	**24.3**	**1.4**	**142.2**	**7.1**	**1.4**	**7.1**
WB on BUCK RD							
1	60.0	173.1	5.2	1,521.4	48.0	5.2	48.0
2	60.0	113.7	3.5	677.8	21.0	3.5	21.0
3	60.0	172.0	5.2	811.4	29.0	5.2	29.0
4	60.0	260.5	7.3	806.8	26.0	7.3	26.0
5	60.0	172.9	5.0	914.5	27.0	5.0	27.0
6	60.0	181.5	5.4	916.9	26.0	5.4	26.0
7	60.0	181.0	5.3	792.1	26.0	5.3	26.0
8	60.0	167.2	4.8	916.3	26.0	4.8	26.0
9	60.0	91.7	2.6	788.5	21.0	2.6	21.0
10	60.0	142.5	4.1	768.7	22.0	4.1	22.0
Average:	**60.0**	**165.6**	**4.8**	**891.4**	**27.2**	**4.8**	**27.2**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SEB on BUCK RD							
1	60.0	55.2	2.3	402.0	14.0	2.3	14.0
2	60.0	34.7	1.4	274.4	10.0	1.4	10.0
3	60.0	49.0	1.9	455.0	10.0	1.9	10.0
4	60.0	31.2	1.5	317.0	9.0	1.5	9.0
5	60.0	39.4	1.8	247.0	8.0	1.8	8.0
6	60.0	44.8	2.1	365.0	14.0	2.1	14.0
7	60.0	40.5	1.8	309.4	12.0	1.8	12.0
8	60.0	39.9	1.9	393.7	11.0	1.9	11.0
9	60.0	39.7	1.7	265.6	9.0	1.7	9.0
10	60.0	41.0	1.9	309.8	9.0	1.9	9.0
Average:	**60.0**	**41.5**	**1.8**	**333.9**	**10.6**	**1.8**	**10.6**
WB on BUCK RD							
1	60.0	42.3	1.7	227.3	7.0	1.7	7.0
2	60.0	28.1	1.3	225.9	8.0	1.3	8.0
3	60.0	50.7	1.9	254.5	8.0	1.9	8.0
4	60.0	38.6	1.6	185.7	8.0	1.6	8.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	52.9	1.9	208.9	7.0	1.9	7.0
6	60.0	46.8	1.8	261.7	8.0	1.8	8.0
7	60.0	45.8	1.7	187.3	9.0	1.7	9.0
8	60.0	49.2	2.1	183.9	9.0	2.1	9.0
9	60.0	33.2	1.2	203.6	5.0	1.2	5.0
10	60.0	39.6	1.5	157.9	7.0	1.5	7.0
Average:	**60.0**	**42.7**	**1.7**	**209.7**	**7.6**	**1.7**	**7.6**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	16.3	0.7	262.6	8.0	0.7	8.0
2	60.0	16.4	0.5	242.2	6.0	0.5	6.0
3	60.0	30.6	1.0	286.1	8.0	1.0	8.0
4	60.0	22.7	0.8	271.9	11.0	0.8	11.0
5	60.0	13.2	0.5	210.3	7.0	0.5	7.0
6	60.0	26.3	0.9	280.5	10.0	0.9	10.0
7	60.0	37.0	1.1	287.5	9.0	1.1	9.0
8	60.0	21.8	0.7	301.0	8.0	0.7	8.0
9	60.0	30.9	1.0	293.1	8.0	1.0	8.0
10	60.0	26.8	0.9	282.6	7.0	0.9	7.0
Average:	**60.0**	**24.2**	**0.8**	**271.8**	**8.2**	**0.8**	**8.2**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	184.7	4.7	786.8	22.0	4.7	22.0
2	60.0	188.3	5.0	534.4	15.0	5.0	15.0
3	60.0	196.1	5.3	789.8	19.0	5.3	19.0
4	60.0	251.7	6.6	926.5	25.0	6.6	25.0
5	60.0	179.5	4.7	718.8	19.0	4.7	19.0
6	60.0	173.1	4.5	738.2	18.0	4.5	18.0
7	60.0	214.2	5.6	500.7	14.0	5.6	14.0
8	60.0	178.1	4.4	772.1	18.0	4.4	18.0
9	60.0	154.9	4.1	1,045.1	24.0	4.1	24.0
10	60.0	160.7	4.4	551.2	14.0	4.4	14.0
Average:	**60.0**	**188.1**	**4.9**	**736.4**	**18.8**	**4.9**	**18.8**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	5.9	0.2	353.5	11.0	0.2	11.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	9.4	0.3	352.0	11.0	0.3	11.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	5.3	0.2	192.8	6.0	0.2	6.0
10	60.0	0.9	0.0	53.2	2.0	0.0	2.0
Average:	**60.0**	**2.2**	**0.1**	**95.2**	**3.0**	**0.1**	**3.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	27.2	0.9	241.8	8.0	0.9	8.0
2	60.0	14.2	0.5	205.1	7.0	0.5	7.0
3	60.0	18.3	0.6	294.9	5.0	0.6	5.0
4	60.0	21.4	0.6	333.4	8.0	0.6	8.0
5	60.0	7.3	0.3	150.6	4.0	0.3	4.0
6	60.0	16.5	0.6	218.2	10.0	0.6	10.0
7	60.0	17.1	0.6	402.5	8.0	0.6	8.0
8	60.0	15.0	0.5	233.5	6.0	0.5	6.0
9	60.0	7.6	0.3	105.5	5.0	0.3	5.0
10	60.0	21.3	0.7	255.4	8.0	0.7	8.0
Average:	**60.0**	**16.6**	**0.6**	**244.1**	**6.9**	**0.6**	**6.9**

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SB on BUCK TO SB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO SB I 75 ON RAMP — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	404.1	11.5	1,411.6	44.0	11.5	44.0
2	60.0	183.3	5.4	660.0	20.0	5.4	20.0
3	60.0	274.0	7.8	701.5	26.0	7.8	26.0
4	60.0	479.6	13.1	794.6	23.0	13.1	23.0
5	60.0	381.2	10.8	804.7	25.0	10.8	25.0
6	60.0	410.6	11.9	1,017.6	28.0	11.9	28.0
7	60.0	398.3	11.3	1,392.8	41.0	11.3	41.0
8	60.0	379.8	11.1	1,480.7	41.0	11.1	41.0
9	60.0	194.0	5.6	690.4	25.0	5.6	25.0
10	60.0	352.2	9.8	1,502.6	49.0	9.9	49.0
Average:	**60.0**	**345.7**	**9.8**	**1,045.7**	**32.2**	**9.8**	**32.2**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.1	0.0	6.6	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	1.1	0.1	66.9	3.0	0.1	3.0
5	60.0	0.5	0.0	28.9	1.0	0.0	1.0
6	60.0	0.1	0.0	5.2	1.0	0.0	1.0
7	60.0	1.8	0.1	90.8	3.0	0.1	3.0
8	60.0	0.9	0.1	43.4	2.0	0.1	2.0
9	60.0	1.3	0.1	55.5	1.0	0.1	1.0
10	60.0	0.3	0.0	15.6	1.0	0.0	1.0
Average:	**60.0**	**0.6**	**0.0**	**31.3**	**1.3**	**0.0**	**1.3**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	574.7	18.9	2,417.3	88.0	18.9	88.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	47.4	1.3	1,095.7	34.0	1.3	34.0
4	60.0	786.4	25.1	3,549.6	128.0	25.1	128.0
5	60.0	9.1	0.4	375.1	14.0	0.4	14.0
6	60.0	105.3	3.3	1,391.6	50.0	3.3	50.0
7	60.0	6.4	0.2	383.4	13.0	0.2	13.0
8	60.0	166.5	5.4	1,586.7	48.0	5.4	48.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	55.0	1.8	869.6	31.0	1.8	31.0
Average:	**60.0**	**175.1**	**5.6**	**1,166.9**	**40.6**	**5.6**	**40.6**

NB I 75 TO BUCK OFF RAMP — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	518.1	16.2	2,920.8	86.0	16.2	86.0
2	60.0	32.0	1.1	224.9	8.0	1.1	8.0
3	60.0	131.3	4.3	671.6	26.0	4.3	26.0
4	60.0	659.1	19.9	4,539.9	152.0	19.9	152.0
5	60.0	274.2	8.5	1,354.2	39.0	8.5	39.0
6	60.0	177.1	5.9	1,104.1	30.0	5.9	30.0
7	60.0	397.0	12.0	1,128.2	34.0	12.0	34.0
8	60.0	319.1	9.2	2,565.8	79.0	9.2	79.0
9	60.0	64.2	2.3	390.6	14.0	2.3	14.0
10	60.0	257.6	8.3	1,354.0	45.0	8.3	45.0
Average:	**60.0**	**283.0**	**8.8**	**1,625.4**	**51.3**	**8.8**	**51.3**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	67.4	2.2	1,302.9	45.0	2.2	45.0
2	60.0	58.1	1.9	290.7	8.0	1.9	8.0
3	60.0	87.0	2.8	808.4	33.0	2.8	33.0
4	60.0	70.3	2.5	1,046.8	31.0	2.5	31.0
5	60.0	76.1	2.6	687.4	21.0	2.6	21.0
6	60.0	70.1	2.5	728.7	28.0	2.5	28.0
7	60.0	54.2	1.9	822.3	27.0	1.9	27.0
8	60.0	59.5	2.0	512.0	15.0	2.0	15.0
9	60.0	60.6	1.9	453.9	11.0	1.9	11.0
10	60.0	58.6	1.9	692.9	20.0	1.9	20.0
Average:	**60.0**	**66.2**	**2.2**	**734.6**	**23.9**	**2.2**	**23.9**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	221.8	7.1	1,257.7	41.0	7.1	41.0
2	60.0	49.1	1.6	298.5	7.0	1.6	7.0
3	60.0	127.6	4.2	762.3	28.0	4.2	28.0
4	60.0	431.8	13.3	4,653.6	154.0	13.3	154.0
5	60.0	187.0	6.0	791.1	28.0	6.0	28.0
6	60.0	150.6	4.9	1,065.3	34.0	4.9	34.0
7	60.0	242.6	7.5	1,240.4	34.0	7.5	34.0
8	60.0	159.3	5.1	1,476.5	42.0	5.1	42.0
9	60.0	66.1	2.2	406.2	12.0	2.2	12.0
10	60.0	202.9	6.3	1,467.7	47.0	6.3	47.0
Average:	**60.0**	**183.9**	**5.8**	**1,341.9**	**42.7**	**5.8**	**42.7**
WB on BUCK RD							
1	60.0	11.9	0.3	215.7	5.0	0.3	5.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	6.6	0.2	206.3	5.0	0.2	5.0
4	60.0	2.7	0.1	157.9	3.0	0.1	3.0
5	60.0	13.2	0.3	322.7	7.0	0.3	7.0
6	60.0	12.8	0.2	188.3	4.0	0.2	4.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	12.9	0.3	273.8	5.0	0.3	5.0
8	60.0	3.6	0.1	207.0	6.0	0.1	6.0
9	60.0	6.5	0.1	212.2	4.0	0.1	4.0
10	60.0	6.9	0.2	211.6	5.0	0.2	5.0
Average:	**60.0**	**7.7**	**0.2**	**199.6**	**4.4**	**0.2**	**4.4**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	42.2	1.2	233.9	6.0	1.2	6.0
2	60.0	28.8	0.9	169.4	5.0	0.9	5.0
3	60.0	44.3	1.2	203.0	5.0	1.2	5.0
4	60.0	40.0	1.2	251.9	6.0	1.2	6.0
5	60.0	39.1	1.4	214.6	6.0	1.4	6.0
6	60.0	35.4	1.1	230.2	6.0	1.1	6.0
7	60.0	46.1	1.3	220.8	6.0	1.3	6.0
8	60.0	34.7	1.1	217.9	7.0	1.1	7.0
9	60.0	51.4	1.5	232.5	6.0	1.5	6.0
10	60.0	52.7	1.5	215.3	5.0	1.5	5.0
Average:	**60.0**	**41.5**	**1.2**	**219.0**	**5.8**	**1.2**	**5.8**
WB on BUCK RD							
1	60.0	2.9	0.1	146.2	2.0	0.1	2.0

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
2	60.0	6.2	0.2	171.9	4.0	0.2	4.0
3	60.0	0.3	0.0	15.9	1.0	0.0	1.0
4	60.0	5.6	0.2	162.9	5.0	0.2	5.0
5	60.0	0.8	0.1	17.3	1.0	0.1	1.0
6	60.0	0.3	0.0	11.0	1.0	0.0	1.0
7	60.0	5.9	0.1	162.6	4.0	0.1	4.0
8	60.0	5.2	0.1	160.3	4.0	0.1	4.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	2.3	0.1	106.3	2.0	0.1	2.0
Average:	**60.0**	**3.0**	**0.1**	**95.4**	**2.4**	**0.1**	**2.4**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	71.0	1.9	343.4	6.0	1.9	6.0
2	60.0	74.7	2.2	306.2	8.0	2.2	8.0
3	60.0	77.4	2.1	369.5	9.0	2.1	9.0
4	60.0	82.1	2.4	411.7	9.0	2.4	9.0
5	60.0	71.0	2.0	363.2	9.0	2.0	9.0
6	60.0	90.1	2.5	474.1	10.0	2.5	10.0
7	60.0	65.3	1.8	487.7	9.0	1.8	9.0
8	60.0	91.9	2.6	418.1	10.0	2.6	10.0
9	60.0	74.8	2.1	354.0	10.0	2.1	10.0
10	60.0	72.2	2.0	378.4	8.0	2.0	8.0
Average:	**60.0**	**77.1**	**2.2**	**390.6**	**8.8**	**2.2**	**8.8**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	119.0	19.0	88.6	151.5	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	24.3	5.1	17.4	32.7	10
W	BUCK RD	165.6	45.1	91.7	260.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	41.5	6.8	31.2	55.2	10
W	BUCK RD	42.7	7.9	28.1	52.9	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	24.2	7.6	13.2	37.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	188.1	28.0	154.9	251.7	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.2	3.4	0.0	9.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	16.6	6.1	7.3	27.2	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	345.7	97.4	183.3	479.6	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.6	0.6	0.0	1.8	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	175.1	276.2	0.0	786.4	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	283.0	199.1	32.0	659.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	66.2	10.0	54.2	87.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	183.9	107.3	49.1	431.8	10
W	BUCK RD	7.7	4.8	0.0	13.2	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	41.5	7.5	28.8	52.7	10
W	BUCK RD	3.0	2.6	0.0	6.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	77.1	8.6	65.3	91.9	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.1	0.5	2.3	4.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.4	0.3	0.9	1.8	10
W	BUCK RD	4.8	1.3	2.6	7.3	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	1.8	0.3	1.4	2.3	10
W	BUCK RD	1.7	0.3	1.2	2.1	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.8	0.2	0.5	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	4.9	0.7	4.1	6.6	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.6	0.2	0.3	0.9	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	9.8	2.7	5.4	13.1	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	5.6	8.9	0.0	25.1	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	8.8	6.0	1.1	19.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.9	2.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	5.8	3.3	1.6	13.3	10
W	BUCK RD	0.2	0.1	0.0	0.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	1.2	0.2	0.9	1.5	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	2.2	0.3	1.8	2.6	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.1	0.5	2.3	4.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.4	0.3	0.9	1.8	10
W	BUCK RD	4.8	1.3	2.6	7.3	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	1.8	0.3	1.4	2.3	10
W	BUCK RD	1.7	0.3	1.2	2.1	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.8	0.2	0.5	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	4.9	0.7	4.1	6.6	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.6	0.2	0.3	0.9	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	9.8	2.7	5.4	13.1	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	5.6	8.9	0.0	25.1	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	8.8	6.0	1.1	19.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.9	2.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	5.8	3.3	1.6	13.3	10
W	BUCK RD	0.2	0.1	0.0	0.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	1.2	0.2	0.9	1.5	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	2.2	0.3	1.8	2.6	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	481.8	50.2	423.1	549.5	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	142.2	33.9	94.3	208.7	10
W	BUCK RD	891.4	234.1	677.8	1,521.4	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	333.9	67.6	247.0	455.0	10
W	BUCK RD	209.7	32.9	157.9	261.7	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	271.8	27.3	210.3	301.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	736.4	172.9	500.7	1,045.1	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	95.2	148.4	0.0	353.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	244.1	85.7	105.5	402.5	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	1,045.7	360.2	660.0	1,502.6	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	31.3	31.7	0.0	90.8	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	1,166.9	1,131.6	0.0	3,549.6	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1,625.4	1,338.3	224.9	4,539.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	734.6	291.2	290.7	1,302.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1,341.9	1,233.7	298.5	4,653.6	10
W	BUCK RD	199.6	83.7	0.0	322.7	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	219.0	22.0	169.4	251.9	10
W	BUCK RD	95.4	74.9	0.0	171.9	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	390.6	57.4	306.2	487.7	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	12.0	1.4	9.0	14.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.1	1.2	5.0	9.0	10
W	BUCK RD	27.2	7.8	21.0	48.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	10.6	2.1	8.0	14.0	10
W	BUCK RD	7.6	1.2	5.0	9.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.2	1.5	6.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	18.8	3.9	14.0	25.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.0	4.6	0.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	6.9	1.9	4.0	10.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	32.2	10.4	20.0	49.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.3	1.1	0.0	3.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	40.6	40.7	0.0	128.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	51.3	43.4	8.0	152.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	23.9	11.2	8.0	45.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	42.7	41.1	7.0	154.0	10
W	BUCK RD	4.4	1.9	0.0	7.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.8	0.6	5.0	7.0	10
W	BUCK RD	2.4	1.7	0.0	5.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	8.8	1.2	6.0	10.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	12.5	1.6	9.0	14.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.1	1.2	5.0	9.0	10
W	BUCK RD	27.2	7.8	21.0	48.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	10.6	2.1	8.0	14.0	10
W	BUCK RD	7.6	1.2	5.0	9.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.2	1.5	6.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	18.8	3.9	14.0	25.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.0	4.6	0.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	6.9	1.9	4.0	10.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	32.2	10.4	20.0	49.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.3	1.1	0.0	3.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	40.6	40.7	0.0	128.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	51.3	43.4	8.0	152.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	23.9	11.2	8.0	45.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	42.7	41.1	7.0	154.0	10
W	BUCK RD	4.4	1.9	0.0	7.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.8	0.6	5.0	7.0	10
W	BUCK RD	2.4	1.7	0.0	5.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	8.8	1.2	6.0	10.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	9.9	No	A
	2	11.2	No	B
	3	11.2	No	B
	4	11.4	No	B
	5	11.1	No	B
	6	11.0	No	A
	7	11.4	No	B
	8	10.7	No	A
	9	10.6	No	A
	10	11.3	No	B
	Average:	**11.0**	**No**	**A**

I 90 TO SB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	5.3	No	A
	2	5.9	No	A
	3	5.4	No	A
	4	5.4	No	A
	5	5.9	No	A
	6	5.8	No	A
	7	5.6	No	A
	8	5.3	No	A
	9	5.1	No	A
	10	5.3	No	A
	Average:	**5.5**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	20.7	No	C
	2	21.1	No	C
	3	20.8	No	C
	4	20.9	No	C
	5	20.8	No	C
	6	21.3	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	21.0	No	C
	8	20.8	No	C
	9	21.2	No	C
	10	20.9	No	C
	Average:	**21.0**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	15.1	No	B
	2	14.5	No	B
	3	14.8	No	B
	4	21.0	No	C
	5	14.8	No	B
	6	14.9	No	B
	7	15.7	No	B
	8	15.0	No	B
	9	15.4	No	B
	10	14.8	No	B
	Average:	**15.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	15.1	No	B
	2	14.5	No	B
	3	14.8	No	B
	4	21.0	No	C
	5	14.8	No	B
	6	14.9	No	B
	7	15.7	No	B
	8	15.0	No	B
	9	15.4	No	B
	10	14.8	No	B
	Average:	**15.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	34.0	No	D
	2	19.2	No	C
	3	20.4	No	C
	4	43.0	No	E
	5	20.2	No	C
	6	21.4	No	C
	7	19.4	No	C
	8	22.5	No	C
	9	19.3	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	21.1	No	C
Average:	**24.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	34.0	No	D
2	19.2	No	C
3	20.4	No	C
4	43.0	No	E
5	20.2	No	C
6	21.4	No	C
7	19.4	No	C
8	22.5	No	C
9	19.3	No	C
10	21.1	No	C
Average:	**24.1**	**No**	**C**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	21.3	No	C
2	20.0	No	C
3	19.9	No	C
4	21.5	No	C
5	20.1	No	C
6	21.0	No	C
7	20.9	No	C
8	21.1	No	C
9	20.7	No	C
10	20.5	No	C
Average:	**20.7**	**No**	**C**
Merge - From BUCK RD - NEB			**Segment: 4689**
1	17.4	No	B
2	18.7	No	B
3	17.9	No	B
4	16.3	No	B
5	17.8	No	B
6	18.0	No	B
7	17.0	No	B
8	17.9	No	B
9	18.3	No	B
10	17.6	No	B
Average:	**17.7**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	17.4	No	B
	2	18.7	No	B
	3	17.9	No	B
	4	16.3	No	B
	5	17.8	No	B
	6	18.0	No	B
	7	17.0	No	B
	8	17.9	No	B
	9	18.3	No	B
	10	17.6	No	B
	Average:	**17.7**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	23.0	No	C
	2	23.1	No	C
	3	22.9	No	C
	4	23.3	No	C
	5	22.9	No	C
	6	23.5	No	C
	7	23.6	No	C
	8	23.0	No	C
	9	23.5	No	C
	10	23.3	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	18.3	No	B
	2	18.9	No	B
	3	18.5	No	B
	4	17.0	No	B
	5	18.5	No	B
	6	18.5	No	B
	7	17.7	No	B
	8	18.0	No	B
	9	18.7	No	B
	10	18.4	No	B
	Average:	**18.3**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	21.2	No	C
	2	21.7	No	C
	3	21.8	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	21.5	No	C
5	21.5	No	C
6	23.2	No	C
7	22.1	No	C
8	20.7	No	C
9	21.8	No	C
10	22.9	No	C
Average:	**21.8**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	26.0	No	C
2	25.6	No	C
3	25.4	No	C
4	24.8	No	C
5	24.9	No	C
6	25.0	No	C
7	24.7	No	C
8	25.1	No	C
9	26.0	No	C
10	23.4	No	C
Average:	**25.1**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	26.0	No	C
2	25.6	No	C
3	25.4	No	C
4	24.8	No	C
5	24.9	No	C
6	25.0	No	C
7	24.7	No	C
8	25.1	No	C
9	26.0	No	C
10	23.4	No	C
Average:	**25.1**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	26.0	No	C
2	25.6	No	C
3	25.4	No	C
4	24.8	No	C
5	24.9	No	C
6	25.0	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	24.7	No	C
	8	25.1	No	C
	9	26.0	No	C
	10	23.4	No	C
	Average:	**25.1**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	33.0	No	D
	2	29.0	No	D
	3	28.3	No	D
	4	27.1	No	D
	5	28.8	No	D
	6	32.1	No	D
	7	24.9	No	C
	8	27.6	No	D
	9	29.8	No	D
	10	31.0	No	D
	Average:	**29.2**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	24.1	No	C
	2	25.0	No	C
	3	25.6	No	C
	4	22.3	No	C
	5	25.9	No	C
	6	24.6	No	C
	7	24.7	No	C
	8	25.7	No	C
	9	25.5	No	C
	10	25.5	No	C
	Average:	**24.9**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.4	No	C
	2	25.9	No	C
	3	24.5	No	C
	4	23.5	No	C
	5	25.0	No	C
	6	26.4	No	D
	7	25.2	No	C
	8	25.9	No	C
	9	25.0	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	26.7	No	D
	Average:	**25.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.4	No	C
	2	25.9	No	C
	3	24.5	No	C
	4	23.5	No	C
	5	25.0	No	C
	6	26.4	No	D
	7	25.2	No	C
	8	25.9	No	C
	9	25.0	No	C
	10	26.7	No	D
	Average:	**25.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.4	No	C
	2	25.9	No	C
	3	24.5	No	C
	4	23.5	No	C
	5	25.0	No	C
	6	26.4	No	D
	7	25.2	No	C
	8	25.9	No	C
	9	25.0	No	C
	10	26.7	No	D
	Average:	**25.2**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	25.2	No	C
	2	24.2	No	C
	3	24.4	No	C
	4	25.7	No	C
	5	25.0	No	C
	6	26.0	No	C
	7	25.1	No	C
	8	23.5	No	C
	9	24.6	No	C
	10	25.7	No	C
	Average:	**24.9**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	25.2	No	C
	2	24.2	No	C
	3	24.4	No	C
	4	25.7	No	C
	5	25.0	No	C
	6	26.0	No	C
	7	25.1	No	C
	8	23.5	No	C
	9	24.6	No	C
	10	25.7	No	C
	Average:	**24.9**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	25.2	No	C
	2	24.2	No	C
	3	24.4	No	C
	4	25.7	No	C
	5	25.0	No	C
	6	26.0	No	C
	7	25.1	No	C
	8	23.5	No	C
	9	24.6	No	C
	10	25.7	No	C
	Average:	**24.9**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	6.5	No	A
	2	7.1	No	A
	3	6.3	No	A
	4	7.1	No	A
	5	7.0	No	A
	6	7.1	No	A
	7	6.4	No	A
	8	6.8	No	A
	9	6.8	No	A
	10	6.9	No	A
	Average:	**6.8**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	7.8	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	7.4	No	A
	3	7.9	No	A
	4	7.4	No	A
	5	8.1	No	A
	6	6.9	No	A
	7	7.7	No	A
	8	7.6	No	A
	9	7.4	No	A
	10	7.3	No	A
	Average:	**7.6**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.0	No	A
	2	7.6	No	A
	3	7.9	No	A
	4	7.9	No	A
	5	7.3	No	A
	6	7.7	No	A
	7	7.9	No	A
	8	8.2	No	A
	9	8.1	No	A
	10	7.8	No	A
	Average:	**7.8**	**No**	**A**

NB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.1	No	A
	2	7.1	No	A
	3	7.3	No	A
	4	7.1	No	A
	5	7.4	No	A
	6	7.0	No	A
	7	7.0	No	A
	8	7.3	No	A
	9	6.8	No	A
	10	7.1	No	A
	Average:	**7.1**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	6.9	No	A
	2	2.7	No	A
	3	3.4	No	A
	4	3.8	No	A
	5	3.4	No	A
	6	3.8	No	A
	7	4.8	No	A
	8	5.1	No	A
	9	0.4	No	A
	10	3.5	No	A
	Average:	**3.8**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	6.4	No	A
	2	9.3	No	A
	3	6.2	No	A
	4	6.6	No	A
	5	6.4	No	A
	6	7.8	No	A
	7	8.7	No	A
	8	8.2	No	A
	9	10.0	No	A
	10	8.7	No	A
	Average:	**7.8**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	8.1	No	A
	2	6.6	No	A
	3	6.7	No	A
	4	7.2	No	A
	5	5.7	No	A
	6	5.8	No	A
	7	5.3	No	A
	8	7.3	No	A
	9	9.4	No	A
	10	7.7	No	A
	Average:	**7.0**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	16.6	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	17.6	No	B
	3	17.0	No	B
	4	19.6	No	C
	5	17.1	No	B
	6	16.8	No	B
	7	14.9	No	B
	8	16.3	No	B
	9	18.9	No	C
	10	16.9	No	B
	Average:	**17.2**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	23.8	No	C
	2	24.5	No	C
	3	24.6	No	C
	4	25.7	No	C
	5	25.6	No	C
	6	24.8	No	C
	7	25.0	No	C
	8	24.1	No	C
	9	25.1	No	C
	10	25.3	No	C
	Average:	**24.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.4	No	C
	2	24.7	No	C
	3	23.7	No	C
	4	25.1	No	C
	5	24.9	No	C
	6	24.8	No	C
	7	25.0	No	C
	8	24.8	No	C
	9	23.8	No	C
	10	24.4	No	C
	Average:	**24.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.4	No	C
	2	24.7	No	C
	3	23.7	No	C
	4	25.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	24.9	No	C
	6	24.8	No	C
	7	25.0	No	C
	8	24.8	No	C
	9	23.8	No	C
	10	24.4	No	C
	Average:	**24.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	25.0	No	C
	2	24.2	No	C
	3	26.1	No	D
	4	25.0	No	C
	5	24.8	No	C
	6	24.4	No	C
	7	24.3	No	C
	8	25.8	No	C
	9	24.7	No	C
	10	24.1	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	25.0	No	C
	2	25.4	No	C
	3	24.1	No	C
	4	24.8	No	C
	5	25.6	No	C
	6	25.1	No	C
	7	24.3	No	C
	8	23.9	No	C
	9	25.6	No	C
	10	24.0	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	29.7	No	D
	2	30.5	No	D
	3	30.5	No	D
	4	28.6	No	D
	5	31.0	No	D
	6	31.5	No	D
	7	28.1	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	25.8	No	C
	9	30.6	No	D
	10	29.2	No	D
	Average:	**29.6**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	27.1	No	C
	2	26.9	No	C
	3	26.8	No	C
	4	28.0	No	C
	5	28.1	No	D
	6	27.6	No	C
	7	27.1	No	C
	8	26.6	No	C
	9	27.0	No	C
	10	27.3	No	C
	Average:	**27.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	27.1	No	C
	2	26.9	No	C
	3	26.8	No	C
	4	28.0	No	C
	5	28.1	No	D
	6	27.6	No	C
	7	27.1	No	C
	8	26.6	No	C
	9	27.0	No	C
	10	27.3	No	C
	Average:	**27.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	27.1	No	C
	2	26.9	No	C
	3	26.8	No	C
	4	28.0	No	C
	5	28.1	No	D
	6	27.6	No	C
	7	27.1	No	C
	8	26.6	No	C
	9	27.0	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	27.3	No	C
	Average:	**27.3**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.9	No	C
	2	18.8	No	C
	3	19.3	No	C
	4	19.2	No	C
	5	19.3	No	C
	6	18.9	No	C
	7	19.3	No	C
	8	20.2	No	C
	9	18.7	No	C
	10	18.3	No	C
	Average:	**19.1**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	18.3	No	B
	2	18.2	No	B
	3	17.1	No	B
	4	17.9	No	B
	5	18.0	No	B
	6	17.7	No	B
	7	18.2	No	B
	8	16.6	No	B
	9	17.1	No	B
	10	16.6	No	B
	Average:	**17.6**	**No**	**B**
Basic - Between WALES RD and BUCK RD (WB) - SWB				**Segment: 4694**
	1	21.1	No	C
	2	21.0	No	C
	3	21.6	No	C
	4	21.5	No	C
	5	21.3	No	C
	6	21.2	No	C
	7	20.9	No	C
	8	22.0	No	C
	9	20.9	No	C
	10	21.2	No	C
	Average:	**21.3**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (WB) - SWB				**Segment: 4695**
	1	19.9	No	B
	2	19.7	No	B
	3	18.5	No	B
	4	19.4	No	B
	5	19.2	No	B
	6	18.9	No	B
	7	19.2	No	B
	8	18.7	No	B
	9	19.1	No	B
	10	18.3	No	B
	Average:	**19.1**	**No**	**B**
Diverge - To BUCK RD (WB) - SWB				**Segment: 4696**
	1	19.9	No	B
	2	19.7	No	B
	3	18.5	No	B
	4	19.4	No	B
	5	19.2	No	B
	6	18.9	No	B
	7	19.2	No	B
	8	18.7	No	B
	9	19.1	No	B
	10	18.3	No	B
	Average:	**19.1**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	16.4	No	B
	2	16.9	No	B
	3	16.4	No	B
	4	16.7	No	B
	5	16.3	No	B
	6	16.0	No	B
	7	15.8	No	B
	8	16.8	No	B
	9	17.0	No	B
	10	16.6	No	B
	Average:	**16.5**	**No**	**B**
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	14.4	No	B
	2	14.0	No	B
	3	14.1	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	14.8	No	B
5	14.4	No	B
6	14.6	No	B
7	15.0	No	B
8	14.3	No	B
9	14.2	No	B
10	14.1	No	B
Average:	**14.4**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	15.7	No	B
2	16.3	No	B
3	16.0	No	B
4	15.8	No	B
5	16.1	No	B
6	16.1	No	B
7	15.7	No	B
8	15.9	No	B
9	16.1	No	B
10	16.1	No	B
Average:	**16.0**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	13.1	No	B
2	13.5	No	B
3	14.2	No	B
4	15.1	No	B
5	12.8	No	B
6	13.6	No	B
7	12.2	No	B
8	14.2	No	B
9	13.5	No	B
10	14.9	No	B
Average:	**13.7**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	7.3	No	A
2	7.4	No	A
3	5.9	No	A
4	5.6	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	6.8	No	A
	6	6.5	No	A
	7	7.4	No	A
	8	6.3	No	A
	9	7.9	No	A
	10	6.4	No	A
	Average:	**6.8**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	7.7	No	A
	2	7.2	No	A
	3	8.4	No	A
	4	7.1	No	A
	5	8.4	No	A
	6	8.6	No	A
	7	7.6	No	A
	8	8.1	No	A
	9	8.3	No	A
	10	7.8	No	A
	Average:	**7.9**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	6.4	No	A
	2	6.6	No	A
	3	6.2	No	A
	4	6.8	No	A
	5	6.3	No	A
	6	6.2	No	A
	7	6.2	No	A
	8	6.3	No	A
	9	6.2	No	A
	10	6.7	No	A
	Average:	**6.4**	**No**	**A**

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.4	No	A
	2	6.0	No	A
	3	6.0	No	A
	4	6.8	No	A
	5	6.3	No	A

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.5	No	A
	7	6.3	No	A
	8	6.5	No	A
	9	5.6	No	A
	10	5.9	No	A
	Average:	**6.2**	**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: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	11.0	0.5	9.9	11.4	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		5.5	0.3	5.1	5.9	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		21.0	0.2	20.7	21.3	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.6	1.9	14.5	21.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.6	1.9	14.5	21.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	24.1	8.0	19.2	43.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	24.1	8.0	19.2	43.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	20.7	0.6	19.9	21.5	10
4689	NE	Merge	From BUCK RD	17.7	0.7	16.3	18.7	10
4690	NE	Merge	From BUCK RD	17.7	0.7	16.3	18.7	10
4691	NE	Basic	Between BUCK RD and WALES RD	23.2	0.3	22.9	23.6	10
4692	NE	Diverge	To WALES RD	18.3	0.6	17.0	18.9	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	21.8	0.7	20.7	23.2	10
4670	N	Merge	From WALES RD	25.1	0.8	23.4	26.0	10
4671	N	Merge	From WALES RD	25.1	0.8	23.4	26.0	10
4672	N	Merge	From WALES RD	25.1	0.8	23.4	26.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	29.2	2.4	24.9	33.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	24.9	1.1	22.3	25.9	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.4	26.7	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.4	26.7	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.4	26.7	10
4646	N	Basic	From WALES RD	24.9	0.8	23.5	26.0	10
4647	N	Basic	From WALES RD	24.9	0.8	23.5	26.0	10
4648	N	Basic	From WALES RD	24.9	0.8	23.5	26.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	6.8	0.3	6.3	7.1	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	7.6	0.3	6.9	8.1	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	7.8	0.3	7.3	8.2	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.1	0.2	6.8	7.4	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	3.8	1.7	0.4	6.9	10
10545	NW	Basic	To RAMP (NWB)	7.8	1.4	6.2	10.0	10
10542	E	Basic	From RAMP (EB)	7.0	1.2	5.3	9.4	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	17.2	1.3	14.9	19.6	10
4655	S	Basic	To SB I 75 (SB)	24.9	0.6	23.8	25.7	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	24.6	0.5	23.7	25.1	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	24.6	0.5	23.7	25.1	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	24.8	0.7	24.1	26.1	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	24.8	0.7	23.9	25.6	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	29.6	1.7	25.8	31.5	10
4676	S	Diverge	To WALES RD	27.3	0.5	26.6	28.1	10
4677	S	Diverge	To WALES RD	27.3	0.5	26.6	28.1	10
4678	S	Diverge	To WALES RD	27.3	0.5	26.6	28.1	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	19.1	0.5	18.3	20.2	10
4693	SW	Merge	From WALES RD	17.6	0.7	16.6	18.3	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	21.3	0.3	20.9	22.0	10
4695	SW	Diverge	To BUCK RD (WB)	19.1	0.5	18.3	19.9	10
4696	SW	Diverge	To BUCK RD (WB)	19.1	0.5	18.3	19.9	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	16.5	0.4	15.8	17.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	14.4	0.3	14.0	15.0	10
4717	SW	Basic		16.0	0.2	15.7	16.3	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	13.7	0.9	12.2	15.1	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	6.8	0.7	5.6	7.9	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	7.9	0.5	7.1	8.6	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	6.4	0.2	6.2	6.8	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.2	0.4	5.6	6.8	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	603.0	2.37	14.1	B
2	613.0	2.42	14.2	B
3	603.0	2.35	14.0	B
4	603.0	2.39	14.3	B
5	601.0	2.46	14.7	B
6	607.0	2.82	16.8	B
7	603.0	2.41	14.4	B
8	604.0	2.54	15.1	B
9	603.0	2.51	15.0	B
10	606.0	2.35	13.9	B
Average:	**604.6**	**2.46**	**14.7**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	801.0	3.25	14.6	B
2	811.0	2.99	13.3	B
3	805.0	3.12	13.9	B
4	786.0	2.97	13.6	B
5	818.0	3.14	13.8	B
6	796.0	3.17	14.3	B
7	817.0	3.39	14.9	B
8	805.0	3.04	13.6	B
9	807.0	2.94	13.1	B
10	801.0	3.24	14.6	B
Average:	**804.7**	**3.13**	**14.0**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,412.0	5.88	15.0	B
2	1,396.0	6.00	15.5	B
3	1,402.0	5.61	14.4	B
4	1,405.0	5.68	14.6	B
5	1,407.0	5.75	14.7	B
6	1,408.0	5.84	14.9	B
7	1,402.0	5.93	15.2	B
8	1,395.0	5.59	14.4	B
9	1,397.0	5.37	13.8	B

10	1,405.0	6.18	15.8	B
Average:	**1,402.9**	**5.78**	**14.8**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	292.0	0.00	0.0	A
2	306.0	0.00	0.0	A
3	297.0	0.00	0.0	A
4	291.0	0.00	0.0	A
5	312.0	0.00	0.0	A
6	293.0	0.00	0.0	A
7	311.0	0.00	0.0	A
8	303.0	0.00	0.0	A
9	307.0	0.00	0.0	A
10	299.0	0.00	0.0	A
Average:	**301.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	698.0	2.28	11.8	B
2	701.0	2.39	12.3	B
3	688.0	2.39	12.5	B
4	688.0	2.27	11.9	B
5	702.0	2.53	13.0	B
6	696.0	2.37	12.2	B
7	701.0	2.44	12.5	B
8	698.0	2.45	12.6	B
9	692.0	2.30	12.0	B
10	705.0	2.53	12.9	B
Average:	**696.9**	**2.40**	**12.4**	**B**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	386.0	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	377.0	0.00	0.0	A
6	390.0	0.00	0.0	A
7	384.0	0.00	0.0	A
8	386.0	0.00	0.0	A
9	389.0	0.00	0.0	A
10	384.0	0.00	0.0	A
Average:	**385.1**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,406.0	3.75	5.6	A
2	2,403.0	3.68	5.5	A
3	2,402.0	4.03	6.0	A
4	2,385.0	4.88	7.4	A
5	2,411.0	4.09	6.1	A
6	2,412.0	3.64	5.4	A
7	2,411.0	3.66	5.5	A
8	2,415.0	3.71	5.5	A
9	2,417.0	5.18	7.7	A
10	2,400.0	4.61	6.9	A
Average:	**2,406.2**	**4.12**	**6.2**	**A**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,396.0	10.54	27.2	C
2	1,401.0	10.99	28.2	C
3	1,403.0	14.31	36.7	D
4	1,391.0	15.21	39.4	D
5	1,398.0	15.66	40.3	D
6	1,417.0	11.57	29.4	C
7	1,402.0	12.17	31.3	C
8	1,407.0	9.47	24.2	C
9	1,401.0	19.06	49.0	D
10	1,412.0	14.89	38.0	D
Average:	**1,402.8**	**13.39**	**34.4**	**C**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	2.5	0.1	2.4	2.8	10
25	BUCK RD	Actuated	3.1	0.1	2.9	3.4	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	5.8	0.2	5.4	6.2	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	2.4	0.1	2.3	2.5	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	4.1	0.6	3.6	5.2	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	13.4	2.9	9.5	19.1	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	14.7	0.9	13.9	16.8	10
25	BUCK RD	Actuated	14.0	0.6	13.1	14.9	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	14.8	0.6	13.8	15.8	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	12.4	0.4	11.8	13.0	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	6.2	0.9	5.4	7.7	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	34.4	7.6	24.2	49.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	385.0	1.65	15.5	B
2	384.0	1.59	14.9	B
3	386.0	1.57	14.7	B
4	385.0	1.66	15.5	B
5	375.0	1.62	15.6	B
6	390.0	1.91	17.7	B
7	382.0	1.59	15.0	B
8	386.0	1.66	15.5	B
9	388.0	1.68	15.6	B
10	384.0	1.52	14.2	B
Average:	**384.5**	**1.65**	**15.4**	**B**
WB on BUCK RD: Superlink ID 720509752				
1	218.0	0.71	11.7	B
2	229.0	0.84	13.2	B
3	217.0	0.77	12.8	B
4	218.0	0.73	12.1	B
5	226.0	0.83	13.3	B
6	217.0	0.91	15.1	B
7	221.0	0.82	13.4	B
8	218.0	0.88	14.6	B
9	215.0	0.83	13.9	B
10	222.0	0.83	13.4	B
Average:	**220.1**	**0.82**	**13.4**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB on BUCK RD: Superlink ID 720509757				
1	509.0	2.29	16.2	B
2	505.0	2.04	14.5	B
3	508.0	2.08	14.7	B
4	495.0	2.08	15.1	B
5	506.0	2.18	15.5	B
6	504.0	2.25	16.0	B
7	506.0	2.29	16.3	B
8	502.0	2.02	14.5	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	500.0	2.05	14.7	B
10	502.0	2.16	15.5	B
Average:	**503.7**	**2.14**	**15.3**	**B**
WB on BUCK RD: Superlink ID 720495035				
1	292.0	0.96	11.8	B
2	306.0	0.95	11.2	B
3	297.0	1.04	12.6	B
4	291.0	0.89	11.0	B
5	312.0	0.96	11.1	B
6	292.0	0.92	11.4	B
7	311.0	1.10	12.8	B
8	303.0	1.02	12.2	B
9	307.0	0.90	10.5	B
10	299.0	1.08	13.0	B
Average:	**301.0**	**0.98**	**11.8**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509748				
1	509.0	0.01	0.1	A
2	503.0	0.02	0.1	A
3	508.0	0.01	0.1	A
4	495.0	0.01	0.0	A
5	506.0	0.02	0.1	A
6	504.0	0.02	0.1	A
7	506.0	0.03	0.2	A
8	501.0	0.01	0.1	A
9	500.0	0.01	0.1	A
10	501.0	0.03	0.2	A
Average:	**503.3**	**0.02**	**0.1**	**A**
NEB on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	903.0	5.86	23.4	C
2	893.0	5.99	24.1	C
3	894.0	5.61	22.6	C
4	910.0	5.68	22.5	C
5	901.0	5.73	22.9	C
6	904.0	5.82	23.2	C
7	896.0	5.90	23.7	C
8	894.0	5.58	22.5	C
9	897.0	5.36	21.5	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	904.0	6.14	24.5	C
Average:	**899.6**	**5.77**	**23.1**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB on BUCK RD: Superlink ID 720509747				
1	292.0	0.00	0.0	A
2	306.0	0.00	0.0	A
3	297.0	0.00	0.0	A
4	291.0	0.00	0.0	A
5	312.0	0.00	0.0	A
6	293.0	0.00	0.0	A
7	311.0	0.00	0.0	A
8	303.0	0.00	0.0	A
9	307.0	0.00	0.0	A
10	299.0	0.00	0.0	A
Average:	**301.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	480.0	2.28	17.1	B
2	472.0	2.39	18.3	B
3	471.0	2.39	18.3	B
4	470.0	2.27	17.4	B
5	476.0	2.53	19.2	B
6	479.0	2.37	17.8	B
7	480.0	2.44	18.3	B
8	480.0	2.45	18.4	B
9	477.0	2.30	17.4	B
10	483.0	2.53	18.8	B
Average:	**476.8**	**2.40**	**18.1**	**B**
WB on BUCK RD: Superlink ID 720509750				
1	218.0	0.00	0.0	A
2	229.0	0.00	0.0	A
3	217.0	0.00	0.0	A
4	218.0	0.00	0.0	A
5	226.0	0.00	0.0	A
6	217.0	0.00	0.0	A
7	221.0	0.00	0.0	A
8	218.0	0.00	0.0	A
9	215.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	222.0	0.00	0.0	A
Average:	**220.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509749				
1	386.0	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	377.0	0.00	0.0	A
6	390.0	0.00	0.0	A
7	384.0	0.00	0.0	A
8	386.0	0.00	0.0	A
9	389.0	0.00	0.0	A
10	384.0	0.00	0.0	A
Average:	**385.1**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	747.0	0.43	2.1	A
2	742.0	0.45	2.2	A
3	743.0	0.45	2.2	A
4	739.0	0.53	2.6	A
5	746.0	0.35	1.7	A
6	742.0	0.34	1.6	A
7	745.0	0.44	2.1	A
8	745.0	0.48	2.3	A
9	744.0	0.52	2.5	A
10	740.0	0.42	2.1	A
Average:	**743.3**	**0.44**	**2.1**	**A**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	310.0	1.45	16.9	B
2	310.0	1.46	16.9	B
3	312.0	1.52	17.5	B
4	307.0	1.47	17.2	B
5	310.0	1.57	18.3	B
6	317.0	1.60	18.1	B
7	314.0	1.51	17.4	B
8	315.0	1.44	16.4	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	313.0	1.50	17.2	B
10	314.0	1.54	17.6	B
Average:	**312.2**	**1.51**	**17.4**	**B**
WB on WALES RD: Superlink ID 720495029				
1	1,349.0	1.87	5.0	A
2	1,351.0	1.77	4.7	A
3	1,347.0	2.06	5.5	A
4	1,339.0	2.88	7.7	A
5	1,355.0	2.16	5.7	A
6	1,353.0	1.71	4.5	A
7	1,352.0	1.71	4.5	A
8	1,355.0	1.78	4.7	A
9	1,360.0	3.16	8.4	A
10	1,346.0	2.65	7.1	A
Average:	**1,350.7**	**2.18**	**5.8**	**A**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	226.0	1.24	19.7	B
2	224.0	1.42	22.8	C
3	224.0	1.42	22.7	C
4	225.0	1.32	21.2	C
5	222.0	1.41	22.9	C
6	224.0	1.24	19.9	B
7	224.0	1.18	19.0	B
8	224.0	1.26	20.3	C
9	222.0	1.30	21.1	C
10	228.0	1.38	21.8	C
Average:	**224.3**	**1.32**	**21.1**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	645.0	4.01	22.4	C
2	641.0	4.17	23.4	C
3	646.0	3.93	21.9	C
4	646.0	3.97	22.1	C
5	646.0	3.86	21.5	C
6	653.0	4.16	22.9	C
7	645.0	4.09	22.8	C
8	644.0	3.99	22.3	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	646.0	3.86	21.5	C
10	644.0	4.04	22.6	C
Average:	**645.6**	**4.01**	**22.3**	**C**
WB on WALES RD: Superlink ID 720495030				
1	525.0	5.29	36.3	D
2	536.0	5.40	36.3	D
3	533.0	8.96	60.5	E
4	520.0	9.91	68.6	E
5	530.0	10.39	70.6	E
6	540.0	6.17	41.2	D
7	533.0	6.91	46.6	D
8	539.0	4.22	28.2	C
9	533.0	13.90	93.9	F
10	540.0	9.47	63.2	E
Average:	**532.9**	**8.06**	**54.5**	**D**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	1.6	0.1	1.5	1.9	10
W	BUCK RD	720509752	0.8	0.1	0.7	0.9	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SE	BUCK RD	720509757	2.1	0.1	2.0	2.3	10
W	BUCK RD	720495035	1.0	0.1	0.9	1.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	720509765	5.8	0.2	5.4	6.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509760	2.4	0.1	2.3	2.5	10
W	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	0.4	0.1	0.3	0.5	10
N	NB I 75 TO WALES OFF RAMP	4226	1.5	0.1	1.4	1.6	10
W	WALES RD	720495029	2.2	0.5	1.7	3.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.3	0.1	1.2	1.4	10
S	SB I 75 TO WALES OFF RAMP	13720	4.0	0.1	3.9	4.2	10
W	WALES RD	720495030	8.1	3.0	4.2	13.9	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	15.4	0.9	14.2	17.7	10
W	BUCK RD	720509752	13.4	1.0	11.7	15.1	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SE	BUCK RD	720509757	15.3	0.7	14.5	16.3	10
W	BUCK RD	720495035	11.8	0.9	10.5	13.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.1	0.1	0.0	0.2	10
NE	NB I 75 TO BUCK OFF RAMP	720509765	23.1	0.9	21.5	24.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509760	18.1	0.7	17.1	19.2	10
W	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	2.1	0.3	1.6	2.6	10
N	NB I 75 TO WALES OFF RAMP	4226	17.4	0.6	16.4	18.3	10
W	WALES RD	720495029	5.8	1.4	4.5	8.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	21.1	1.4	19.0	22.9	10
S	SB I 75 TO WALES OFF RAMP	13720	22.3	0.6	21.5	23.4	10
W	WALES RD	720495030	54.5	20.3	28.2	93.9	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	385.0	1.65	15.5	B
2	384.0	1.59	14.9	B
3	386.0	1.57	14.7	B
4	385.0	1.66	15.5	B
5	375.0	1.62	15.6	B
6	390.0	1.91	17.7	B
7	382.0	1.59	15.0	B
8	386.0	1.66	15.5	B
9	388.0	1.68	15.6	B
10	384.0	1.52	14.2	B
Average:	**384.5**	**1.65**	**15.4**	**B**
WB T on BUCK RD: Superlink ID 720509752				
1	218.0	0.71	11.7	B
2	229.0	0.84	13.2	B
3	217.0	0.77	12.8	B
4	218.0	0.73	12.1	B
5	226.0	0.83	13.3	B
6	217.0	0.91	15.1	B
7	221.0	0.82	13.4	B
8	218.0	0.88	14.6	B
9	215.0	0.83	13.9	B
10	222.0	0.83	13.4	B
Average:	**220.1**	**0.82**	**13.4**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Superlink ID 720509757				
1	509.0	2.29	16.2	B
2	505.0	2.04	14.5	B
3	508.0	2.08	14.7	B
4	495.0	2.08	15.1	B
5	506.0	2.18	15.5	B
6	504.0	2.25	16.0	B
7	506.0	2.29	16.3	B
8	502.0	2.02	14.5	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	500.0	2.05	14.7	B
10	502.0	2.16	15.5	B
Average:	**503.7**	**2.14**	**15.3**	**B**
WB T on BUCK RD: Superlink ID 720495035				
1	292.0	0.96	11.8	B
2	306.0	0.95	11.2	B
3	297.0	1.04	12.6	B
4	291.0	0.89	11.0	B
5	312.0	0.96	11.1	B
6	292.0	0.92	11.4	B
7	311.0	1.10	12.8	B
8	303.0	1.02	12.2	B
9	307.0	0.90	10.5	B
10	299.0	1.08	13.0	B
Average:	**301.0**	**0.98**	**11.8**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509748				
1	509.0	0.01	0.1	A
2	503.0	0.02	0.1	A
3	508.0	0.01	0.1	A
4	495.0	0.01	0.0	A
5	506.0	0.02	0.1	A
6	504.0	0.02	0.1	A
7	506.0	0.03	0.2	A
8	501.0	0.01	0.1	A
9	500.0	0.01	0.1	A
10	501.0	0.03	0.2	A
Average:	**503.3**	**0.02**	**0.1**	**A**
NEB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	665.0	4.18	22.6	C
2	656.0	4.19	23.0	C
3	662.0	3.95	21.5	C
4	676.0	4.18	22.2	C
5	664.0	3.97	21.5	C
6	669.0	4.17	22.5	C
7	661.0	4.29	23.4	C
8	661.0	3.99	21.7	C
9	664.0	3.67	19.9	B
10	671.0	4.50	24.1	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**664.9**	**4.11**	**22.2**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 720509765				
1	238.0	1.68	25.5	C
2	237.0	1.80	27.3	C
3	232.0	1.66	25.7	C
4	234.0	1.50	23.1	C
5	237.0	1.76	26.7	C
6	235.0	1.65	25.2	C
7	235.0	1.61	24.7	C
8	233.0	1.59	24.5	C
9	233.0	1.69	26.2	C
10	233.0	1.64	25.4	C
Average:	**234.7**	**1.66**	**25.4**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Superlink ID 720509747				
1	292.0	0.00	0.0	A
2	306.0	0.00	0.0	A
3	297.0	0.00	0.0	A
4	291.0	0.00	0.0	A
5	312.0	0.00	0.0	A
6	293.0	0.00	0.0	A
7	311.0	0.00	0.0	A
8	303.0	0.00	0.0	A
9	307.0	0.00	0.0	A
10	299.0	0.00	0.0	A
Average:	**301.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	254.0	1.42	20.1	C
2	247.0	1.32	19.3	B
3	254.0	1.16	16.5	B
4	243.0	1.28	18.9	B
5	252.0	1.26	18.0	B
6	251.0	1.34	19.3	B
7	258.0	1.31	18.2	B
8	255.0	1.25	17.6	B
9	250.0	1.16	16.7	B
10	256.0	1.37	19.3	B

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**252.0**	**1.29**	**18.4**	**B**
SWB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509760				
1	226.0	0.87	13.8	B
2	225.0	1.07	17.1	B
3	217.0	1.23	20.4	C
4	227.0	0.99	15.8	B
5	224.0	1.27	20.5	C
6	228.0	1.02	16.1	B
7	222.0	1.13	18.4	B
8	225.0	1.20	19.2	B
9	227.0	1.14	18.1	B
10	227.0	1.16	18.3	B
Average:	**224.8**	**1.11**	**17.8**	**B**
WB T on BUCK RD: Superlink ID 720509750				
1	218.0	0.00	0.0	A
2	229.0	0.00	0.0	A
3	217.0	0.00	0.0	A
4	218.0	0.00	0.0	A
5	226.0	0.00	0.0	A
6	217.0	0.00	0.0	A
7	221.0	0.00	0.0	A
8	218.0	0.00	0.0	A
9	215.0	0.00	0.0	A
10	222.0	0.00	0.0	A
Average:	**220.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509749				
1	386.0	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	377.0	0.00	0.0	A
6	390.0	0.00	0.0	A
7	384.0	0.00	0.0	A
8	386.0	0.00	0.0	A
9	389.0	0.00	0.0	A
10	384.0	0.00	0.0	A
Average:	**385.1**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	75.0	0.18	8.9	A
2	74.0	0.17	8.2	A
3	76.0	0.22	10.4	B
4	74.0	0.23	11.1	B
5	72.0	0.17	8.5	A
6	73.0	0.16	7.7	A
7	73.0	0.18	8.9	A
8	74.0	0.20	9.6	A
9	74.0	0.27	13.1	B
10	75.0	0.22	10.4	B
Average:	**74.0**	**0.20**	**9.7**	**A**
EB T on WALES RD: Superlink ID 720495030				
1	672.0	0.24	1.3	A
2	668.0	0.28	1.5	A
3	667.0	0.23	1.3	A
4	665.0	0.30	1.6	A
5	674.0	0.18	1.0	A
6	669.0	0.18	1.0	A
7	672.0	0.26	1.4	A
8	671.0	0.29	1.5	A
9	670.0	0.25	1.3	A
10	665.0	0.21	1.1	A
Average:	**669.3**	**0.24**	**1.3**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	118.0	0.98	29.9	C
2	122.0	1.01	29.9	C
3	121.0	1.03	30.7	C
4	114.0	0.95	30.0	C
5	119.0	1.04	31.4	C
6	115.0	1.01	31.8	C
7	117.0	0.95	29.2	C
8	121.0	0.94	28.1	C
9	116.0	0.94	29.2	C
10	124.0	1.01	29.2	C
Average:	**118.7**	**0.99**	**29.9**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	192.0	0.47	8.8	A
2	188.0	0.45	8.5	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	191.0	0.48	9.1	A
4	193.0	0.52	9.6	A
5	191.0	0.54	10.1	B
6	202.0	0.58	10.4	B
7	197.0	0.57	10.3	B
8	194.0	0.49	9.2	A
9	197.0	0.56	10.2	B
10	190.0	0.53	10.0	B
Average:	**193.5**	**0.52**	**9.6**	**A**
WB R on WALES RD: Superlink ID 720495029				
1	821.0	0.00	0.0	A
2	820.0	0.00	0.0	A
3	818.0	0.00	0.0	A
4	821.0	0.00	0.0	A
5	820.0	0.00	0.0	A
6	820.0	0.00	0.0	A
7	820.0	0.00	0.0	A
8	818.0	0.00	0.0	A
9	821.0	0.00	0.0	A
10	819.0	0.00	0.0	A
Average:	**819.8**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	528.0	1.87	12.8	B
2	531.0	1.77	12.0	B
3	529.0	2.06	14.0	B
4	518.0	2.88	20.0	C
5	535.0	2.16	14.6	B
6	533.0	1.71	11.5	B
7	532.0	1.71	11.6	B
8	537.0	1.78	12.0	B
9	539.0	3.16	21.1	C
10	527.0	2.65	18.1	B
Average:	**530.9**	**2.18**	**14.8**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	112.0	0.63	20.4	C
2	93.0	0.69	26.8	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	104.0	0.70	24.2	C
4	106.0	0.69	23.5	C
5	105.0	0.64	22.0	C
6	105.0	0.57	19.4	B
7	108.0	0.60	20.1	C
8	106.0	0.58	19.6	B
9	106.0	0.59	20.1	C
10	103.0	0.65	22.6	C
Average:	**104.8**	**0.63**	**21.9**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	114.0	0.60	19.1	B
2	131.0	0.73	20.0	B
3	120.0	0.72	21.5	C
4	119.0	0.63	19.1	B
5	117.0	0.77	23.7	C
6	119.0	0.67	20.4	C
7	116.0	0.58	17.9	B
8	118.0	0.68	20.9	C
9	116.0	0.71	22.0	C
10	125.0	0.73	21.2	C
Average:	**119.5**	**0.68**	**20.6**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	308.0	1.98	23.2	C
2	304.0	2.14	25.3	C
3	312.0	1.95	22.5	C
4	298.0	1.92	23.2	C
5	306.0	1.86	21.9	C
6	295.0	2.05	25.0	C
7	292.0	2.07	25.5	C
8	309.0	1.96	22.9	C
9	324.0	2.04	22.7	C
10	312.0	2.07	23.9	C
Average:	**306.0**	**2.00**	**23.6**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	337.0	2.03	21.7	C
2	337.0	2.03	21.7	C
3	334.0	1.98	21.4	C
4	348.0	2.05	21.2	C
5	340.0	1.99	21.1	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	358.0	2.11	21.2	C
7	353.0	2.02	20.6	C
8	335.0	2.03	21.8	C
9	322.0	1.82	20.3	C
10	332.0	1.97	21.3	C
Average:	**339.6**	**2.00**	**21.2**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	422.0	4.99	42.5	D
2	430.0	5.19	43.5	D
3	428.0	8.19	68.9	E
4	418.0	8.97	77.3	E
5	426.0	9.49	80.2	F
6	433.0	5.80	48.2	D
7	426.0	6.37	53.8	D
8	434.0	4.12	34.2	C
9	427.0	12.37	104.3	F
10	434.0	8.65	71.8	E
Average:	**427.8**	**7.41**	**62.5**	**E**
WB T on WALES RD: Superlink ID 720495030				
1	103.0	0.30	10.6	B
2	106.0	0.21	7.1	A
3	105.0	0.77	26.5	C
4	102.0	0.94	33.2	C
5	104.0	0.90	31.2	C
6	107.0	0.37	12.6	B
7	107.0	0.53	18.0	B
8	105.0	0.09	3.2	A
9	106.0	1.52	51.7	D
10	106.0	0.82	27.8	C
Average:	**105.1**	**0.65**	**22.2**	**C**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.6	0.1	1.5	1.9	10
WB T	BUCK RD	720509752	0.8	0.1	0.7	0.9	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	BUCK RD	720509757	2.1	0.1	2.0	2.3	10
WB T	BUCK RD	720495035	1.0	0.1	0.9	1.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
NEB R	NB I 75 TO BUCK OFF RAMP	720509765	4.1	0.2	3.7	4.5	10
NWB T	NB I 75 TO BUCK OFF RAMP	720509765	1.7	0.1	1.5	1.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509760	1.3	0.1	1.2	1.4	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509760	1.1	0.1	0.9	1.3	10
WB T	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.2	0.0	0.2	0.3	10
EB T	WALES RD	720495030	0.2	0.0	0.2	0.3	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	1.0	0.0	0.9	1.0	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.5	0.0	0.5	0.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	2.2	0.5	1.7	3.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.6	0.0	0.6	0.7	10
EB TR	WALES RD	720506516	0.7	0.1	0.6	0.8	10
SB L	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.9	2.1	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.8	2.1	10
WB L	WALES RD	720495030	7.4	2.6	4.1	12.4	10
WB T	WALES RD	720495030	0.6	0.4	0.1	1.5	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	15.4	0.9	14.2	17.7	10
WB T	BUCK RD	720509752	13.4	1.0	11.7	15.1	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB T	BUCK RD	720509757	15.3	0.7	14.5	16.3	10
WB T	BUCK RD	720495035	11.8	0.9	10.5	13.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.1	0.1	0.0	0.2	10
NEB R	NB I 75 TO BUCK OFF RAMP	720509765	22.2	1.2	19.9	24.1	10
NWB T	NB I 75 TO BUCK OFF RAMP	720509765	25.4	1.2	23.1	27.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509760	18.4	1.2	16.5	20.1	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509760	17.8	2.1	13.8	20.5	10
WB T	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	9.7	1.6	7.7	13.1	10
EB T	WALES RD	720495030	1.3	0.2	1.0	1.6	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	29.9	1.1	28.1	31.8	10
NB R	NB I 75 TO WALES OFF RAMP	4226	9.6	0.7	8.5	10.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	14.8	3.6	11.5	21.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	21.9	2.4	19.4	26.8	10
EB TR	WALES RD	720506516	20.6	1.7	17.9	23.7	10
SB L	SB I 75 TO WALES OFF RAMP	13720	23.6	1.3	21.9	25.5	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	21.2	0.5	20.3	21.8	10
WB L	WALES RD	720495030	62.5	21.7	34.2	104.3	10
WB T	WALES RD	720495030	22.2	14.7	3.2	51.7	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640861				
1	221.0	0.99	16.1	B
2	224.0	0.88	14.2	B
3	226.0	0.95	15.1	B
4	234.0	0.94	14.5	B
5	211.0	0.98	16.7	B
6	230.0	1.13	17.6	B
7	215.0	0.94	15.8	B
8	226.0	0.95	15.2	B
9	235.0	0.96	14.8	B
10	217.0	0.83	13.8	B
Average:	**223.0**	**0.96**	**15.4**	**B**
EB T on BUCK RD: Lane ID 33640862				
1	164.0	0.67	14.6	B
2	160.0	0.70	15.8	B
3	160.0	0.63	14.1	B
4	151.0	0.71	17.0	B
5	164.0	0.65	14.2	B
6	160.0	0.79	17.7	B
7	167.0	0.65	14.0	B
8	160.0	0.70	15.8	B
9	153.0	0.71	16.8	B
10	167.0	0.69	14.8	B
Average:	**160.0**	**0.69**	**15.5**	**B**
WB T on BUCK RD: Lane ID 33640858				
1	218.0	0.71	11.7	B
2	229.0	0.84	13.2	B
3	217.0	0.77	12.8	B
4	218.0	0.73	12.1	B
5	226.0	0.83	13.3	B
6	217.0	0.91	15.1	B
7	221.0	0.82	13.4	B
8	218.0	0.88	14.6	B
9	215.0	0.83	13.9	B
10	222.0	0.83	13.4	B
Average:	**220.0**	**0.82**	**13.4**	**B**

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640859				
1	361.0	1.67	16.7	B
2	353.0	1.53	15.6	B
3	363.0	1.56	15.4	B
4	352.0	1.52	15.6	B
5	360.0	1.66	16.6	B
6	364.0	1.74	17.2	B
7	355.0	1.68	17.1	B
8	354.0	1.50	15.3	B
9	353.0	1.58	16.1	B
10	350.0	1.62	16.6	B
Average:	**356.0**	**1.61**	**16.2**	**B**
SEB T on BUCK RD: Lane ID 33640860				
1	148.0	0.62	15.0	B
2	152.0	0.51	12.1	B
3	145.0	0.52	13.0	B
4	143.0	0.56	14.0	B
5	146.0	0.53	13.0	B
6	140.0	0.51	13.0	B
7	151.0	0.60	14.4	B
8	148.0	0.52	12.6	B
9	147.0	0.47	11.5	B
10	152.0	0.55	12.9	B
Average:	**147.0**	**0.54**	**13.2**	**B**
WB T on BUCK RD: Lane ID 33640855				
1	174.0	0.65	13.4	B
2	177.0	0.57	11.6	B
3	184.0	0.61	12.0	B
4	175.0	0.56	11.5	B
5	183.0	0.57	11.3	B
6	169.0	0.55	11.8	B
7	184.0	0.67	13.2	B
8	181.0	0.65	12.9	B
9	178.0	0.56	11.3	B
10	178.0	0.64	12.9	B
Average:	**178.0**	**0.60**	**12.2**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640856				
1	118.0	0.31	9.6	A
2	129.0	0.39	10.7	B
3	113.0	0.43	13.6	B
4	116.0	0.33	10.3	B
5	129.0	0.39	10.8	B
6	123.0	0.37	10.7	B
7	127.0	0.43	12.2	B
8	122.0	0.37	11.0	B
9	129.0	0.33	9.3	A
10	121.0	0.44	13.0	B
Average:	**122.0**	**0.38**	**11.1**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	364.0	0.01	0.1	A
2	354.0	0.02	0.2	A
3	366.0	0.01	0.1	A
4	353.0	0.01	0.1	A
5	362.0	0.01	0.1	A
6	368.0	0.02	0.2	A
7	360.0	0.03	0.3	A
8	357.0	0.01	0.1	A
9	354.0	0.01	0.1	A
10	349.0	0.03	0.3	A
Average:	**358.0**	**0.02**	**0.2**	**A**
EB T on BUCK RD: Lane ID 33640881				
1	145.0	0.00	0.0	A
2	149.0	0.00	0.0	A
3	142.0	0.00	0.0	A
4	142.0	0.00	0.0	A
5	144.0	0.01	0.1	A
6	136.0	0.00	0.0	A
7	146.0	0.00	0.0	A
8	144.0	0.00	0.0	A
9	146.0	0.00	0.0	A
10	152.0	0.00	0.0	A
Average:	**144.0**	**0.00**	**0.0**	**A**
NEB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640879				
1	665.0	4.18	22.6	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	656.0	4.19	23.0	C
3	662.0	3.95	21.5	C
4	676.0	4.18	22.2	C
5	664.0	3.97	21.5	C
6	669.0	4.17	22.5	C
7	661.0	4.29	23.4	C
8	661.0	3.99	21.7	C
9	664.0	3.67	19.9	B
10	671.0	4.50	24.1	C
Average:	**664.0**	**4.11**	**22.2**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640882				
1	238.0	1.68	25.5	C
2	237.0	1.80	27.3	C
3	232.0	1.66	25.7	C
4	234.0	1.50	23.1	C
5	237.0	1.76	26.7	C
6	235.0	1.65	25.2	C
7	235.0	1.61	24.7	C
8	233.0	1.59	24.5	C
9	233.0	1.69	26.2	C
10	233.0	1.64	25.4	C
Average:	**234.0**	**1.66**	**25.4**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640883				
1	174.0	0.00	0.0	A
2	177.0	0.00	0.0	A
3	184.0	0.00	0.0	A
4	175.0	0.00	0.0	A
5	183.0	0.00	0.0	A
6	169.0	0.00	0.0	A
7	183.0	0.00	0.0	A
8	180.0	0.00	0.0	A
9	177.0	0.00	0.0	A
10	177.0	0.00	0.0	A
Average:	**177.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640884				
1	118.0	0.00	0.0	A
2	129.0	0.00	0.0	A
3	113.0	0.00	0.0	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	116.0	0.00	0.0	A
5	129.0	0.00	0.0	A
6	124.0	0.00	0.0	A
7	128.0	0.00	0.0	A
8	123.0	0.00	0.0	A
9	130.0	0.00	0.0	A
10	122.0	0.00	0.0	A
Average:	**123.0**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Lane ID 33640876				
1	254.0	1.42	20.1	C
2	247.0	1.32	19.3	B
3	254.0	1.16	16.5	B
4	243.0	1.28	18.9	B
5	252.0	1.26	18.0	B
6	251.0	1.34	19.3	B
7	258.0	1.31	18.2	B
8	255.0	1.25	17.6	B
9	250.0	1.16	16.7	B
10	256.0	1.37	19.3	B
Average:	**252.0**	**1.29**	**18.4**	**B**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640875				
1	226.0	0.87	13.8	B
2	225.0	1.07	17.1	B
3	217.0	1.23	20.4	C
4	227.0	0.99	15.8	B
5	224.0	1.27	20.5	C
6	228.0	1.02	16.1	B
7	222.0	1.13	18.4	B
8	225.0	1.20	19.2	B
9	227.0	1.14	18.1	B
10	227.0	1.16	18.3	B
Average:	**224.0**	**1.11**	**17.8**	**B**
WB T on BUCK RD: Lane ID 33640863				
1	218.0	0.00	0.0	A
2	229.0	0.00	0.0	A
3	217.0	0.00	0.0	A
4	218.0	0.00	0.0	A
5	226.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	217.0	0.00	0.0	A
7	221.0	0.00	0.0	A
8	218.0	0.00	0.0	A
9	215.0	0.00	0.0	A
10	222.0	0.00	0.0	A
Average:	**220.0**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640877				
1	222.0	0.00	0.0	A
2	225.0	0.00	0.0	A
3	226.0	0.00	0.0	A
4	234.0	0.00	0.0	A
5	212.0	0.00	0.0	A
6	230.0	0.00	0.0	A
7	216.0	0.00	0.0	A
8	226.0	0.00	0.0	A
9	234.0	0.00	0.0	A
10	217.0	0.00	0.0	A
Average:	**224.0**	**0.00**	**0.0**	**A**
EB T on BUCK RD: Lane ID 33640878				
1	164.0	0.00	0.0	A
2	160.0	0.00	0.0	A
3	160.0	0.00	0.0	A
4	150.0	0.00	0.0	A
5	165.0	0.00	0.0	A
6	160.0	0.00	0.0	A
7	168.0	0.00	0.0	A
8	160.0	0.00	0.0	A
9	155.0	0.00	0.0	A
10	167.0	0.00	0.0	A
Average:	**160.0**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	75.0	0.18	8.9	A
2	74.0	0.17	8.2	A
3	76.0	0.22	10.4	B
4	74.0	0.23	11.1	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	72.0	0.17	8.5	A
6	73.0	0.16	7.7	A
7	73.0	0.18	8.9	A
8	74.0	0.20	9.6	A
9	74.0	0.27	13.1	B
10	75.0	0.22	10.4	B
Average:	**74.0**	**0.20**	**9.7**	**A**
EB T on WALES RD: Lane ID 33573858				
1	348.0	0.12	1.2	A
2	327.0	0.12	1.3	A
3	324.0	0.12	1.3	A
4	309.0	0.11	1.3	A
5	321.0	0.09	1.0	A
6	323.0	0.10	1.1	A
7	319.0	0.13	1.5	A
8	333.0	0.14	1.6	A
9	336.0	0.12	1.3	A
10	343.0	0.11	1.2	A
Average:	**328.0**	**0.12**	**1.3**	**A**
EB T on WALES RD: Lane ID 33573859				
1	324.0	0.13	1.4	A
2	341.0	0.16	1.7	A
3	343.0	0.12	1.2	A
4	356.0	0.19	1.9	A
5	353.0	0.10	1.0	A
6	346.0	0.08	0.9	A
7	353.0	0.13	1.3	A
8	338.0	0.14	1.5	A
9	334.0	0.12	1.3	A
10	322.0	0.10	1.1	A
Average:	**341.0**	**0.13**	**1.3**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	118.0	0.98	29.9	C
2	122.0	1.01	29.9	C
3	121.0	1.03	30.7	C
4	114.0	0.95	30.0	C
5	119.0	1.04	31.4	C
6	115.0	1.01	31.8	C
7	117.0	0.95	29.2	C

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	121.0	0.94	28.1	C
9	116.0	0.94	29.2	C
10	124.0	1.01	29.2	C
Average:	**118.0**	**0.99**	**29.9**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	192.0	0.47	8.8	A
2	188.0	0.45	8.5	A
3	191.0	0.48	9.1	A
4	193.0	0.52	9.6	A
5	191.0	0.54	10.1	B
6	202.0	0.58	10.4	B
7	197.0	0.57	10.3	B
8	194.0	0.49	9.2	A
9	197.0	0.56	10.2	B
10	190.0	0.53	10.0	B
Average:	**193.0**	**0.52**	**9.6**	**A**
WB R on WALES RD: Lane ID 9795				
1	821.0	0.00	0.0	A
2	820.0	0.00	0.0	A
3	818.0	0.00	0.0	A
4	821.0	0.00	0.0	A
5	820.0	0.00	0.0	A
6	820.0	0.00	0.0	A
7	820.0	0.00	0.0	A
8	818.0	0.00	0.0	A
9	821.0	0.00	0.0	A
10	819.0	0.00	0.0	A
Average:	**819.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	528.0	1.87	12.8	B
2	531.0	1.77	12.0	B
3	529.0	2.06	14.0	B
4	518.0	2.88	20.0	C
5	535.0	2.16	14.6	B
6	533.0	1.71	11.5	B
7	532.0	1.71	11.6	B
8	537.0	1.78	12.0	B
9	539.0	3.16	21.1	C
10	527.0	2.65	18.1	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**530.0**	**2.18**	**14.8**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	112.0	0.63	20.4	C
2	93.0	0.69	26.8	C
3	104.0	0.70	24.2	C
4	106.0	0.69	23.5	C
5	105.0	0.64	22.0	C
6	105.0	0.57	19.4	B
7	108.0	0.60	20.1	C
8	106.0	0.58	19.6	B
9	106.0	0.59	20.1	C
10	103.0	0.65	22.6	C
Average:	**104.0**	**0.63**	**21.9**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	114.0	0.60	19.1	B
2	131.0	0.73	20.0	B
3	120.0	0.72	21.5	C
4	119.0	0.63	19.1	B
5	117.0	0.77	23.7	C
6	119.0	0.67	20.4	C
7	116.0	0.58	17.9	B
8	118.0	0.68	20.9	C
9	116.0	0.71	22.0	C
10	125.0	0.73	21.2	C
Average:	**119.0**	**0.68**	**20.6**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	308.0	1.98	23.2	C
2	304.0	2.14	25.3	C
3	312.0	1.95	22.5	C
4	298.0	1.92	23.2	C
5	306.0	1.86	21.9	C
6	295.0	2.05	25.0	C
7	292.0	2.07	25.5	C
8	309.0	1.96	22.9	C
9	324.0	2.04	22.7	C
10	312.0	2.07	23.9	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**306.0**	**2.00**	**23.6**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	337.0	2.03	21.7	C
2	337.0	2.03	21.7	C
3	334.0	1.98	21.4	C
4	348.0	2.05	21.2	C
5	340.0	1.99	21.1	C
6	358.0	2.11	21.2	C
7	353.0	2.02	20.6	C
8	335.0	2.03	21.8	C
9	322.0	1.82	20.3	C
10	332.0	1.97	21.3	C
Average:	**339.0**	**2.00**	**21.2**	**C**
WB L on WALES RD: Lane ID 33573866				
1	422.0	4.99	42.5	D
2	430.0	5.19	43.5	D
3	428.0	8.19	68.9	E
4	418.0	8.97	77.3	E
5	426.0	9.49	80.2	F
6	433.0	5.80	48.2	D
7	426.0	6.37	53.8	D
8	434.0	4.12	34.2	C
9	427.0	12.37	104.3	F
10	434.0	8.65	71.8	E
Average:	**427.0**	**7.41**	**62.5**	**E**
WB T on WALES RD: Lane ID 33573867				
1	103.0	0.30	10.6	B
2	106.0	0.21	7.1	A
3	105.0	0.77	26.5	C
4	102.0	0.94	33.2	C
5	104.0	0.90	31.2	C
6	107.0	0.37	12.6	B
7	107.0	0.53	18.0	B
8	105.0	0.09	3.2	A
9	106.0	1.52	51.7	D
10	106.0	0.82	27.8	C
Average:	**105.0**	**0.65**	**22.2**	**C**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.8	0.1	0.7	0.9	10
EB T	33640861	BUCK RD	1.0	0.1	0.8	1.1	10
EB T	33640862	BUCK RD	0.7	0.0	0.6	0.8	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.6	0.0	0.6	0.7	10
WB T	33640856	BUCK RD	0.4	0.0	0.3	0.4	10
SEB T	33640859	BUCK RD	1.6	0.1	1.5	1.7	10
SEB T	33640860	BUCK RD	0.5	0.0	0.5	0.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	4.1	0.2	3.7	4.5	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	1.7	0.1	1.5	1.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	1.1	0.1	0.9	1.3	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	1.3	0.1	1.2	1.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	1.0	0.0	0.9	1.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.5	0.0	0.5	0.6	10
EB L	33573857	WALES RD	0.2	0.0	0.2	0.3	10
EB T	33573858	WALES RD	0.1	0.0	0.1	0.1	10
EB T	33573859	WALES RD	0.1	0.0	0.1	0.2	10
WB T	33634092	WALES RD	2.2	0.5	1.7	3.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.9	2.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.8	2.1	10
EB T	33573864	WALES RD	0.6	0.0	0.6	0.7	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.8	10
WB L	33573866	WALES RD	7.4	2.6	4.1	12.4	10
WB T	33573867	WALES RD	0.6	0.4	0.1	1.5	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	13.4	1.0	11.7	15.1	10
EB T	33640861	BUCK RD	15.4	1.2	13.8	17.6	10
EB T	33640862	BUCK RD	15.5	1.3	14.0	17.7	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	12.2	0.8	11.3	13.4	10
WB T	33640856	BUCK RD	11.1	1.4	9.3	13.6	10
SEB T	33640859	BUCK RD	16.2	0.7	15.3	17.2	10
SEB T	33640860	BUCK RD	13.2	1.1	11.5	15.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	22.2	1.2	19.9	24.1	10
EB T	33640880	BUCK RD	0.2	0.1	0.1	0.3	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.1	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	25.4	1.2	23.1	27.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	17.8	2.1	13.8	20.5	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	18.4	1.2	16.5	20.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	29.9	1.1	28.1	31.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.6	0.7	8.5	10.4	10
EB L	33573857	WALES RD	9.7	1.6	7.7	13.1	10
EB T	33573858	WALES RD	1.3	0.2	1.0	1.6	10
EB T	33573859	WALES RD	1.3	0.3	0.9	1.9	10
WB T	33634092	WALES RD	14.8	3.6	11.5	21.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	23.6	1.3	21.9	25.5	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	21.2	0.5	20.3	21.8	10
EB T	33573864	WALES RD	21.9	2.4	19.4	26.8	10
EB TR	33573865	WALES RD	20.6	1.7	17.9	23.7	10
WB L	33573866	WALES RD	62.5	21.7	34.2	104.3	10
WB T	33573867	WALES RD	22.2	14.7	3.2	51.7	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,994.0	62.89	113.5	F
2	1,987.0	67.09	121.5	F
3	1,969.0	64.45	117.8	F
4	1,983.0	63.96	116.1	F
5	2,008.0	65.28	117.0	F
6	1,981.0	66.34	120.6	F
7	2,012.0	61.03	109.2	F
8	1,999.0	64.91	116.9	F
9	2,002.0	63.31	113.8	F
10	1,982.0	67.63	122.8	F
Average:	**1,991.7**	**64.69**	**116.9**	**F**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,874.0	4.64	8.9	A
2	1,883.0	4.35	8.3	A
3	1,864.0	4.67	9.0	A
4	1,868.0	4.50	8.7	A
5	1,875.0	4.43	8.5	A
6	1,875.0	4.13	7.9	A
7	1,878.0	4.46	8.5	A
8	1,873.0	4.44	8.5	A
9	1,859.0	4.32	8.4	A
10	1,876.0	4.20	8.1	A
Average:	**1,872.5**	**4.41**	**8.5**	**A**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	64.7	2.0	61.0	67.6	10
6	BUCK RD & LIME CITY RD	Roundabout	4.4	0.2	4.1	4.7	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	116.9	4.1	109.2	122.8	10
6	BUCK RD & LIME CITY RD	Roundabout	8.5	0.3	7.9	9.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640896				
1	918.0	0.39	1.5	A
2	903.0	0.40	1.6	A
3	914.0	0.41	1.6	A
4	912.0	0.33	1.3	A
5	911.0	0.38	1.5	A
6	912.0	0.38	1.5	A
7	906.0	0.43	1.7	A
8	911.0	0.40	1.6	A
9	909.0	0.37	1.5	A
10	920.0	0.40	1.6	A
Average:	**911.0**	**0.39**	**1.5**	**A**
EB T on BUCK RD: Lane ID 33640897				
1	256.0	0.05	0.7	A
2	255.0	0.04	0.6	A
3	251.0	0.06	0.8	A
4	258.0	0.06	0.9	A
5	254.0	0.06	0.9	A
6	256.0	0.06	0.8	A
7	258.0	0.05	0.7	A
8	254.0	0.06	0.8	A
9	252.0	0.05	0.8	A
10	254.0	0.05	0.7	A
Average:	**254.0**	**0.05**	**0.8**	**A**
NB T on GLENWOOD RD: Lane ID 33640892				
1	309.0	12.52	145.9	F
2	301.0	13.71	164.0	F
3	276.0	15.81	206.2	F
4	332.0	14.35	155.6	F
5	299.0	15.86	190.9	F
6	324.0	13.64	151.5	F
7	301.0	11.17	133.6	F
8	309.0	15.10	175.9	F
9	306.0	13.48	158.6	F
10	271.0	14.33	190.4	F
Average:	**302.0**	**14.00**	**167.3**	**F**

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB T on 3RD ST: Lane ID 33640888				
1	292.0	45.04	555.3	F
2	304.0	47.53	562.9	F
3	304.0	43.40	513.9	F
4	266.0	44.35	600.2	F
5	318.0	44.07	499.0	F
6	273.0	47.08	620.9	F
7	324.0	44.44	493.8	F
8	301.0	44.36	530.5	F
9	311.0	44.49	515.0	F
10	314.0	47.62	546.0	F
Average:	**300.0**	**45.24**	**543.8**	**F**
NWB T on 3RD ST: Lane ID 33640889				
1	39.0	4.65	429.0	F
2	43.0	5.15	430.9	F
3	43.0	4.52	378.8	F
4	34.0	4.62	488.9	F
5	45.0	4.66	372.9	F
6	36.0	4.93	493.4	F
7	43.0	4.69	392.9	F
8	42.0	4.76	407.7	F
9	43.0	4.65	389.6	F
10	43.0	4.98	417.3	F
Average:	**41.0**	**4.76**	**420.1**	**F**
SB T on GLENWOOD RD: Lane ID 33640900				
1	180.0	0.25	4.9	A
2	181.0	0.25	4.9	A
3	181.0	0.25	4.9	A
4	181.0	0.24	4.8	A
5	181.0	0.24	4.8	A
6	180.0	0.25	4.9	A
7	180.0	0.25	4.9	A
8	182.0	0.24	4.8	A
9	181.0	0.27	5.4	A
10	180.0	0.24	4.8	A
Average:	**180.0**	**0.25**	**4.9**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	383.0	1.39	13.1	B
2	383.0	1.22	11.5	B
3	385.0	1.30	12.2	B
4	386.0	1.25	11.7	B
5	380.0	1.40	13.2	B
6	385.0	1.45	13.5	B
7	383.0	1.26	11.8	B
8	382.0	1.26	11.9	B
9	382.0	1.16	10.9	B
10	386.0	1.26	11.8	B
Average:	**383.0**	**1.30**	**12.2**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	449.0	0.44	3.5	A
2	457.0	0.43	3.4	A
3	441.0	0.41	3.4	A
4	440.0	0.44	3.6	A
5	453.0	0.45	3.5	A
6	444.0	0.46	3.7	A
7	449.0	0.43	3.5	A
8	444.0	0.46	3.8	A
9	441.0	0.42	3.4	A
10	448.0	0.43	3.4	A
Average:	**446.0**	**0.44**	**3.5**	**A**
SEB T on BUCK RD: Lane ID 33640840				
1	674.0	2.13	11.4	B
2	670.0	2.10	11.3	B
3	667.0	2.33	12.6	B
4	670.0	2.15	11.5	B
5	672.0	1.94	10.4	B
6	676.0	1.62	8.6	A
7	669.0	2.09	11.2	B
8	675.0	2.08	11.1	B
9	668.0	2.08	11.2	B
10	668.0	1.86	10.0	B
Average:	**670.0**	**2.04**	**10.9**	**B**
SWB T on LIME CITY RD: Lane ID 33640838				
1	368.0	0.68	6.6	A
2	373.0	0.61	5.8	A
3	371.0	0.62	6.0	A

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	372.0	0.66	6.4	A
5	370.0	0.65	6.3	A
6	370.0	0.61	5.9	A
7	377.0	0.68	6.5	A
8	372.0	0.63	6.1	A
9	368.0	0.66	6.5	A
10	374.0	0.66	6.3	A
Average:	**371.0**	**0.65**	**6.2**	**A**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	45.2	1.6	43.4	47.6	10
NWB T	33640889	3RD ST	4.8	0.2	4.5	5.2	10
NB T	33640892	GLENWOOD RD	14.0	1.4	11.2	15.9	10
EB T	33640896	BUCK RD	0.4	0.0	0.3	0.4	10
EB T	33640897	BUCK RD	0.1	0.0	0.0	0.1	10
SB T	33640900	GLENWOOD RD	0.2	0.0	0.2	0.3	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.4	0.0	0.4	0.5	10
SWB T	33640838	LIME CITY RD	0.6	0.0	0.6	0.7	10
SEB T	33640840	BUCK RD	2.0	0.2	1.6	2.3	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.2	1.5	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	543.8	42.2	493.8	620.9	10
NWB T	33640889	3RD ST	420.1	42.3	372.9	493.4	10
NB T	33640892	GLENWOOD RD	167.3	23.0	133.6	206.2	10
EB T	33640896	BUCK RD	1.5	0.1	1.3	1.7	10
EB T	33640897	BUCK RD	0.8	0.1	0.6	0.9	10
SB T	33640900	GLENWOOD RD	4.9	0.2	4.8	5.4	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.5	0.1	3.4	3.8	10
SWB T	33640838	LIME CITY RD	6.2	0.3	5.8	6.6	10
SEB T	33640840	BUCK RD	10.9	1.1	8.6	12.6	10
NB T	33640842	LIME CITY RD	12.2	0.8	10.9	13.5	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640896						
1	120.0	9.7	0.3	57.7	2.0	22.5%
2	120.0	7.3	0.3	40.8	2.0	20.0%
3	120.0	7.9	0.4	48.5	2.0	23.3%
4	120.0	5.0	0.2	38.1	2.0	13.3%
5	120.0	6.8	0.2	58.5	1.0	18.3%
6	120.0	4.7	0.2	35.7	1.0	13.3%
7	120.0	8.9	0.3	62.9	2.0	20.8%
8	120.0	7.4	0.3	53.3	2.0	19.2%
9	120.0	5.9	0.2	46.0	1.0	15.0%
10	120.0	6.0	0.3	42.5	2.0	15.8%
Average:	**120.0**	**7.0**	**0.3**	**48.4**	**1.7**	**18.2%**
EB T on BUCK RD - Lane ID 33640897						
1	120.0	0.9	0.0	0.0	0.0	2.5%
2	120.0	1.3	0.0	0.0	0.0	4.2%
3	120.0	1.5	0.1	0.1	1.0	5.8%
4	120.0	0.1	0.0	0.0	0.0	4.2%
5	120.0	1.2	0.1	0.0	0.0	5.0%
6	120.0	0.2	0.0	0.0	0.0	3.3%
7	120.0	0.1	0.0	0.0	0.0	1.7%
8	120.0	1.0	0.0	0.0	0.0	2.5%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	1.4	0.0	0.0	0.0	3.3%
Average:	**120.0**	**0.8**	**0.0**	**0.0**	**0.1**	**3.3%**
NB T on GLENWOOD RD - Lane ID 33640892						
1	120.0	318.5	10.9	591.7	22.0	36.7%
2	120.0	360.0	11.4	593.7	20.0	47.5%
3	120.0	427.7	13.4	610.3	21.0	65.0%
4	120.0	359.7	11.9	596.2	21.0	44.2%
5	120.0	455.1	14.9	640.8	22.0	69.2%
6	120.0	356.5	12.1	591.8	21.0	37.5%
7	120.0	285.8	9.5	596.6	21.0	34.2%
8	120.0	414.5	13.4	639.5	22.0	60.0%
9	120.0	378.3	12.0	593.0	20.0	47.5%
10	120.0	414.4	13.5	601.9	21.0	54.2%

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on GLENWOOD RD - Lane ID 33640892						
Average:	**120.0**	**377.1**	**12.3**	**605.6**	**21.1**	**49.6%**
NWB T on 3RD ST - Lane ID 33640888						
1	120.0	1,286.2	38.3	2,303.8	73.1	42.5%
2	120.0	1,187.3	36.0	2,293.8	72.1	43.3%
3	120.0	1,300.5	37.0	2,290.7	67.1	44.2%
4	120.0	1,323.7	38.0	2,306.7	71.0	46.7%
5	120.0	1,214.9	36.6	2,299.7	76.0	41.7%
6	120.0	1,303.5	37.1	2,295.3	70.0	47.5%
7	120.0	1,217.1	34.9	2,307.0	68.0	43.3%
8	120.0	1,253.9	38.2	2,285.9	70.0	43.3%
9	120.0	1,182.8	34.5	2,299.8	69.1	42.5%
10	120.0	1,201.6	35.6	2,275.1	72.0	41.7%
Average:	**120.0**	**1,247.2**	**36.6**	**2,295.8**	**70.8**	**43.7%**
NWB T on 3RD ST - Lane ID 33640889						
1	120.0	0.6	0.1	0.0	0.0	0.0%
2	120.0	0.6	0.1	0.0	1.0	0.0%
3	120.0	1.9	0.1	1.3	1.0	0.0%
4	120.0	1.5	0.1	0.0	1.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	1.8	0.1	0.0	1.0	0.0%
8	120.0	0.6	0.1	0.0	0.0	0.0%
9	120.0	0.8	0.1	0.0	0.0	0.0%
10	120.0	1.7	0.1	0.0	1.0	0.0%
Average:	**120.0**	**1.0**	**0.1**	**0.1**	**0.5**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640900						
1	120.0	3.0	0.1	7.5	1.0	0.0%
2	120.0	1.6	0.1	6.3	1.0	0.0%
3	120.0	4.3	0.2	34.5	1.0	0.0%
4	120.0	3.0	0.2	6.1	1.0	0.0%
5	120.0	2.4	0.1	12.3	1.0	0.0%
6	120.0	3.4	0.2	14.0	1.0	0.0%
7	120.0	0.8	0.1	4.4	1.0	0.0%
8	120.0	1.7	0.2	5.2	1.0	0.0%
9	120.0	2.3	0.2	9.9	1.0	0.0%
10	120.0	1.7	0.1	5.9	1.0	0.0%
Average:	**120.0**	**2.4**	**0.2**	**10.6**	**1.0**	**0.0%**

BUCK RD NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640861						
1	120.0	15.3	0.7	65.7	3.0	0.0%
2	120.0	17.3	0.7	78.2	3.0	0.0%
3	120.0	18.3	0.8	76.0	3.0	0.0%
4	120.0	22.6	0.8	105.6	3.0	0.0%
5	120.0	23.2	0.9	109.7	4.0	0.0%
6	120.0	20.4	0.9	102.1	4.0	0.0%
7	120.0	17.7	0.8	75.8	3.0	0.0%
8	120.0	13.6	0.6	71.2	3.0	0.0%
9	120.0	23.7	0.9	108.2	4.0	0.0%
10	120.0	17.2	0.7	76.5	3.0	0.0%
Average:	**120.0**	**18.9**	**0.8**	**86.9**	**3.3**	**0.0%**
EB T on BUCK RD - Lane ID 33640862						
1	120.0	11.6	0.5	64.5	2.0	0.0%
2	120.0	14.8	0.6	71.7	3.0	0.0%
3	120.0	11.0	0.5	50.2	2.0	0.0%
4	120.0	14.7	0.6	68.6	3.0	0.0%
5	120.0	10.9	0.5	65.1	3.0	0.0%
6	120.0	13.1	0.7	64.2	3.0	0.0%
7	120.0	17.3	0.6	79.0	2.0	0.0%
8	120.0	10.9	0.5	66.3	2.0	0.0%
9	120.0	17.7	0.8	75.2	3.0	0.0%
10	120.0	12.9	0.6	72.3	2.0	0.0%
Average:	**120.0**	**13.5**	**0.6**	**67.7**	**2.5**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	15.0	0.6	71.5	3.0	0.0%
2	120.0	17.8	0.7	109.8	4.0	0.0%
3	120.0	15.8	0.6	109.8	3.0	0.0%
4	120.0	13.1	0.5	71.8	2.0	0.0%
5	120.0	21.8	0.8	114.1	4.0	0.0%
6	120.0	20.2	0.7	110.3	4.0	0.0%
7	120.0	15.4	0.6	85.6	3.0	0.0%
8	120.0	23.9	0.8	120.3	3.0	0.0%
9	120.0	21.9	0.7	113.0	3.0	0.0%
10	120.0	15.6	0.6	111.8	4.0	0.0%
Average:	**120.0**	**18.1**	**0.7**	**101.8**	**3.3**	**0.0%**

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640859						
1	120.0	40.7	1.3	161.3	5.0	0.0%
2	120.0	39.5	1.2	163.1	5.0	0.0%
3	120.0	40.4	1.3	162.9	6.0	0.0%
4	120.0	43.4	1.4	161.3	5.0	0.0%
5	120.0	42.1	1.3	161.3	5.0	0.0%
6	120.0	49.0	1.5	187.1	6.0	0.0%
7	120.0	57.1	1.6	197.7	6.0	0.0%
8	120.0	37.2	1.2	161.3	5.0	0.0%
9	120.0	43.4	1.4	162.0	5.0	0.0%
10	120.0	47.9	1.4	161.3	6.0	0.0%
Average:	**120.0**	**44.1**	**1.4**	**167.9**	**5.4**	**0.0%**
SEB T on BUCK RD - Lane ID 33640860						
1	120.0	12.4	0.5	52.0	2.0	0.0%
2	120.0	12.5	0.4	68.1	2.0	0.0%
3	120.0	8.9	0.4	47.8	2.0	0.0%
4	120.0	13.0	0.6	70.8	2.0	0.0%
5	120.0	9.8	0.4	44.8	2.0	0.0%
6	120.0	13.1	0.5	71.5	2.0	0.0%
7	120.0	15.5	0.6	71.6	2.0	0.0%
8	120.0	10.6	0.5	61.6	2.0	0.0%
9	120.0	10.7	0.5	48.8	2.0	0.0%
10	120.0	14.4	0.5	73.1	3.0	0.0%
Average:	**120.0**	**12.1**	**0.5**	**61.0**	**2.1**	**0.0%**
WB T on BUCK RD - Lane ID 33640855						
1	120.0	16.2	0.6	70.2	3.0	0.0%
2	120.0	9.5	0.4	47.9	2.0	0.0%
3	120.0	11.3	0.5	73.1	3.0	0.0%
4	120.0	9.1	0.5	41.7	2.0	0.0%
5	120.0	12.1	0.5	67.3	2.0	0.0%
6	120.0	11.0	0.4	68.2	2.0	0.0%
7	120.0	16.5	0.6	90.3	3.0	0.0%
8	120.0	13.5	0.6	68.4	2.0	0.0%
9	120.0	10.0	0.4	63.1	2.0	0.0%
10	120.0	14.9	0.5	94.5	3.0	0.0%
Average:	**120.0**	**12.4**	**0.5**	**68.5**	**2.4**	**0.0%**
WB T on BUCK RD - Lane ID 33640856						
1	120.0	7.5	0.3	47.2	2.0	0.0%
2	120.0	7.5	0.3	43.6	2.0	0.0%

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640856						
3	120.0	7.8	0.3	44.2	1.0	0.0%
4	120.0	6.4	0.2	52.1	1.0	0.0%
5	120.0	6.9	0.3	43.2	2.0	0.0%
6	120.0	4.6	0.2	21.1	1.0	0.0%
7	120.0	8.4	0.4	44.6	2.0	0.0%
8	120.0	7.9	0.4	46.1	2.0	0.0%
9	120.0	5.6	0.2	46.3	1.0	0.0%
10	120.0	7.7	0.3	42.7	2.0	0.0%
Average:	**120.0**	**7.0**	**0.3**	**43.1**	**1.6**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	26.4	0.9	148.9	5.0	0.0%
2	120.0	17.8	0.7	105.2	3.0	0.0%
3	120.0	20.5	0.8	107.2	4.0	0.0%
4	120.0	21.2	0.8	106.6	4.0	0.0%
5	120.0	24.3	0.9	157.4	4.0	0.0%
6	120.0	24.7	0.9	107.0	3.0	0.0%
7	120.0	20.4	0.8	109.0	4.0	0.0%
8	120.0	17.9	0.7	85.1	3.0	0.0%
9	120.0	18.9	0.7	84.7	3.0	0.0%
10	120.0	17.9	0.7	109.2	4.0	0.0%
Average:	**120.0**	**21.0**	**0.8**	**112.0**	**3.7**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	8.9	0.3	66.4	2.0	13.3%
2	120.0	4.3	0.1	48.0	1.0	6.7%
3	120.0	8.6	0.3	58.5	2.0	10.8%
4	120.0	6.7	0.2	52.8	1.0	8.3%
5	120.0	8.1	0.3	70.0	2.0	12.5%
6	120.0	8.8	0.3	63.2	2.0	13.3%
7	120.0	7.1	0.2	58.8	1.0	10.0%
8	120.0	8.7	0.3	68.2	2.0	10.8%
9	120.0	4.6	0.2	41.0	1.0	5.8%
10	120.0	6.9	0.3	49.9	2.0	9.2%
Average:	**120.0**	**7.3**	**0.3**	**57.7**	**1.6**	**10.1%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	32.3	1.1	156.6	5.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
2	120.0	35.1	1.2	200.8	6.0	0.0%
3	120.0	34.3	1.2	177.0	6.0	0.0%
4	120.0	25.7	0.9	121.0	4.0	0.0%
5	120.0	21.0	0.7	118.5	4.0	0.0%
6	120.0	23.0	0.8	107.2	4.0	0.0%
7	120.0	35.0	1.1	158.7	5.0	0.0%
8	120.0	30.4	1.0	155.0	5.0	0.0%
9	120.0	28.7	1.0	152.4	5.0	0.0%
10	120.0	35.3	1.2	159.9	6.0	0.0%
Average:	**120.0**	**30.1**	**1.0**	**150.7**	**5.0**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	6.0	0.2	46.2	2.0	0.0%
2	120.0	4.5	0.2	15.0	1.0	0.0%
3	120.0	3.7	0.2	23.6	1.0	0.0%
4	120.0	6.4	0.3	46.0	2.0	0.0%
5	120.0	4.2	0.2	25.3	1.0	0.0%
6	120.0	4.3	0.2	21.2	1.0	0.0%
7	120.0	6.2	0.2	22.2	1.0	0.0%
8	120.0	2.5	0.1	18.5	1.0	0.0%
9	120.0	3.5	0.1	21.4	1.0	0.0%
10	120.0	5.2	0.2	41.1	2.0	0.0%
Average:	**120.0**	**4.7**	**0.2**	**28.1**	**1.3**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.2	0.0	0.0	0.0	0.8%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640881						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.8%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1%**
NEB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
1	120.0	92.5	2.7	339.5	10.0	0.0%
2	120.0	88.9	2.6	332.1	9.0	0.0%
3	120.0	84.9	2.4	376.5	10.0	0.0%
4	120.0	86.1	2.6	322.3	9.0	0.0%
5	120.0	82.3	2.4	331.2	9.0	0.0%
6	120.0	88.1	2.6	329.9	10.0	0.0%
7	120.0	81.5	2.5	347.4	10.0	0.0%
8	120.0	86.7	2.5	374.4	9.0	0.0%
9	120.0	76.0	2.3	329.7	9.0	0.0%
10	120.0	85.4	2.5	313.4	9.0	0.0%
Average:	**120.0**	**85.2**	**2.5**	**339.6**	**9.4**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640882						
1	120.0	39.7	1.3	183.0	5.0	0.0%
2	120.0	41.9	1.5	159.9	5.0	0.0%
3	120.0	37.9	1.2	155.4	5.0	0.0%
4	120.0	34.7	1.1	122.2	4.0	0.0%
5	120.0	34.8	1.3	155.1	5.0	0.0%
6	120.0	34.4	1.1	135.7	4.0	0.0%
7	120.0	37.8	1.2	152.3	4.0	0.0%
8	120.0	37.2	1.2	175.4	5.0	0.0%
9	120.0	44.1	1.4	201.9	6.0	0.0%
10	120.0	41.8	1.4	154.0	4.0	0.0%
Average:	**120.0**	**38.4**	**1.3**	**159.5**	**4.7**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640883						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640884						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SB I 75 TO BUCK OFF RAMP - Lane ID 33640876						
1	120.0	33.9	1.2	144.0	4.0	0.0%
2	120.0	33.8	1.0	170.1	5.0	0.0%
3	120.0	27.6	0.9	105.9	4.0	0.0%
4	120.0	25.9	1.0	104.0	3.0	0.0%
5	120.0	34.2	1.2	136.1	4.0	0.0%
6	120.0	28.1	1.0	124.1	4.0	0.0%
7	120.0	33.6	1.0	157.2	4.0	0.0%
8	120.0	35.4	1.1	179.8	5.0	0.0%
9	120.0	22.4	0.9	97.9	4.0	0.0%
10	120.0	28.1	1.0	125.4	4.0	0.0%
Average:	**120.0**	**30.3**	**1.0**	**134.5**	**4.1**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	2.9	0.1	16.3	1.0	0.0%
2	120.0	3.1	0.1	16.4	1.0	0.0%
3	120.0	4.6	0.2	16.7	1.0	0.0%
4	120.0	5.8	0.2	25.5	1.0	0.0%
5	120.0	2.7	0.1	16.8	1.0	0.0%
6	120.0	3.1	0.1	15.3	1.0	0.0%
7	120.0	3.5	0.2	16.9	1.0	0.0%
8	120.0	2.9	0.1	15.4	1.0	0.0%
9	120.0	5.0	0.2	19.8	1.0	0.0%
10	120.0	6.4	0.2	45.8	1.0	0.0%
Average:	**120.0**	**4.0**	**0.2**	**20.5**	**1.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
1	120.0	0.7	0.0	0.0	0.0	0.0%
2	120.0	3.2	0.1	18.4	1.0	0.0%
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	2.6	0.1	18.0	1.0	0.0%
5	120.0	2.7	0.0	0.0	0.0	0.0%
6	120.0	1.1	0.1	0.0	0.0	0.0%
7	120.0	1.6	0.0	0.0	0.0	0.0%
8	120.0	3.1	0.1	17.3	1.0	0.0%
9	120.0	2.7	0.1	0.0	0.0	0.0%
10	120.0	2.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**5.4**	**0.3**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	3.4	0.1	19.0	1.0	0.0%
2	120.0	2.8	0.1	17.8	1.0	0.0%
3	120.0	2.7	0.1	0.9	0.0	0.0%
4	120.0	3.9	0.1	42.0	1.0	0.0%
5	120.0	2.1	0.0	0.0	0.0	0.0%
6	120.0	1.3	0.0	0.0	0.0	0.0%
7	120.0	2.3	0.1	15.3	1.0	0.0%
8	120.0	3.7	0.1	22.8	1.0	0.0%
9	120.0	2.2	0.1	0.0	0.0	0.0%
10	120.0	1.7	0.1	0.0	0.0	0.0%
Average:	**120.0**	**2.6**	**0.1**	**11.8**	**0.5**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	23.1	0.8	88.4	2.0	0.0%
2	120.0	22.4	0.8	75.8	3.0	0.0%
3	120.0	26.0	0.9	94.5	3.0	0.0%
4	120.0	24.6	0.9	95.5	3.0	0.0%
5	120.0	27.9	0.9	95.4	2.0	0.0%
6	120.0	22.6	0.8	88.2	3.0	0.0%
7	120.0	28.8	0.9	92.6	3.0	0.0%
8	120.0	27.9	0.9	94.5	3.0	0.0%
9	120.0	24.3	0.9	99.3	3.0	0.0%
10	120.0	22.2	0.9	75.2	3.0	0.0%
Average:	**120.0**	**25.0**	**0.9**	**89.9**	**2.8**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	10.1	0.3	67.2	2.0	0.0%
2	120.0	7.2	0.2	64.3	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
3	120.0	11.2	0.3	67.0	2.0	0.0%
4	120.0	6.1	0.2	39.3	1.0	0.0%
5	120.0	13.1	0.4	74.5	2.0	0.0%
6	120.0	13.2	0.4	71.1	2.0	0.0%
7	120.0	11.6	0.4	69.7	2.0	0.0%
8	120.0	10.1	0.3	63.4	1.0	0.0%
9	120.0	10.7	0.4	68.8	2.0	0.0%
10	120.0	12.1	0.4	87.0	2.0	0.0%
Average:	**120.0**	**10.5**	**0.3**	**67.2**	**1.7**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	1.5	0.0	0.0	0.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	0.8	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	41.5	1.4	195.5	6.0	0.0%
2	120.0	29.3	1.2	155.7	5.0	0.0%
3	120.0	40.1	1.4	189.6	6.0	0.0%
4	120.0	64.0	2.1	374.8	10.0	2.5%
5	120.0	36.0	1.3	193.0	6.0	0.0%
6	120.0	31.7	1.2	175.1	5.0	0.0%
7	120.0	31.5	1.2	168.4	5.0	0.0%
8	120.0	28.9	1.1	177.4	5.0	0.0%
9	120.0	49.0	1.7	272.5	8.0	0.0%
10	120.0	50.5	1.7	244.7	6.0	0.0%
Average:	**120.0**	**40.3**	**1.4**	**214.7**	**6.2**	**0.3%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	8.8	0.5	42.7	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
2	120.0	12.2	0.6	51.2	2.0	0.0%
3	120.0	13.0	0.6	67.1	2.0	0.0%
4	120.0	12.6	0.6	62.3	2.0	0.0%
5	120.0	10.9	0.5	49.0	2.0	0.0%
6	120.0	9.7	0.5	44.0	2.0	0.0%
7	120.0	11.0	0.6	45.6	2.0	0.0%
8	120.0	11.0	0.5	66.9	2.0	0.0%
9	120.0	10.0	0.5	43.8	2.0	0.0%
10	120.0	9.2	0.5	44.0	2.0	0.0%
Average:	**120.0**	**10.8**	**0.5**	**51.7**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	11.1	0.5	49.3	2.0	0.0%
2	120.0	10.6	0.5	45.0	2.0	0.0%
3	120.0	8.9	0.5	42.4	2.0	0.0%
4	120.0	9.0	0.5	44.4	2.0	0.0%
5	120.0	13.6	0.7	52.1	2.0	0.0%
6	120.0	12.3	0.5	69.9	2.0	0.0%
7	120.0	9.4	0.5	44.5	2.0	0.0%
8	120.0	10.1	0.5	45.5	2.0	0.0%
9	120.0	11.2	0.5	46.7	2.0	0.0%
10	120.0	9.2	0.5	43.7	2.0	0.0%
Average:	**120.0**	**10.5**	**0.5**	**48.4**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	47.5	1.6	164.1	5.0	0.0%
2	120.0	57.9	1.8	188.7	5.0	0.0%
3	120.0	50.9	1.6	170.0	4.0	0.0%
4	120.0	53.4	1.6	183.7	4.0	0.0%
5	120.0	42.6	1.3	154.7	4.0	0.0%
6	120.0	46.0	1.5	162.2	4.0	0.0%
7	120.0	46.4	1.5	154.6	4.0	0.0%
8	120.0	49.0	1.6	159.9	5.0	0.0%
9	120.0	41.6	1.5	145.2	4.0	0.0%
10	120.0	49.9	1.7	158.5	5.0	0.0%
Average:	**120.0**	**48.5**	**1.6**	**164.2**	**4.4**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	51.4	1.7	168.9	5.0	0.0%
2	120.0	49.1	1.6	171.8	5.0	0.0%
3	120.0	52.6	1.7	162.9	5.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
4	120.0	50.5	1.8	159.6	5.0	0.0%
5	120.0	47.1	1.5	159.0	5.0	0.0%
6	120.0	41.0	1.5	156.1	5.0	0.0%
7	120.0	41.6	1.5	162.5	5.0	0.0%
8	120.0	49.2	1.6	161.6	5.0	0.0%
9	120.0	45.4	1.5	162.4	4.0	0.0%
10	120.0	49.2	1.5	184.6	5.0	0.0%
Average:	**120.0**	**47.7**	**1.6**	**164.9**	**4.9**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	106.7	3.3	429.4	12.0	0.0%
2	120.0	88.7	2.8	290.9	8.0	0.0%
3	120.0	149.2	4.5	460.7	14.0	0.0%
4	120.0	154.9	4.6	555.4	15.0	0.0%
5	120.0	174.6	5.4	511.7	15.0	0.0%
6	120.0	96.7	3.1	426.6	13.0	0.0%
7	120.0	129.8	3.9	484.1	14.0	0.0%
8	120.0	76.0	2.5	292.4	8.0	0.0%
9	120.0	242.8	7.3	650.3	21.0	3.3%
10	120.0	138.7	4.2	479.0	15.0	0.0%
Average:	**120.0**	**135.8**	**4.2**	**458.1**	**13.5**	**0.3%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	0.7	0.0	0.0	0.0	0.0%
2	120.0	0.9	0.1	6.0	1.0	0.0%
3	120.0	2.7	0.1	16.8	1.0	0.0%
4	120.0	2.2	0.1	16.7	1.0	0.0%
5	120.0	4.0	0.2	21.7	1.0	0.0%
6	120.0	1.7	0.1	0.8	0.0	0.0%
7	120.0	2.3	0.1	17.8	1.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	4.6	0.2	20.4	1.0	0.0%
10	120.0	1.6	0.1	16.5	1.0	0.0%
Average:	**120.0**	**2.1**	**0.1**	**11.7**	**0.7**	**0.0%**

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	1,247.2	52.9	1,182.8	1,323.7	10
NWB T	33640889	3RD ST	1.0	0.6	0.0	1.9	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	7.0	1.6	4.7	9.7	10
EB T	33640897	BUCK RD	0.8	0.6	0.0	1.5	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	377.1	51.9	285.8	455.1	10
SB T	33640900	GLENWOOD RD	2.4	1.0	0.8	4.3	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	18.1	3.6	13.1	23.9	10
EB T	33640861	BUCK RD	18.9	3.4	13.6	23.7	10
EB T	33640862	BUCK RD	13.5	2.6	10.9	17.7	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	12.4	2.7	9.1	16.5	10
WB T	33640856	BUCK RD	7.0	1.2	4.6	8.4	10
SEB T	33640859	BUCK RD	44.1	5.8	37.2	57.1	10
SEB T	33640860	BUCK RD	12.1	2.1	8.9	15.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	7.3	1.7	4.3	8.9	10
SEB T	33640840	BUCK RD	30.1	5.3	21.0	35.3	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	4.7	1.3	2.5	6.4	10
NB T	33640842	LIME CITY RD	21.0	3.1	17.8	26.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.1	0.0	0.2	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	85.2	4.5	76.0	92.5	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	38.4	3.4	34.4	44.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	30.3	4.4	22.4	35.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	25.0	2.5	22.2	28.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	10.5	2.3	6.1	13.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.4	0.5	0.0	1.5	10
EB L	33573857	WALES RD	4.0	1.3	2.7	6.4	10
EB T	33573858	WALES RD	2.0	1.0	0.2	3.2	10
EB T	33573859	WALES RD	2.6	0.9	1.3	3.9	10
WB T	33634092	WALES RD	40.3	11.4	28.9	64.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	48.5	4.9	41.6	57.9	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	47.7	3.9	41.0	52.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	10.8	1.4	8.8	13.0	10
EB TR	33573865	WALES RD	10.5	1.5	8.9	13.6	10
WB L	33573866	WALES RD	135.8	49.1	76.0	242.8	10
WB T	33573867	WALES RD	2.1	1.4	0.1	4.6	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	36.6	1.4	34.5	38.3	10
NWB T	33640889	3RD ST	0.1	0.0	0.0	0.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.3	0.1	0.2	0.4	10
EB T	33640897	BUCK RD	0.0	0.0	0.0	0.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	12.3	1.5	9.5	14.9	10
SB T	33640900	GLENWOOD RD	0.2	0.1	0.1	0.2	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.7	0.1	0.5	0.8	10
EB T	33640861	BUCK RD	0.8	0.1	0.6	0.9	10
EB T	33640862	BUCK RD	0.6	0.1	0.5	0.8	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.5	0.1	0.4	0.6	10
WB T	33640856	BUCK RD	0.3	0.1	0.2	0.4	10
SEB T	33640859	BUCK RD	1.4	0.1	1.2	1.6	10
SEB T	33640860	BUCK RD	0.5	0.1	0.4	0.6	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.3	0.1	0.1	0.3	10
SEB T	33640840	BUCK RD	1.0	0.2	0.7	1.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.8	0.1	0.7	0.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	2.5	0.1	2.3	2.7	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	1.3	0.1	1.1	1.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	1.0	0.1	0.9	1.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.0	0.8	0.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.2	0.1	0.1	0.2	10
EB T	33573858	WALES RD	0.1	0.1	0.0	0.1	10
EB T	33573859	WALES RD	0.1	0.0	0.0	0.1	10
WB T	33634092	WALES RD	1.4	0.3	1.1	2.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.3	1.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.5	1.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.5	0.1	0.5	0.6	10
EB TR	33573865	WALES RD	0.5	0.1	0.5	0.7	10
WB L	33573866	WALES RD	4.2	1.4	2.5	7.3	10
WB T	33573867	WALES RD	0.1	0.1	0.0	0.2	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	2,295.8	10.0	2,275.1	2,307.0	10
NWB T	33640889	3RD ST	0.1	0.4	0.0	1.3	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	48.4	9.4	35.7	62.9	10
EB T	33640897	BUCK RD	0.0	0.0	0.0	0.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	605.6	19.1	591.7	640.8	10
SB T	33640900	GLENWOOD RD	10.6	9.0	4.4	34.5	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	101.8	18.3	71.5	120.3	10
EB T	33640861	BUCK RD	86.9	17.2	65.7	109.7	10
EB T	33640862	BUCK RD	67.7	7.9	50.2	79.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	68.5	16.2	41.7	94.5	10
WB T	33640856	BUCK RD	43.1	8.2	21.1	52.1	10
SEB T	33640859	BUCK RD	167.9	13.2	161.3	197.7	10
SEB T	33640860	BUCK RD	61.0	11.5	44.8	73.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	57.7	9.6	41.0	70.0	10
SEB T	33640840	BUCK RD	150.7	28.3	107.2	200.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	28.1	11.7	15.0	46.2	10
NB T	33640842	LIME CITY RD	112.0	23.6	84.7	157.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	339.6	20.9	313.4	376.5	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	159.5	22.8	122.2	201.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	134.5	28.3	97.9	179.8	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	89.9	8.3	75.2	99.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	67.2	11.9	39.3	87.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	20.5	9.4	15.3	45.8	10
EB T	33573858	WALES RD	5.4	8.7	0.0	18.4	10
EB T	33573859	WALES RD	11.8	14.2	0.0	42.0	10
WB T	33634092	WALES RD	214.7	66.6	155.7	374.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	164.2	13.4	145.2	188.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	164.9	8.3	156.1	184.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	51.7	9.9	42.7	67.1	10
EB TR	33573865	WALES RD	48.4	8.1	42.4	69.9	10
WB L	33573866	WALES RD	458.1	109.4	290.9	650.3	10
WB T	33573867	WALES RD	11.7	8.9	0.0	21.7	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	70.8	2.6	67.1	76.0	10
NWB T	33640889	3RD ST	0.5	0.5	0.0	1.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	1.7	0.5	1.0	2.0	10
EB T	33640897	BUCK RD	0.1	0.3	0.0	1.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	21.1	0.7	20.0	22.0	10
SB T	33640900	GLENWOOD RD	1.0	0.0	1.0	1.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	3.3	0.7	2.0	4.0	10
EB T	33640861	BUCK RD	3.3	0.5	3.0	4.0	10
EB T	33640862	BUCK RD	2.5	0.5	2.0	3.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	2.4	0.5	2.0	3.0	10
WB T	33640856	BUCK RD	1.6	0.5	1.0	2.0	10
SEB T	33640859	BUCK RD	5.4	0.5	5.0	6.0	10
SEB T	33640860	BUCK RD	2.1	0.3	2.0	3.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.6	0.5	1.0	2.0	10
SEB T	33640840	BUCK RD	5.0	0.8	4.0	6.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.3	0.5	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.7	0.7	3.0	5.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	9.4	0.5	9.0	10.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	4.7	0.7	4.0	6.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	4.1	0.6	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.8	0.4	2.0	3.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	1.7	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.0	0.0	1.0	1.0	10
EB T	33573858	WALES RD	0.3	0.5	0.0	1.0	10
EB T	33573859	WALES RD	0.5	0.5	0.0	1.0	10
WB T	33634092	WALES RD	6.2	1.6	5.0	10.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.4	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.9	0.3	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	13.5	3.7	8.0	21.0	10
WB T	33573867	WALES RD	0.7	0.5	0.0	1.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.4	0.0	0.4	0.5	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.2	0.0	0.1	0.2	10
EB T	33640897	BUCK RD	0.0	0.0	0.0	0.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	0.5	0.1	0.3	0.7	10
SB T	33640900	GLENWOOD RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640856	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640859	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.1	0.0	0.1	0.1	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB R	33640879	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB T	33640882	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	25.9	1.6	103.1	8.0	1.6	8.0
2	60.0	21.7	1.5	137.5	7.0	1.5	7.0
3	60.0	23.2	1.4	141.4	7.0	1.4	7.0
4	60.0	20.1	1.2	101.1	7.0	1.2	7.0
5	60.0	28.5	1.5	181.9	8.0	1.5	8.0

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	25.4	1.6	129.9	8.0	1.6	8.0
7	60.0	22.7	1.4	106.8	6.0	1.4	6.0
8	60.0	20.2	1.2	111.2	6.0	1.2	6.0
9	60.0	26.3	1.6	127.6	6.0	1.6	6.0
10	60.0	22.9	1.6	163.8	8.0	1.6	8.0
Average:	**60.0**	**23.7**	**1.5**	**130.4**	**7.1**	**1.5**	**7.1**
WB on BUCK RD							
1	60.0	15.1	0.6	197.3	5.0	0.6	5.0
2	60.0	18.0	0.7	130.6	6.0	0.7	6.0
3	60.0	14.4	0.6	81.2	3.0	0.6	3.0
4	60.0	22.2	0.8	231.5	6.0	0.8	6.0
5	60.0	22.5	0.9	225.3	7.0	0.9	7.0
6	60.0	21.7	0.7	129.2	3.0	0.7	3.0
7	60.0	21.6	0.8	137.7	4.0	0.8	4.0
8	60.0	19.3	0.8	170.9	4.0	0.8	4.0
9	60.0	22.1	0.7	208.4	6.0	0.7	6.0
10	60.0	17.7	0.8	148.2	6.0	0.8	6.0
Average:	**60.0**	**19.5**	**0.7**	**166.0**	**5.0**	**0.7**	**5.0**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SEB on BUCK RD							
1	60.0	41.6	2.3	205.3	6.0	2.3	6.0
2	60.0	39.7	1.9	281.6	8.0	1.9	8.0
3	60.0	31.3	1.6	293.8	6.0	1.6	6.0
4	60.0	23.8	1.3	162.1	6.0	1.3	6.0
5	60.0	37.4	1.9	280.0	12.0	1.9	12.0
6	60.0	29.4	1.3	232.5	5.0	1.3	5.0
7	60.0	37.5	1.7	340.3	9.0	1.7	9.0
8	60.0	25.8	1.5	211.8	6.0	1.5	6.0
9	60.0	38.1	1.9	211.1	6.0	1.9	6.0
10	60.0	33.6	1.6	341.4	11.0	1.6	11.0
Average:	**60.0**	**33.8**	**1.7**	**256.0**	**7.5**	**1.7**	**7.5**
WB on BUCK RD							
1	60.0	10.2	0.7	78.4	5.0	0.7	5.0
2	60.0	10.4	0.7	100.4	3.0	0.7	3.0
3	60.0	18.8	1.0	110.6	5.0	1.0	5.0
4	60.0	15.5	0.8	102.7	6.0	0.8	6.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	19.7	1.1	133.2	6.0	1.1	6.0
6	60.0	23.9	1.1	122.1	6.0	1.1	6.0
7	60.0	25.9	1.4	149.3	7.0	1.4	7.0
8	60.0	19.0	1.0	126.1	6.0	1.0	6.0
9	60.0	11.7	0.8	86.2	6.0	0.8	6.0
10	60.0	23.3	1.0	164.2	6.0	1.0	6.0
Average:	**60.0**	**17.8**	**1.0**	**117.3**	**5.6**	**1.0**	**5.6**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	15.2	0.4	300.7	8.0	0.4	8.0
2	60.0	34.8	0.8	462.3	11.0	0.8	11.0
3	60.0	21.6	0.6	279.6	9.0	0.6	9.0
4	60.0	12.2	0.4	198.2	5.0	0.4	5.0
5	60.0	16.4	0.5	267.1	8.0	0.5	8.0
6	60.0	7.8	0.2	278.0	6.0	0.2	6.0
7	60.0	24.8	0.9	286.5	9.0	0.9	9.0
8	60.0	20.0	0.6	275.2	9.0	0.6	9.0
9	60.0	13.9	0.4	282.3	8.0	0.4	8.0
10	60.0	18.1	0.5	279.8	8.0	0.5	8.0
Average:	**60.0**	**18.5**	**0.5**	**291.0**	**8.1**	**0.5**	**8.1**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	4.7	0.2	139.1	3.0	0.2	3.0
2	60.0	0.4	0.0	14.0	1.0	0.0	1.0
3	60.0	7.3	0.2	157.8	3.0	0.2	3.0
4	60.0	5.7	0.2	157.5	6.0	0.2	6.0
5	60.0	8.6	0.3	185.2	5.0	0.3	5.0
6	60.0	8.9	0.2	339.3	6.0	0.2	6.0
7	60.0	0.6	0.0	34.4	2.0	0.0	2.0
8	60.0	5.1	0.2	176.1	6.0	0.2	6.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.7	0.1	25.7	1.0	0.1	1.0
Average:	**60.0**	**4.2**	**0.1**	**122.9**	**3.3**	**0.1**	**3.3**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	13.4	0.4	178.2	6.0	0.4	6.0
2	60.0	23.5	0.7	389.9	13.0	0.7	14.0
3	60.0	5.1	0.2	155.1	6.0	0.2	6.0
4	60.0	2.1	0.1	127.2	4.0	0.1	4.0
5	60.0	7.0	0.3	162.6	6.0	0.3	6.0
6	60.0	6.2	0.2	189.8	7.0	0.2	7.0
7	60.0	31.8	0.9	513.9	13.0	0.9	13.0
8	60.0	16.0	0.4	214.5	5.0	0.4	5.0
9	60.0	5.9	0.2	157.6	4.0	0.2	4.0
10	60.0	24.8	0.6	207.9	5.0	0.6	5.0
Average:	**60.0**	**13.6**	**0.4**	**229.7**	**6.9**	**0.4**	**7.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	6.8	0.2	160.1	3.0	0.2	3.0
2	60.0	7.8	0.3	121.4	3.0	0.3	3.0
3	60.0	6.4	0.2	133.7	3.0	0.2	3.0
4	60.0	0.0	0.0	1.9	1.0	0.0	1.0
5	60.0	4.5	0.2	119.8	5.0	0.2	5.0
6	60.0	1.8	0.1	72.3	2.0	0.1	2.0
7	60.0	4.8	0.2	180.2	3.0	0.2	3.0
8	60.0	3.2	0.1	101.6	3.0	0.1	3.0
9	60.0	2.3	0.1	50.9	2.0	0.1	2.0
10	60.0	5.9	0.2	181.2	6.0	0.2	6.0
Average:	**60.0**	**4.4**	**0.2**	**112.3**	**3.1**	**0.2**	**3.1**

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SB on BUCK TO SB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO SB I 75 ON RAMP — NODE: 3000

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	2.8	0.1	87.5	2.0	0.1	2.0
2	60.0	2.7	0.1	65.8	2.0	0.1	2.0
3	60.0	0.9	0.0	56.2	2.0	0.0	2.0
4	60.0	4.6	0.1	121.7	3.0	0.1	3.0
5	60.0	2.1	0.1	115.4	3.0	0.1	3.0
6	60.0	3.2	0.1	106.1	2.0	0.1	2.0
7	60.0	0.9	0.0	27.9	1.0	0.0	1.0
8	60.0	4.2	0.1	101.5	2.0	0.1	2.0
9	60.0	5.5	0.2	98.6	4.0	0.2	4.0
10	60.0	1.6	0.1	38.4	3.0	0.1	3.0
Average:	**60.0**	**2.9**	**0.1**	**81.9**	**2.4**	**0.1**	**2.4**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.5	0.0	30.6	2.0	0.0	2.0
2	60.0	0.3	0.0	19.6	1.0	0.0	1.0
3	60.0	0.3	0.0	15.1	1.0	0.0	1.0
4	60.0	0.4	0.0	26.1	1.0	0.0	1.0
5	60.0	1.5	0.1	64.1	2.0	0.1	2.0
6	60.0	0.3	0.0	12.0	1.0	0.0	1.0
7	60.0	0.0	0.0	1.7	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.2	0.0	9.8	1.0	0.0	1.0
10	60.0	1.5	0.1	46.0	2.0	0.1	2.0
Average:	**60.0**	**0.5**	**0.0**	**22.5**	**1.2**	**0.0**	**1.2**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	62.8	1.9	345.1	9.0	1.9	9.0
2	60.0	41.9	1.4	393.2	9.0	1.4	9.0
3	60.0	36.9	1.1	399.2	7.0	1.1	7.0
4	60.0	58.5	1.8	361.5	8.0	1.8	8.0
5	60.0	51.2	1.6	335.5	11.0	1.6	11.0
6	60.0	52.0	1.6	455.7	9.0	1.6	9.0
7	60.0	47.4	1.5	310.7	9.0	1.5	9.0
8	60.0	45.2	1.4	381.1	9.0	1.4	9.0
9	60.0	43.8	1.1	536.7	10.0	1.1	10.0
10	60.0	77.8	2.2	483.0	12.0	2.2	12.0
Average:	**60.0**	**51.8**	**1.6**	**400.2**	**9.3**	**1.6**	**9.3**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.4	0.0	25.1	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**2.5**	**0.1**	**0.0**	**0.1**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	83.2	2.2	476.7	11.0	2.2	11.0
2	60.0	63.9	1.9	405.5	13.0	1.9	13.0
3	60.0	87.0	2.6	559.0	10.0	2.6	10.0
4	60.0	103.7	3.2	436.7	14.0	3.2	14.0
5	60.0	96.7	2.8	430.1	12.0	2.8	12.0
6	60.0	115.7	3.2	615.5	12.0	3.2	12.0
7	60.0	79.8	2.7	388.8	12.0	2.7	12.0
8	60.0	84.0	2.5	540.9	13.0	2.5	13.0
9	60.0	66.4	1.9	477.2	11.0	1.9	11.0
10	60.0	86.0	2.5	469.5	10.0	2.5	10.0
Average:	**60.0**	**86.6**	**2.6**	**480.0**	**11.8**	**2.6**	**11.8**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	50.5	1.5	271.9	8.0	1.5	8.0
2	60.0	55.8	1.8	229.2	7.0	1.8	7.0
3	60.0	37.4	1.2	229.4	7.0	1.2	7.0
4	60.0	32.5	1.0	179.2	4.0	1.0	4.0
5	60.0	43.8	1.4	392.1	9.0	1.4	9.0
6	60.0	33.3	1.0	329.0	8.0	1.0	8.0
7	60.0	38.5	1.1	166.5	5.0	1.1	5.0
8	60.0	36.3	1.2	213.1	5.0	1.2	5.0
9	60.0	42.7	1.4	248.9	6.0	1.4	6.0
10	60.0	37.7	1.3	313.9	6.0	1.3	6.0
Average:	**60.0**	**40.9**	**1.3**	**257.3**	**6.5**	**1.3**	**6.5**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	24.1	0.9	225.8	5.0	0.9	5.0
2	60.0	31.1	1.1	164.4	5.0	1.1	5.0
3	60.0	32.0	1.1	159.6	5.0	1.1	5.0
4	60.0	21.1	0.6	208.5	4.0	0.6	4.0
5	60.0	34.7	1.1	187.3	5.0	1.1	5.0
6	60.0	27.4	0.9	210.3	6.0	0.9	6.0
7	60.0	27.1	1.0	194.3	5.0	1.0	5.0
8	60.0	25.6	0.9	129.6	5.0	0.9	5.0
9	60.0	32.6	1.0	188.3	5.0	1.0	5.0
10	60.0	36.9	1.1	222.3	5.0	1.1	5.0
Average:	**60.0**	**29.3**	**1.0**	**189.0**	**5.0**	**1.0**	**5.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	31.9	1.1	171.3	6.0	1.1	6.0
2	60.0	35.8	1.1	178.1	6.0	1.1	6.0
3	60.0	30.2	1.0	163.1	4.0	1.0	4.0
4	60.0	35.9	1.2	246.2	5.0	1.2	5.0
5	60.0	41.1	1.3	172.7	6.0	1.3	6.0
6	60.0	37.9	1.4	177.1	5.0	1.4	5.0
7	60.0	34.9	1.1	165.8	4.0	1.1	4.0
8	60.0	29.1	1.0	162.3	5.0	1.0	5.0
9	60.0	29.7	1.0	180.5	5.0	1.0	5.0
10	60.0	36.3	1.1	206.2	4.0	1.1	4.0
Average:	**60.0**	**34.3**	**1.1**	**182.3**	**5.0**	**1.1**	**5.0**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	23.7	2.8	20.1	28.5	10
W	BUCK RD	19.5	3.0	14.4	22.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	33.8	6.1	23.8	41.6	10
W	BUCK RD	17.8	5.7	10.2	25.9	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	18.5	7.5	7.8	34.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	4.2	3.5	0.0	8.9	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	13.6	10.1	2.1	31.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.4	2.5	0.0	7.8	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	2.9	1.6	0.9	5.5	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.5	0.0	1.5	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	51.8	12.0	36.9	77.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.4	10
NE	NB I 75 TO BUCK OFF RAMP	86.6	15.7	63.9	115.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	40.9	7.5	32.5	55.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	29.3	5.0	21.1	36.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	34.3	3.9	29.1	41.1	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.5	0.2	1.2	1.6	10
W	BUCK RD	0.7	0.1	0.6	0.9	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	1.7	0.3	1.3	2.3	10
W	BUCK RD	1.0	0.2	0.7	1.4	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.2	0.2	0.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.3	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.3	0.1	0.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.0	0.3	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.1	0.1	0.0	0.2	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.6	0.3	1.1	2.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.6	0.5	1.9	3.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.3	0.2	1.0	1.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	1.0	0.2	0.6	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	1.1	0.1	1.0	1.4	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.5	0.2	1.2	1.6	10
W	BUCK RD	0.7	0.1	0.6	0.9	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	1.7	0.3	1.3	2.3	10
W	BUCK RD	1.0	0.2	0.7	1.4	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.2	0.2	0.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.3	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.3	0.1	0.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.0	0.3	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.1	0.1	0.0	0.2	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.6	0.3	1.1	2.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.6	0.5	1.9	3.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.3	0.2	1.0	1.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	1.0	0.2	0.6	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	1.1	0.1	1.0	1.4	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	130.4	26.8	101.1	181.9	10
W	BUCK RD	166.0	48.9	81.2	231.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	256.0	60.5	162.1	341.4	10
W	BUCK RD	117.3	27.1	78.4	164.2	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	291.0	66.2	198.2	462.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	122.9	105.7	0.0	339.3	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	229.7	123.4	127.2	513.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	112.3	57.7	1.9	181.2	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	81.9	32.9	27.9	121.7	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	22.5	20.1	0.0	64.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	400.2	71.3	310.7	536.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.5	7.9	0.0	25.1	10
NE	NB I 75 TO BUCK OFF RAMP	480.0	72.0	388.8	615.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	257.3	70.4	166.5	392.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	189.0	30.4	129.6	225.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	182.3	25.7	162.3	246.2	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.1	0.9	6.0	8.0	10
W	BUCK RD	5.0	1.4	3.0	7.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	7.5	2.4	5.0	12.0	10
W	BUCK RD	5.6	1.1	3.0	7.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.1	1.7	5.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.3	2.3	0.0	6.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	6.9	3.3	4.0	13.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.1	1.4	1.0	6.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	2.4	0.8	1.0	4.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.6	0.0	2.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	9.3	1.4	7.0	12.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
NE	NB I 75 TO BUCK OFF RAMP	11.8	1.3	10.0	14.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	6.5	1.6	4.0	9.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.0	0.5	4.0	6.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	5.0	0.8	4.0	6.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.1	0.9	6.0	8.0	10
W	BUCK RD	5.0	1.4	3.0	7.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SE	BUCK RD	7.5	2.4	5.0	12.0	10
W	BUCK RD	5.6	1.1	3.0	7.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.1	1.7	5.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.3	2.3	0.0	6.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.0	3.6	4.0	14.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.1	1.4	1.0	6.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP — NODE: 3000

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
S	BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	2.4	0.8	1.0	4.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.6	0.0	2.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	9.3	1.4	7.0	12.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
NE	NB I 75 TO BUCK OFF RAMP	11.8	1.3	10.0	14.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	6.5	1.6	4.0	9.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.0	0.5	4.0	6.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	5.0	0.8	4.0	6.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	7.1	No	A
	2	7.5	No	A
	3	7.4	No	A
	4	8.2	No	A
	5	7.2	No	A
	6	8.1	No	A
	7	8.7	No	A
	8	8.3	No	A
	9	8.3	No	A
	10	6.2	No	A
	Average:	**7.7**	**No**	**A**

I 90 TO SB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	6.4	No	A
	2	6.6	No	A
	3	6.8	No	A
	4	6.9	No	A
	5	6.5	No	A
	6	6.3	No	A
	7	6.7	No	A
	8	6.5	No	A
	9	6.5	No	A
	10	6.8	No	A
	Average:	**6.6**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	17.9	No	B
	2	18.1	No	C
	3	18.3	No	C
	4	18.1	No	C
	5	18.4	No	C
	6	18.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	18.3	No	C
	8	18.1	No	C
	9	17.8	No	B
	10	17.9	No	B
	Average:	**18.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	13.4	No	B
	2	13.5	No	B
	3	13.9	No	B
	4	13.3	No	B
	5	13.8	No	B
	6	13.3	No	B
	7	13.7	No	B
	8	13.8	No	B
	9	13.8	No	B
	10	13.9	No	B
	Average:	**13.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	13.4	No	B
	2	13.5	No	B
	3	13.9	No	B
	4	13.3	No	B
	5	13.8	No	B
	6	13.3	No	B
	7	13.7	No	B
	8	13.8	No	B
	9	13.8	No	B
	10	13.9	No	B
	Average:	**13.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	17.5	No	B
	2	17.6	No	B
	3	17.6	No	B
	4	17.8	No	B
	5	17.8	No	B
	6	18.1	No	C
	7	17.7	No	B
	8	17.3	No	B
	9	17.2	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	17.0	No	B
Average:	**17.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	17.5	No	B
2	17.6	No	B
3	17.6	No	B
4	17.8	No	B
5	17.8	No	B
6	18.1	No	C
7	17.7	No	B
8	17.3	No	B
9	17.2	No	B
10	17.0	No	B
Average:	**17.6**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	17.6	No	B
2	17.9	No	B
3	17.8	No	B
4	17.6	No	B
5	17.6	No	B
6	16.8	No	B
7	18.0	No	C
8	18.1	No	C
9	17.6	No	B
10	17.9	No	B
Average:	**17.7**	**No**	**B**
Merge - From BUCK RD - NEB			**Segment: 4689**
1	16.4	No	B
2	15.4	No	B
3	15.7	No	B
4	15.3	No	B
5	16.6	No	B
6	16.9	No	B
7	15.8	No	B
8	15.7	No	B
9	15.3	No	B
10	14.7	No	B
Average:	**15.8**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	16.4	No	B
	2	15.4	No	B
	3	15.7	No	B
	4	15.3	No	B
	5	16.6	No	B
	6	16.9	No	B
	7	15.8	No	B
	8	15.7	No	B
	9	15.3	No	B
	10	14.7	No	B
	Average:	**15.8**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	19.4	No	C
	2	20.0	No	C
	3	19.6	No	C
	4	20.0	No	C
	5	19.9	No	C
	6	19.2	No	C
	7	20.2	No	C
	8	19.9	No	C
	9	19.6	No	C
	10	19.9	No	C
	Average:	**19.8**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	17.0	No	B
	2	16.1	No	B
	3	17.0	No	B
	4	15.6	No	B
	5	17.4	No	B
	6	18.4	No	B
	7	16.6	No	B
	8	17.0	No	B
	9	16.2	No	B
	10	15.8	No	B
	Average:	**16.7**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	16.9	No	B
	2	17.3	No	B
	3	17.3	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	18.8	No	C
5	17.9	No	B
6	17.6	No	B
7	18.6	No	C
8	17.9	No	B
9	17.1	No	B
10	17.9	No	B
Average:	**17.7**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	26.0	No	C
2	25.8	No	C
3	25.5	No	C
4	23.6	No	C
5	25.6	No	C
6	25.1	No	C
7	25.9	No	C
8	24.7	No	C
9	24.7	No	C
10	25.1	No	C
Average:	**25.2**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	26.0	No	C
2	25.8	No	C
3	25.5	No	C
4	23.6	No	C
5	25.6	No	C
6	25.1	No	C
7	25.9	No	C
8	24.7	No	C
9	24.7	No	C
10	25.1	No	C
Average:	**25.2**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	26.0	No	C
2	25.8	No	C
3	25.5	No	C
4	23.6	No	C
5	25.6	No	C
6	25.1	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	25.9	No	C
	8	24.7	No	C
	9	24.7	No	C
	10	25.1	No	C
	Average:	**25.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	27.3	No	D
	2	28.5	No	D
	3	29.4	No	D
	4	28.7	No	D
	5	24.1	No	C
	6	30.9	No	D
	7	29.0	No	D
	8	30.0	No	D
	9	31.2	No	D
	10	28.6	No	D
	Average:	**28.8**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	21.6	No	C
	2	23.9	No	C
	3	24.8	No	C
	4	22.2	No	C
	5	23.2	No	C
	6	23.9	No	C
	7	22.5	No	C
	8	23.8	No	C
	9	23.2	No	C
	10	22.5	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.9	No	C
	2	22.9	No	C
	3	23.7	No	C
	4	24.2	No	C
	5	23.3	No	C
	6	22.1	No	C
	7	21.3	No	C
	8	21.8	No	C
	9	23.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	21.7	No	C
	Average:	**22.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.9	No	C
	2	22.9	No	C
	3	23.7	No	C
	4	24.2	No	C
	5	23.3	No	C
	6	22.1	No	C
	7	21.3	No	C
	8	21.8	No	C
	9	23.2	No	C
	10	21.7	No	C
	Average:	**22.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.9	No	C
	2	22.9	No	C
	3	23.7	No	C
	4	24.2	No	C
	5	23.3	No	C
	6	22.1	No	C
	7	21.3	No	C
	8	21.8	No	C
	9	23.2	No	C
	10	21.7	No	C
	Average:	**22.8**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	22.6	No	C
	2	21.9	No	C
	3	22.0	No	C
	4	23.5	No	C
	5	22.5	No	C
	6	22.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	22.3	No	C
	10	23.2	No	C
	Average:	**22.9**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	22.6	No	C
	2	21.9	No	C
	3	22.0	No	C
	4	23.5	No	C
	5	22.5	No	C
	6	22.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	22.3	No	C
	10	23.2	No	C
	Average:	**22.9**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	22.6	No	C
	2	21.9	No	C
	3	22.0	No	C
	4	23.5	No	C
	5	22.5	No	C
	6	22.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	22.3	No	C
	10	23.2	No	C
	Average:	**22.9**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	9.5	No	A
	2	8.9	No	A
	3	9.0	No	A
	4	9.0	No	A
	5	9.1	No	A
	6	8.0	No	A
	7	9.1	No	A
	8	9.4	No	A
	9	9.3	No	A
	10	8.9	No	A
	Average:	**9.0**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.7	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	12.7	No	B
	3	12.5	No	B
	4	12.2	No	B
	5	13.3	No	B
	6	13.4	No	B
	7	13.6	No	B
	8	12.3	No	B
	9	12.6	No	B
	10	12.7	No	B
	Average:	**12.8**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.7	No	A
	2	8.6	No	A
	3	9.0	No	A
	4	8.9	No	A
	5	8.6	No	A
	6	8.4	No	A
	7	7.9	No	A
	8	9.0	No	A
	9	8.3	No	A
	10	9.3	No	A
	Average:	**8.7**	**No**	**A**

NB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	6.7	No	A
	2	6.0	No	A
	3	6.4	No	A
	4	6.7	No	A
	5	6.6	No	A
	6	6.9	No	A
	7	6.1	No	A
	8	6.1	No	A
	9	6.2	No	A
	10	6.7	No	A
	Average:	**6.4**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	1.1	No	A
	2	3.1	No	A
	3	2.0	No	A
	4	4.4	No	A
	5	2.4	No	A
	6	4.2	No	A
	7	2.7	No	A
	8	5.0	No	A
	9	4.1	No	A
	10	2.4	No	A
	Average:	**3.1**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	7.5	No	A
	2	6.1	No	A
	3	5.4	No	A
	4	7.3	No	A
	5	8.1	No	A
	6	8.0	No	A
	7	5.3	No	A
	8	7.4	No	A
	9	5.5	No	A
	10	6.1	No	A
	Average:	**6.7**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	5.8	No	A
	2	5.4	No	A
	3	7.2	No	A
	4	5.3	No	A
	5	6.6	No	A
	6	5.2	No	A
	7	3.5	No	A
	8	5.6	No	A
	9	5.8	No	A
	10	5.9	No	A
	Average:	**5.6**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	14.0	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	15.8	No	B
	3	14.9	No	B
	4	14.1	No	B
	5	12.4	No	B
	6	14.6	No	B
	7	16.9	No	B
	8	14.7	No	B
	9	13.6	No	B
	10	14.6	No	B
	Average:	**14.6**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	23.7	No	C
	2	23.0	No	C
	3	21.8	No	C
	4	22.8	No	C
	5	21.8	No	C
	6	22.2	No	C
	7	21.8	No	C
	8	21.5	No	C
	9	22.4	No	C
	10	22.7	No	C
	Average:	**22.4**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	22.2	No	C
	2	21.5	No	C
	3	21.8	No	C
	4	20.9	No	C
	5	22.2	No	C
	6	22.0	No	C
	7	22.0	No	C
	8	21.6	No	C
	9	21.0	No	C
	10	21.9	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	22.2	No	C
	2	21.5	No	C
	3	21.8	No	C
	4	20.9	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	22.2	No	C
	6	22.0	No	C
	7	22.0	No	C
	8	21.6	No	C
	9	21.0	No	C
	10	21.9	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	21.6	No	C
	2	21.2	No	C
	3	22.6	No	C
	4	22.5	No	C
	5	22.2	No	C
	6	22.1	No	C
	7	21.7	No	C
	8	21.7	No	C
	9	22.6	No	C
	10	21.2	No	C
	Average:	**21.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	22.0	No	C
	2	22.6	No	C
	3	21.8	No	C
	4	22.1	No	C
	5	22.6	No	C
	6	21.8	No	C
	7	21.7	No	C
	8	21.8	No	C
	9	22.1	No	C
	10	22.7	No	C
	Average:	**22.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	32.2	No	D
	2	30.2	No	D
	3	29.6	No	D
	4	27.3	No	D
	5	23.1	No	C
	6	29.3	No	D
	7	28.6	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	24.5	No	C
	9	27.6	No	D
	10	26.2	No	D
	Average:	**27.9**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	23.7	No	C
	2	23.4	No	C
	3	23.5	No	C
	4	23.4	No	C
	5	22.9	No	C
	6	22.8	No	C
	7	23.1	No	C
	8	22.9	No	C
	9	22.7	No	C
	10	23.4	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	23.7	No	C
	2	23.4	No	C
	3	23.5	No	C
	4	23.4	No	C
	5	22.9	No	C
	6	22.8	No	C
	7	23.1	No	C
	8	22.9	No	C
	9	22.7	No	C
	10	23.4	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	23.7	No	C
	2	23.4	No	C
	3	23.5	No	C
	4	23.4	No	C
	5	22.9	No	C
	6	22.8	No	C
	7	23.1	No	C
	8	22.9	No	C
	9	22.7	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	23.4	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.4	No	C
	2	18.2	No	C
	3	18.3	No	C
	4	17.6	No	B
	5	18.4	No	C
	6	18.3	No	C
	7	18.3	No	C
	8	18.0	No	C
	9	18.2	No	C
	10	18.0	No	B
	Average:	**18.2**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	17.2	No	B
	2	17.5	No	B
	3	16.7	No	B
	4	16.7	No	B
	5	17.1	No	B
	6	16.9	No	B
	7	16.7	No	B
	8	15.7	No	B
	9	16.6	No	B
	10	17.6	No	B
	Average:	**16.9**	**No**	**B**
Basic - Between WALES RD and BUCK RD (WB) - SWB				**Segment: 4694**
	1	21.3	No	C
	2	21.0	No	C
	3	21.4	No	C
	4	21.3	No	C
	5	21.1	No	C
	6	21.1	No	C
	7	20.7	No	C
	8	21.2	No	C
	9	21.2	No	C
	10	20.7	No	C
	Average:	**21.1**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (WB) - SWB				**Segment: 4695**
	1	17.8	No	B
	2	18.1	No	B
	3	17.4	No	B
	4	17.9	No	B
	5	18.5	No	B
	6	17.7	No	B
	7	18.0	No	B
	8	17.3	No	B
	9	18.2	No	B
	10	18.6	No	B
	Average:	**18.0**	**No**	**B**
Diverge - To BUCK RD (WB) - SWB				**Segment: 4696**
	1	17.8	No	B
	2	18.1	No	B
	3	17.4	No	B
	4	17.9	No	B
	5	18.5	No	B
	6	17.7	No	B
	7	18.0	No	B
	8	17.3	No	B
	9	18.2	No	B
	10	18.6	No	B
	Average:	**18.0**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	18.0	No	C
	2	17.7	No	B
	3	18.4	No	C
	4	18.3	No	C
	5	18.3	No	C
	6	18.3	No	C
	7	17.4	No	B
	8	18.3	No	C
	9	18.3	No	C
	10	17.5	No	B
	Average:	**18.1**	**No**	**C**
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	16.7	No	B
	2	16.8	No	B
	3	16.9	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	16.3	No	B
5	16.6	No	B
6	16.6	No	B
7	16.6	No	B
8	16.3	No	B
9	16.7	No	B
10	16.9	No	B
Average:	**16.6**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	18.1	No	C
2	18.0	No	B
3	18.0	No	C
4	18.1	No	C
5	18.0	No	C
6	18.2	No	C
7	17.8	No	B
8	17.9	No	B
9	17.8	No	B
10	17.9	No	B
Average:	**18.0**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	16.8	No	B
2	17.5	No	B
3	17.3	No	B
4	20.2	No	C
5	17.0	No	B
6	18.1	No	C
7	18.2	No	C
8	21.5	No	C
9	20.5	No	C
10	19.3	No	C
Average:	**18.6**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	8.7	No	A
2	9.1	No	A
3	7.2	No	A
4	8.8	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	8.9	No	A
	6	10.0	No	A
	7	7.5	No	A
	8	7.8	No	A
	9	8.2	No	A
	10	8.3	No	A
	Average:	**8.5**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	13.2	No	B
	2	13.3	No	B
	3	11.5	No	B
	4	12.7	No	B
	5	11.3	No	B
	6	12.0	No	B
	7	12.8	No	B
	8	10.8	No	A
	9	11.8	No	B
	10	13.9	No	B
	Average:	**12.3**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	8.7	No	A
	2	8.5	No	A
	3	9.4	No	A
	4	9.0	No	A
	5	8.8	No	A
	6	9.5	No	A
	7	8.6	No	A
	8	9.0	No	A
	9	9.1	No	A
	10	9.1	No	A
	Average:	**9.0**	**No**	**A**

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	5.9	No	A
	2	6.2	No	A
	3	6.8	No	A
	4	6.3	No	A
	5	6.4	No	A

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	5.8	No	A
	7	6.6	No	A
	8	6.4	No	A
	9	5.8	No	A
	10	6.1	No	A
	Average:	**6.2**	**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: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	7.7	0.8	6.2	8.7	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		6.6	0.2	6.3	6.9	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		18.1	0.2	17.8	18.4	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	13.6	0.2	13.3	13.9	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	13.6	0.2	13.3	13.9	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	17.6	0.3	17.0	18.1	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	17.6	0.3	17.0	18.1	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	17.7	0.4	16.8	18.1	10
4689	NE	Merge	From BUCK RD	15.8	0.7	14.7	16.9	10
4690	NE	Merge	From BUCK RD	15.8	0.7	14.7	16.9	10
4691	NE	Basic	Between BUCK RD and WALES RD	19.8	0.3	19.2	20.2	10
4692	NE	Diverge	To WALES RD	16.7	0.8	15.6	18.4	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	17.7	0.6	16.9	18.8	10
4670	N	Merge	From WALES RD	25.2	0.7	23.6	26.0	10
4671	N	Merge	From WALES RD	25.2	0.7	23.6	26.0	10
4672	N	Merge	From WALES RD	25.2	0.7	23.6	26.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	28.8	2.0	24.1	31.2	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	23.2	1.0	21.6	24.8	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	22.8	1.0	21.3	24.2	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	22.8	1.0	21.3	24.2	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	22.8	1.0	21.3	24.2	10
4646	N	Basic	From WALES RD	22.9	0.8	21.9	24.6	10
4647	N	Basic	From WALES RD	22.9	0.8	21.9	24.6	10
4648	N	Basic	From WALES RD	22.9	0.8	21.9	24.6	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	9.0	0.4	8.0	9.5	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.8	0.5	12.2	13.6	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.7	0.4	7.9	9.3	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.4	0.3	6.0	6.9	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	3.1	1.2	1.1	5.0	10
10545	NW	Basic	To RAMP (NWB)	6.7	1.1	5.3	8.1	10
10542	E	Basic	From RAMP (EB)	5.6	1.0	3.5	7.2	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	14.6	1.2	12.4	16.9	10
4655	S	Basic	To SB I 75 (SB)	22.4	0.7	21.5	23.7	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.5	20.9	22.2	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.5	20.9	22.2	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.9	0.5	21.2	22.6	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.1	0.4	21.7	22.7	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	27.9	2.7	23.1	32.2	10
4676	S	Diverge	To WALES RD	23.2	0.3	22.7	23.7	10
4677	S	Diverge	To WALES RD	23.2	0.3	22.7	23.7	10
4678	S	Diverge	To WALES RD	23.2	0.3	22.7	23.7	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.2	0.2	17.6	18.4	10
4693	SW	Merge	From WALES RD	16.9	0.5	15.7	17.6	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	21.1	0.2	20.7	21.4	10
4695	SW	Diverge	To BUCK RD (WB)	18.0	0.4	17.3	18.6	10
4696	SW	Diverge	To BUCK RD (WB)	18.0	0.4	17.3	18.6	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	18.1	0.4	17.4	18.4	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	16.6	0.2	16.3	16.9	10
4717	SW	Basic		18.0	0.1	17.8	18.2	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	18.6	1.6	16.8	21.5	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.5	0.8	7.2	10.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	12.3	1.0	10.8	13.9	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	9.0	0.3	8.5	9.5	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.2	0.3	5.8	6.8	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed DDI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,508.0	34.92	50.1	D
2	2,460.0	32.96	48.2	D
3	2,470.0	38.32	55.8	E
4	2,415.0	40.65	60.6	E
5	2,460.0	34.84	51.0	D
6	2,531.0	35.64	50.7	D
7	2,383.0	46.40	70.1	E
8	2,472.0	32.69	47.6	D
9	2,476.0	39.09	56.8	E
10	2,376.0	43.05	65.2	E
Average:	**2,455.1**	**37.86**	**55.6**	**E**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,146.0	13.32	22.3	C
2	2,139.0	17.56	29.5	C
3	2,155.0	8.33	13.9	B
4	2,120.0	12.19	20.7	C
5	2,162.0	9.45	15.7	B
6	2,173.0	9.01	14.9	B
7	2,100.0	11.98	20.5	C
8	2,134.0	13.08	22.1	C
9	2,115.0	15.63	26.6	C
10	2,092.0	12.43	21.4	C
Average:	**2,133.6**	**12.30**	**20.8**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,504.0	17.38	41.6	D
2	1,507.0	24.62	58.8	E
3	1,521.0	17.19	40.7	D
4	1,466.0	19.38	47.6	D
5	1,528.0	17.98	42.4	D
6	1,521.0	16.92	40.0	D

7	1,450.0	24.15	60.0	E
8	1,497.0	22.04	53.0	D
9	1,500.0	23.71	56.9	E
10	1,442.0	21.38	53.4	D
Average:	**1,493.6**	**20.48**	**49.4**	**D**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	37.9	4.5	32.7	46.4	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	12.3	2.9	8.3	17.6	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	20.5	3.1	16.9	24.6	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	55.6	7.6	47.6	70.1	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	20.8	5.0	13.9	29.5	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	49.4	7.9	40.0	60.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509752				
1	659.0	2.82	15.4	B
2	667.0	2.64	14.2	B
3	654.0	2.50	13.8	B
4	656.0	2.59	14.2	B
5	651.0	2.82	15.6	B
6	648.0	2.53	14.0	B
7	659.0	2.60	14.2	B
8	663.0	2.88	15.6	B
9	638.0	2.98	16.8	B
10	638.0	3.01	17.0	B
Average:	**653.3**	**2.74**	**15.1**	**B**
NWB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	909.0	7.08	28.0	C
2	886.0	7.05	28.6	C
3	905.0	9.19	36.6	D
4	886.0	12.73	51.7	D
5	905.0	6.54	26.0	C
6	903.0	7.97	31.8	C
7	885.0	16.89	68.7	E
8	907.0	7.00	27.8	C
9	900.0	12.02	48.1	D
10	898.0	11.19	44.9	D
Average:	**898.4**	**9.77**	**39.2**	**D**
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	569.0	21.63	136.9	F
2	534.0	19.96	134.6	F
3	530.0	23.03	156.4	F
4	499.0	21.89	157.9	F
5	529.0	21.93	149.2	F
6	605.0	21.41	127.4	F
7	470.0	23.28	178.3	F
8	523.0	19.57	134.7	F
9	568.0	20.72	131.3	F

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	472.0	25.22	192.3	F
Average:	**529.9**	**21.86**	**149.9**	**F**
WB on BUCK RD: Superlink ID 720495034				
1	371.0	3.39	32.9	C
2	373.0	3.31	31.9	C
3	381.0	3.60	34.0	C
4	374.0	3.44	33.2	C
5	375.0	3.54	34.0	C
6	375.0	3.72	35.7	D
7	369.0	3.62	35.3	D
8	379.0	3.25	30.8	C
9	370.0	3.37	32.8	C
10	368.0	3.64	35.6	D
Average:	**373.5**	**3.49**	**33.6**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	1,072.0	5.39	18.1	B
2	1,074.0	5.71	19.2	B
3	1,073.0	5.12	17.2	B
4	1,036.0	4.89	17.0	B
5	1,077.0	5.36	17.9	B
6	1,083.0	5.48	18.2	B
7	1,010.0	5.04	18.0	B
8	1,066.0	5.41	18.3	B
9	1,080.0	5.57	18.6	B
10	1,015.0	4.83	17.1	B
Average:	**1,058.6**	**5.28**	**18.0**	**B**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	265.0	1.09	14.8	B
2	269.0	1.10	14.7	B
3	263.0	1.04	14.3	B
4	272.0	1.27	16.8	B
5	270.0	0.98	13.1	B
6	272.0	1.08	14.2	B
7	268.0	1.09	14.6	B
8	274.0	1.16	15.3	B
9	267.0	1.03	13.9	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	265.0	1.13	15.3	B
Average:	**268.5**	**1.10**	**14.7**	**B**
WB on WALES RD: Superlink ID 720495029				
1	809.0	6.84	30.5	C
2	796.0	10.75	48.6	D
3	819.0	2.16	9.5	A
4	812.0	6.03	26.7	C
5	815.0	3.10	13.7	B
6	818.0	2.46	10.8	B
7	822.0	5.85	25.6	C
8	794.0	6.50	29.5	C
9	768.0	9.03	42.3	D
10	812.0	6.48	28.7	C
Average:	**806.5**	**5.92**	**26.6**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	263.0	1.70	23.3	C
2	262.0	1.82	25.0	C
3	264.0	1.76	23.9	C
4	261.0	1.82	25.0	C
5	265.0	1.71	23.2	C
6	263.0	1.79	24.5	C
7	263.0	1.81	24.7	C
8	263.0	1.96	26.9	C
9	262.0	1.83	25.2	C
10	261.0	1.79	24.7	C
Average:	**262.7**	**1.80**	**24.6**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	881.0	9.12	37.3	D
2	887.0	8.03	32.6	C
3	874.0	6.61	27.2	C
4	843.0	5.22	22.3	C
5	889.0	7.95	32.2	C
6	888.0	7.73	31.3	C
7	817.0	8.01	35.3	D
8	880.0	8.77	35.9	D
9	891.0	7.27	29.4	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	823.0	5.90	25.8	C
Average:	**867.3**	**7.46**	**30.9**	**C**
WB on WALES RD: Superlink ID 720495030				
1	360.0	6.56	65.6	E
2	358.0	14.77	148.5	F
3	383.0	8.83	83.0	F
4	362.0	12.35	122.8	F
5	374.0	8.32	80.0	F
6	370.0	7.41	72.1	E
7	370.0	14.33	139.5	F
8	354.0	11.31	115.0	F
9	347.0	14.60	151.5	F
10	358.0	13.69	137.7	F
Average:	**363.6**	**11.22**	**111.6**	**F**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	2.7	0.2	2.5	3.0	10
NW	NB I 75 TO BUCK OFF RAMP	14412	9.8	3.4	6.5	16.9	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	21.9	1.7	19.6	25.2	10
W	BUCK RD	720495034	3.5	0.2	3.3	3.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	5.3	0.3	4.8	5.7	10
N	NB I 75 TO WALES OFF RAMP	4226	1.1	0.1	1.0	1.3	10
W	WALES RD	720495029	5.9	2.8	2.2	10.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.8	0.1	1.7	2.0	10
S	SB I 75 TO WALES OFF RAMP	13720	7.5	1.2	5.2	9.1	10
W	WALES RD	720495030	11.2	3.2	6.6	14.8	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	15.1	1.2	13.8	17.0	10
NW	NB I 75 TO BUCK OFF RAMP	14412	39.2	13.9	26.0	68.7	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	149.9	21.6	127.4	192.3	10
W	BUCK RD	720495034	33.6	1.6	30.8	35.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	18.0	0.7	17.0	19.2	10
N	NB I 75 TO WALES OFF RAMP	4226	14.7	1.0	13.1	16.8	10
W	WALES RD	720495029	26.6	12.8	9.5	48.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	24.6	1.1	23.2	26.9	10
S	SB I 75 TO WALES OFF RAMP	13720	30.9	4.8	22.3	37.3	10
W	WALES RD	720495030	111.6	33.4	65.6	151.5	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509752				
1	356.0	2.81	28.4	C
2	363.0	2.63	26.1	C
3	354.0	2.49	25.3	C
4	354.0	2.56	26.1	C
5	353.0	2.80	28.5	C
6	352.0	2.50	25.6	C
7	354.0	2.57	26.2	C
8	359.0	2.85	28.6	C
9	347.0	2.97	30.9	C
10	343.0	2.97	31.2	C
Average:	**353.5**	**2.72**	**27.7**	**C**
NEB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	475.0	3.00	22.7	C
2	468.0	3.07	23.6	C
3	475.0	4.04	30.6	C
4	464.0	5.85	45.4	D
5	477.0	2.68	20.3	C
6	475.0	3.33	25.2	C
7	462.0	7.91	61.6	E
8	478.0	2.87	21.6	C
9	470.0	5.43	41.6	D
10	471.0	5.07	38.7	D
Average:	**471.5**	**4.33**	**33.1**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	434.0	4.08	33.9	C
2	418.0	3.98	34.3	C
3	430.0	5.15	43.1	D
4	422.0	6.88	58.7	E
5	428.0	3.86	32.4	C
6	428.0	4.65	39.1	D
7	423.0	8.99	76.5	E
8	429.0	4.13	34.7	C
9	430.0	6.59	55.2	E
10	427.0	6.12	51.6	D

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**426.9**	**5.44**	**46.0**	**D**
SEB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	391.0	12.57	115.8	F
2	365.0	11.19	110.4	F
3	359.0	12.91	129.5	F
4	344.0	12.59	131.8	F
5	360.0	11.78	117.8	F
6	416.0	12.51	108.3	F
7	321.0	12.87	144.3	F
8	358.0	11.06	111.2	F
9	387.0	11.81	109.8	F
10	324.0	14.25	158.4	F
Average:	**362.5**	**12.35**	**123.7**	**F**
SWB R on BUCK RD: Superlink ID 720509752				
1	303.0	0.01	0.1	A
2	304.0	0.01	0.1	A
3	300.0	0.01	0.1	A
4	302.0	0.02	0.3	A
5	298.0	0.03	0.3	A
6	296.0	0.02	0.3	A
7	305.0	0.03	0.4	A
8	304.0	0.03	0.3	A
9	291.0	0.01	0.1	A
10	295.0	0.03	0.4	A
Average:	**467.2**	**9.53**	**103.4**	**F**
SWB R on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	178.0	9.06	183.2	F
2	169.0	8.77	186.8	F
3	171.0	10.12	213.0	F
4	155.0	9.29	215.9	F
5	169.0	10.15	216.2	F
6	189.0	8.90	169.6	F
7	149.0	10.41	251.5	F
8	165.0	8.52	185.8	F
9	181.0	8.91	177.3	F
10	148.0	10.96	266.7	F
Average:	**467.2**	**9.53**	**103.4**	**F**

WB T on BUCK RD: Superlink ID 720495034

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	371.0	3.39	32.9	C
2	373.0	3.31	31.9	C
3	381.0	3.60	34.0	C
4	374.0	3.44	33.2	C
5	375.0	3.54	34.0	C
6	375.0	3.72	35.7	D
7	369.0	3.62	35.3	D
8	379.0	3.25	30.8	C
9	370.0	3.37	32.8	C
10	368.0	3.64	35.6	D
Average:	**373.5**	**3.49**	**33.6**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	125.0	0.87	24.9	C
2	128.0	1.08	30.5	C
3	126.0	0.77	22.1	C
4	123.0	0.99	28.9	C
5	126.0	0.91	25.9	C
6	129.0	0.76	21.3	C
7	123.0	0.95	27.7	C
8	127.0	0.93	26.4	C
9	126.0	0.95	27.3	C
10	120.0	0.85	25.5	C
Average:	**125.3**	**0.91**	**26.1**	**C**
EB T on WALES RD: Superlink ID 720495030				
1	947.0	4.52	17.2	B
2	946.0	4.63	17.6	B
3	947.0	4.35	16.5	B
4	913.0	3.90	15.4	B
5	951.0	4.45	16.9	B
6	954.0	4.71	17.8	B
7	887.0	4.09	16.6	B
8	939.0	4.48	17.2	B
9	954.0	4.61	17.4	B
10	895.0	3.98	16.0	B
Average:	**933.3**	**4.37**	**16.9**	**B**

NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	117.0	0.73	22.6	C
2	112.0	0.69	22.2	C
3	112.0	0.68	21.9	C
4	104.0	0.78	27.0	C
5	113.0	0.67	21.3	C
6	125.0	0.66	19.1	B
7	114.0	0.74	23.3	C
8	101.0	0.68	24.3	C
9	116.0	0.67	20.8	C
10	112.0	0.70	22.6	C
Average:	**112.6**	**0.70**	**22.5**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	148.0	0.35	8.6	A
2	157.0	0.40	9.3	A
3	151.0	0.36	8.6	A
4	168.0	0.49	10.5	B
5	157.0	0.31	7.2	A
6	147.0	0.41	10.1	B
7	154.0	0.35	8.2	A
8	173.0	0.48	10.1	B
9	151.0	0.36	8.6	A
10	153.0	0.42	9.9	A
Average:	**155.9**	**0.39**	**9.1**	**A**
WB R on WALES RD: Superlink ID 720495029				
1	448.0	0.00	0.0	A
2	439.0	0.00	0.0	A
3	448.0	0.00	0.0	A
4	447.0	0.00	0.0	A
5	447.0	0.00	0.0	A
6	447.0	0.00	0.0	A
7	447.0	0.00	0.0	A
8	442.0	0.00	0.0	A
9	424.0	0.00	0.0	A
10	448.0	0.00	0.0	A
Average:	**443.7**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	361.0	6.84	68.2	E
2	357.0	10.75	108.4	F
3	371.0	2.16	21.0	C

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	365.0	6.03	59.5	E
5	368.0	3.10	30.3	C
6	371.0	2.46	23.9	C
7	375.0	5.85	56.1	E
8	352.0	6.50	66.5	E
9	344.0	9.03	94.5	F
10	364.0	6.48	64.1	E
Average:	**362.8**	**5.92**	**59.3**	**E**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	133.0	0.89	24.0	C
2	132.0	0.93	25.3	C
3	133.0	0.86	23.2	C
4	126.0	0.93	26.6	C
5	127.0	0.83	23.6	C
6	131.0	0.92	25.4	C
7	136.0	0.93	24.5	C
8	132.0	1.01	27.6	C
9	126.0	0.99	28.3	C
10	136.0	0.90	23.9	C
Average:	**131.2**	**0.92**	**25.2**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	130.0	0.82	22.6	C
2	130.0	0.90	24.8	C
3	131.0	0.90	24.7	C
4	135.0	0.89	23.6	C
5	138.0	0.88	22.9	C
6	132.0	0.86	23.6	C
7	127.0	0.88	25.0	C
8	131.0	0.95	26.1	C
9	136.0	0.84	22.3	C
10	125.0	0.89	25.5	C
Average:	**131.5**	**0.88**	**24.1**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	442.0	4.67	38.1	D
2	433.0	4.03	33.5	C
3	433.0	3.42	28.4	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	414.0	2.61	22.7	C
5	444.0	3.99	32.4	C
6	429.0	3.88	32.6	C
7	436.0	4.28	35.3	D
8	456.0	4.56	36.0	D
9	449.0	3.75	30.0	C
10	401.0	2.96	26.6	C
Average:	**433.7**	**3.82**	**31.6**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	439.0	4.45	36.5	D
2	454.0	4.00	31.7	C
3	441.0	3.19	26.0	C
4	429.0	2.61	21.9	C
5	445.0	3.96	32.0	C
6	459.0	3.85	30.2	C
7	381.0	3.73	35.2	D
8	424.0	4.21	35.8	D
9	442.0	3.53	28.7	C
10	422.0	2.94	25.1	C
Average:	**433.6**	**3.65**	**30.3**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	280.0	5.80	74.6	E
2	278.0	12.71	164.6	F
3	297.0	7.91	95.9	F
4	280.0	10.70	137.6	F
5	291.0	7.42	91.8	F
6	288.0	6.62	82.8	F
7	287.0	12.42	155.8	F
8	277.0	9.77	127.0	F
9	269.0	12.64	169.2	F
10	276.0	11.83	154.4	F
Average:	**282.3**	**9.78**	**125.4**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	80.0	0.75	33.9	C
2	80.0	2.05	92.5	F
3	86.0	0.92	38.7	D
4	82.0	1.65	72.3	E
5	83.0	0.90	39.0	D
6	82.0	0.78	34.4	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	83.0	1.91	83.0	F
8	77.0	1.54	72.0	E
9	78.0	1.96	90.3	F
10	82.0	1.86	81.5	F
Average:	**81.3**	**1.43**	**63.8**	**E**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	2.7	0.2	2.5	3.0	10
NEB R	NB I 75 TO BUCK OFF RAMP	14412	4.3	1.7	2.7	7.9	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	5.4	1.7	3.9	9.0	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	12.4	0.9	11.1	14.3	10
SWB R	BUCK RD	720509752	4.8	4.9	0.0	11.0	10
WB T	BUCK RD	720495034	3.5	0.2	3.3	3.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.9	0.1	0.8	1.1	10
EB T	WALES RD	720495030	4.4	0.3	3.9	4.7	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	0.7	0.0	0.7	0.8	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.4	0.1	0.3	0.5	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	5.9	2.8	2.2	10.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.9	0.1	0.8	1.0	10
EB TR	WALES RD	720506516	0.9	0.0	0.8	1.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	3.8	0.7	2.6	4.7	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	3.6	0.6	2.6	4.5	10
WB L	WALES RD	720495030	9.8	2.7	5.8	12.7	10
WB T	WALES RD	720495030	1.4	0.5	0.8	2.1	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	27.7	2.2	25.3	31.2	10
NEB R	NB I 75 TO BUCK OFF RAMP	14412	33.1	13.5	20.3	61.6	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	46.0	14.4	32.4	76.5	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	123.7	17.0	108.3	158.4	10
SWB R	BUCK RD	720509752	103.4	108.2	0.1	266.7	10
WB T	BUCK RD	720495034	33.6	1.6	30.8	35.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	26.1	2.8	21.3	30.5	10
EB T	WALES RD	720495030	16.9	0.7	15.4	17.8	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	22.5	2.1	19.1	27.0	10
NB R	NB I 75 TO WALES OFF RAMP	4226	9.1	1.0	7.2	10.5	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	59.3	28.6	21.0	108.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	25.2	1.7	23.2	28.3	10
EB TR	WALES RD	720506516	24.1	1.3	22.3	26.1	10
SB L	SB I 75 TO WALES OFF RAMP	13720	31.6	4.7	22.7	38.1	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	30.3	4.9	21.9	36.5	10
WB L	WALES RD	720495030	125.4	36.2	74.6	169.2	10
WB T	WALES RD	720495030	63.8	24.4	33.9	92.5	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640867				
1	209.0	1.70	29.3	C
2	214.0	1.47	24.8	C
3	209.0	1.43	24.7	C
4	208.0	1.55	26.8	C
5	209.0	1.91	32.9	C
6	210.0	1.49	25.5	C
7	208.0	1.51	26.1	C
8	210.0	1.55	26.6	C
9	203.0	1.90	33.7	C
10	204.0	1.94	34.2	C
Average:	**208.0**	**1.65**	**28.5**	**C**
EB T on BUCK RD: Lane ID 33640868				
1	75.0	0.57	27.3	C
2	76.0	0.67	31.5	C
3	71.0	0.58	29.5	C
4	79.0	0.59	26.7	C
5	74.0	0.46	22.3	C
6	71.0	0.50	25.2	C
7	79.0	0.55	25.2	C
8	78.0	0.69	31.8	C
9	77.0	0.62	28.9	C
10	68.0	0.54	28.4	C
Average:	**74.0**	**0.58**	**27.7**	**C**
EB T on BUCK RD: Lane ID 33640869				
1	72.0	0.54	26.9	C
2	73.0	0.49	24.0	C
3	74.0	0.48	23.2	C
4	67.0	0.43	22.9	C
5	70.0	0.43	21.9	C
6	71.0	0.52	26.1	C
7	67.0	0.51	27.5	C
8	71.0	0.61	31.2	C
9	67.0	0.45	24.3	C
10	71.0	0.50	25.3	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**70.0**	**0.50**	**25.3**	**C**
NEB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640916				
1	475.0	3.00	22.7	C
2	468.0	3.07	23.6	C
3	475.0	4.04	30.6	C
4	464.0	5.85	45.4	D
5	477.0	2.68	20.3	C
6	475.0	3.33	25.2	C
7	462.0	7.91	61.6	E
8	478.0	2.87	21.6	C
9	470.0	5.43	41.6	D
10	471.0	5.07	38.7	D
Average:	**471.0**	**4.33**	**33.1**	**C**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640853				
1	434.0	4.08	33.9	C
2	418.0	3.98	34.3	C
3	430.0	5.15	43.1	D
4	422.0	6.88	58.7	E
5	428.0	3.86	32.4	C
6	428.0	4.65	39.1	D
7	423.0	8.99	76.5	E
8	429.0	4.13	34.7	C
9	430.0	6.59	55.2	E
10	427.0	6.12	51.6	D
Average:	**426.0**	**5.44**	**46.0**	**D**
SEB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640860				
1	391.0	12.57	115.8	F
2	365.0	11.19	110.4	F
3	359.0	12.91	129.5	F
4	344.0	12.59	131.8	F
5	360.0	11.78	117.8	F
6	416.0	12.51	108.3	F
7	321.0	12.87	144.3	F
8	358.0	11.06	111.2	F
9	387.0	11.81	109.8	F
10	324.0	14.25	158.4	F
Average:	**362.0**	**12.35**	**123.7**	**F**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB R on BUCK RD: Lane ID 33640907				
1	303.0	0.01	0.1	A
2	304.0	0.01	0.1	A
3	300.0	0.01	0.1	A
4	302.0	0.02	0.3	A
5	298.0	0.03	0.3	A
6	296.0	0.02	0.3	A
7	305.0	0.03	0.4	A
8	304.0	0.03	0.3	A
9	291.0	0.01	0.1	A
10	295.0	0.03	0.4	A
Average:	**299.0**	**0.02**	**0.2**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Lane ID 33640865				
1	178.0	9.06	183.2	F
2	169.0	8.77	186.8	F
3	171.0	10.12	213.0	F
4	155.0	9.29	215.9	F
5	169.0	10.15	216.2	F
6	189.0	8.90	169.6	F
7	149.0	10.41	251.5	F
8	165.0	8.52	185.8	F
9	181.0	8.91	177.3	F
10	148.0	10.96	266.7	F
Average:	**167.0**	**9.51**	**206.6**	**F**
WB T on BUCK RD: Lane ID 33573882				
1	104.0	0.90	31.0	C
2	108.0	0.94	31.2	C
3	106.0	1.02	34.5	C
4	94.0	0.88	33.8	C
5	107.0	1.04	34.8	C
6	99.0	1.04	37.8	D
7	96.0	1.09	41.0	D
8	92.0	0.87	34.0	C
9	96.0	0.87	32.6	C
10	100.0	1.02	36.7	D
Average:	**100.0**	**0.97**	**34.7**	**C**
WB T on BUCK RD: Lane ID 33640876				
1	180.0	1.57	31.5	C
2	178.0	1.61	32.6	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	183.0	1.71	33.7	C
4	181.0	1.60	31.9	C
5	181.0	1.47	29.2	C
6	182.0	1.85	36.6	D
7	178.0	1.61	32.5	C
8	186.0	1.56	30.2	C
9	175.0	1.50	30.8	C
10	180.0	1.61	32.1	C
Average:	**180.0**	**1.61**	**32.1**	**C**
WB T on BUCK RD: Lane ID 33640919				
1	87.0	0.92	38.0	D
2	87.0	0.76	31.4	C
3	92.0	0.87	34.2	C
4	99.0	0.96	34.8	C
5	87.0	1.04	43.1	D
6	94.0	0.83	31.8	C
7	95.0	0.92	34.9	C
8	101.0	0.82	29.1	C
9	99.0	1.00	36.4	D
10	88.0	1.02	41.6	D
Average:	**92.0**	**0.91**	**35.5**	**D**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	125.0	0.87	24.9	C
2	128.0	1.08	30.5	C
3	126.0	0.77	22.1	C
4	123.0	0.99	28.9	C
5	126.0	0.91	25.9	C
6	129.0	0.76	21.3	C
7	123.0	0.95	27.7	C
8	127.0	0.93	26.4	C
9	126.0	0.95	27.3	C
10	120.0	0.85	25.5	C
Average:	**125.0**	**0.91**	**26.1**	**C**
EB T on WALES RD: Lane ID 33573858				
1	476.0	2.20	16.6	B
2	465.0	2.21	17.1	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	461.0	2.10	16.4	B
4	431.0	1.90	15.9	B
5	471.0	2.21	16.9	B
6	453.0	2.29	18.2	B
7	478.0	2.09	15.7	B
8	474.0	2.22	16.9	B
9	497.0	2.34	16.9	B
10	447.0	1.97	15.8	B
Average:	**465.0**	**2.15**	**16.6**	**B**
EB T on WALES RD: Lane ID 33573859				
1	471.0	2.32	17.8	B
2	481.0	2.42	18.1	B
3	486.0	2.25	16.7	B
4	482.0	2.00	14.9	B
5	480.0	2.24	16.8	B
6	501.0	2.42	17.4	B
7	409.0	2.01	17.6	B
8	465.0	2.26	17.5	B
9	457.0	2.28	17.9	B
10	448.0	2.01	16.1	B
Average:	**468.0**	**2.22**	**17.1**	**B**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	117.0	0.73	22.6	C
2	112.0	0.69	22.2	C
3	112.0	0.68	21.9	C
4	104.0	0.78	27.0	C
5	113.0	0.67	21.3	C
6	125.0	0.66	19.1	B
7	114.0	0.74	23.3	C
8	101.0	0.68	24.3	C
9	116.0	0.67	20.8	C
10	112.0	0.70	22.6	C
Average:	**112.0**	**0.70**	**22.5**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	148.0	0.35	8.6	A
2	157.0	0.40	9.3	A
3	151.0	0.36	8.6	A
4	168.0	0.49	10.5	B
5	157.0	0.31	7.2	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	147.0	0.41	10.1	B
7	154.0	0.35	8.2	A
8	173.0	0.48	10.1	B
9	151.0	0.36	8.6	A
10	153.0	0.42	9.9	A
Average:	**155.0**	**0.39**	**9.1**	**A**
WB R on WALES RD: Lane ID 9795				
1	448.0	0.00	0.0	A
2	439.0	0.00	0.0	A
3	448.0	0.00	0.0	A
4	447.0	0.00	0.0	A
5	447.0	0.00	0.0	A
6	447.0	0.00	0.0	A
7	447.0	0.00	0.0	A
8	442.0	0.00	0.0	A
9	424.0	0.00	0.0	A
10	448.0	0.00	0.0	A
Average:	**443.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	361.0	6.84	68.2	E
2	357.0	10.75	108.4	F
3	371.0	2.16	21.0	C
4	365.0	6.03	59.5	E
5	368.0	3.10	30.3	C
6	371.0	2.46	23.9	C
7	375.0	5.85	56.1	E
8	352.0	6.50	66.5	E
9	344.0	9.03	94.5	F
10	364.0	6.48	64.1	E
Average:	**362.0**	**5.92**	**59.3**	**E**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	133.0	0.89	24.0	C
2	132.0	0.93	25.3	C
3	133.0	0.86	23.2	C
4	126.0	0.93	26.6	C
5	127.0	0.83	23.6	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	131.0	0.92	25.4	C
7	136.0	0.93	24.5	C
8	132.0	1.01	27.6	C
9	126.0	0.99	28.3	C
10	136.0	0.90	23.9	C
Average:	**131.0**	**0.92**	**25.2**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	130.0	0.82	22.6	C
2	130.0	0.90	24.8	C
3	131.0	0.90	24.7	C
4	135.0	0.89	23.6	C
5	138.0	0.88	22.9	C
6	132.0	0.86	23.6	C
7	127.0	0.88	25.0	C
8	131.0	0.95	26.1	C
9	136.0	0.84	22.3	C
10	125.0	0.89	25.5	C
Average:	**131.0**	**0.88**	**24.1**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	442.0	4.67	38.1	D
2	433.0	4.03	33.5	C
3	433.0	3.42	28.4	C
4	414.0	2.61	22.7	C
5	444.0	3.99	32.4	C
6	429.0	3.88	32.6	C
7	436.0	4.28	35.3	D
8	456.0	4.56	36.0	D
9	449.0	3.75	30.0	C
10	401.0	2.96	26.6	C
Average:	**433.0**	**3.82**	**31.6**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	439.0	4.45	36.5	D
2	454.0	4.00	31.7	C
3	441.0	3.19	26.0	C
4	429.0	2.61	21.9	C
5	445.0	3.96	32.0	C
6	459.0	3.85	30.2	C
7	381.0	3.73	35.2	D
8	424.0	4.21	35.8	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	442.0	3.53	28.7	C
10	422.0	2.94	25.1	C
Average:	**433.0**	**3.65**	**30.3**	**C**
WB L on WALES RD: Lane ID 33573866				
1	280.0	5.80	74.6	E
2	278.0	12.71	164.6	F
3	297.0	7.91	95.9	F
4	280.0	10.70	137.6	F
5	291.0	7.42	91.8	F
6	288.0	6.62	82.8	F
7	287.0	12.42	155.8	F
8	277.0	9.77	127.0	F
9	269.0	12.64	169.2	F
10	276.0	11.83	154.4	F
Average:	**282.0**	**9.78**	**125.4**	**F**
WB T on WALES RD: Lane ID 33573867				
1	80.0	0.75	33.9	C
2	80.0	2.05	92.5	F
3	86.0	0.92	38.7	D
4	82.0	1.65	72.3	E
5	83.0	0.90	39.0	D
6	82.0	0.78	34.4	C
7	83.0	1.91	83.0	F
8	77.0	1.54	72.0	E
9	78.0	1.96	90.3	F
10	82.0	1.86	81.5	F
Average:	**81.0**	**1.43**	**63.8**	**E**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	1.0	0.1	0.9	1.1	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	5.4	1.7	3.9	9.0	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	12.4	0.9	11.1	14.3	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	9.5	0.8	8.5	11.0	10
EB T	33640867	BUCK RD	1.6	0.2	1.4	1.9	10
EB T	33640868	BUCK RD	0.6	0.1	0.5	0.7	10
EB T	33640869	BUCK RD	0.5	0.1	0.4	0.6	10
WB T	33640876	BUCK RD	1.6	0.1	1.5	1.9	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	4.3	1.7	2.7	7.9	10
WB T	33640919	BUCK RD	0.9	0.1	0.8	1.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.7	0.0	0.7	0.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.4	0.1	0.3	0.5	10
EB L	33573857	WALES RD	0.9	0.1	0.8	1.1	10
EB T	33573858	WALES RD	2.2	0.1	1.9	2.3	10
EB T	33573859	WALES RD	2.2	0.2	2.0	2.4	10
WB T	33634092	WALES RD	5.9	2.8	2.2	10.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	3.8	0.7	2.6	4.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	3.6	0.6	2.6	4.5	10
EB T	33573864	WALES RD	0.9	0.1	0.8	1.0	10
EB TR	33573865	WALES RD	0.9	0.0	0.8	1.0	10
WB L	33573866	WALES RD	9.8	2.7	5.8	12.7	10
WB T	33573867	WALES RD	1.4	0.5	0.8	2.1	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	34.7	3.1	31.0	41.0	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	46.0	14.4	32.4	76.5	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	123.7	17.0	108.3	158.4	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	206.6	32.4	169.6	266.7	10
EB T	33640867	BUCK RD	28.5	3.8	24.7	34.2	10
EB T	33640868	BUCK RD	27.7	3.0	22.3	31.8	10
EB T	33640869	BUCK RD	25.3	2.7	21.9	31.2	10
WB T	33640876	BUCK RD	32.1	2.0	29.2	36.6	10
SWB R	33640907	BUCK RD	0.2	0.1	0.1	0.4	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	33.1	13.5	20.3	61.6	10
WB T	33640919	BUCK RD	35.5	4.4	29.1	43.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	22.5	2.1	19.1	27.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.1	1.0	7.2	10.5	10
EB L	33573857	WALES RD	26.1	2.8	21.3	30.5	10
EB T	33573858	WALES RD	16.6	0.7	15.7	18.2	10
EB T	33573859	WALES RD	17.1	1.0	14.9	18.1	10
WB T	33634092	WALES RD	59.3	28.6	21.0	108.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	31.6	4.7	22.7	38.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	30.3	4.9	21.9	36.5	10
EB T	33573864	WALES RD	25.2	1.7	23.2	28.3	10
EB TR	33573865	WALES RD	24.1	1.3	22.3	26.1	10
WB L	33573866	WALES RD	125.4	36.2	74.6	169.2	10
WB T	33573867	WALES RD	63.8	24.4	33.9	92.5	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,007.0	31.12	55.8	F
2	1,991.0	29.42	53.2	F
3	1,985.0	33.19	60.2	F
4	1,955.0	28.04	51.6	F
5	1,982.0	37.13	67.4	F
6	1,992.0	42.53	76.9	F
7	1,963.0	35.33	64.8	F
8	1,978.0	47.63	86.7	F
9	1,976.0	35.48	64.6	F
10	1,938.0	35.12	65.2	F
Average:	**1,976.7**	**35.50**	**64.6**	**F**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,260.0	10.05	16.0	C
2	2,234.0	8.82	14.2	B
3	2,232.0	8.48	13.7	B
4	2,206.0	6.57	10.7	B
5	2,243.0	7.83	12.6	B
6	2,270.0	9.46	15.0	C
7	2,169.0	6.97	11.6	B
8	2,233.0	8.03	12.9	B
9	2,239.0	9.39	15.1	C
10	2,174.0	6.54	10.8	B
Average:	**2,226.0**	**8.21**	**13.3**	**B**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	35.5	5.9	28.0	47.6	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	8.2	1.2	6.5	10.1	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	64.6	10.8	51.6	86.7	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	13.3	1.9	10.7	16.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	477.0	1.39	10.5	B
2	480.0	1.35	10.1	B
3	477.0	1.40	10.6	B
4	478.0	1.25	9.4	A
5	477.0	1.45	10.9	B
6	479.0	1.48	11.2	B
7	477.0	1.73	13.1	B
8	482.0	1.89	14.1	B
9	478.0	1.30	9.8	A
10	473.0	1.31	10.0	A
Average:	**477.0**	**1.46**	**11.0**	**B**
NWB R on BUCK RD: Lane ID 33640836				
1	783.0	22.25	102.3	F
2	761.0	16.55	78.3	F
3	783.0	17.60	80.9	F
4	741.0	16.39	79.6	F
5	776.0	17.69	82.1	F
6	788.0	22.42	102.4	F
7	739.0	23.63	115.1	F
8	764.0	24.05	113.3	F
9	783.0	17.75	81.6	F
10	750.0	17.21	82.6	F
Average:	**766.0**	**19.55**	**91.8**	**F**
SEB T on BUCK RD: Lane ID 33640840				
1	381.0	0.69	6.5	A
2	383.0	0.72	6.8	A
3	382.0	0.65	6.2	A
4	384.0	0.61	5.7	A
5	384.0	0.74	7.0	A
6	383.0	0.68	6.3	A
7	383.0	0.73	6.8	A
8	385.0	0.68	6.4	A
9	384.0	0.69	6.5	A
10	381.0	0.73	6.9	A
Average:	**383.0**	**0.69**	**6.5**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on LIME CITY RD: Lane ID 33640838				
1	366.0	6.79	66.8	F
2	367.0	10.80	106.0	F
3	343.0	13.53	142.0	F
4	352.0	9.79	100.2	F
5	345.0	17.25	180.0	F
6	342.0	17.96	189.0	F
7	364.0	9.23	91.3	F
8	347.0	21.01	218.0	F
9	331.0	15.75	171.2	F
10	334.0	15.87	171.0	F
Average:	**349.0**	**13.80**	**143.6**	**F**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640889				
1	667.0	3.48	18.8	C
2	650.0	3.73	20.7	C
3	655.0	3.65	20.0	C
4	627.0	2.80	16.1	C
5	654.0	3.18	17.5	C
6	678.0	3.35	17.8	C
7	606.0	2.74	16.3	C
8	652.0	3.52	19.5	C
9	656.0	4.13	22.7	C
10	614.0	2.63	15.4	C
Average:	**645.0**	**3.32**	**18.5**	**C**
EB T on BUCK RD: Lane ID 33640890				
1	347.0	0.53	5.5	A
2	339.0	0.54	5.7	A
3	337.0	0.48	5.1	A
4	328.0	0.57	6.2	A
5	340.0	0.49	5.2	A
6	357.0	0.59	6.0	A
7	322.0	0.52	5.9	A
8	342.0	0.48	5.1	A
9	345.0	0.66	6.9	A
10	320.0	0.46	5.1	A
Average:	**337.0**	**0.53**	**5.7**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Lane ID 33640857				
1	212.0	0.37	6.2	A
2	213.0	0.32	5.4	A
3	210.0	0.39	6.7	A
4	215.0	0.29	4.9	A
5	214.0	0.30	5.1	A
6	212.0	0.33	5.6	A
7	214.0	0.35	5.9	A
8	210.0	0.34	5.7	A
9	215.0	0.32	5.4	A
10	211.0	0.29	4.9	A
Average:	**212.0**	**0.33**	**5.6**	**A**
NB T on GLENWOOD RD: Lane ID 33640885				
1	363.0	4.15	41.1	E
2	361.0	2.86	28.5	D
3	359.0	2.67	26.8	D
4	360.0	1.54	15.4	C
5	364.0	2.47	24.4	C
6	357.0	3.77	38.0	E
7	361.0	1.95	19.5	C
8	359.0	2.21	22.2	C
9	358.0	2.87	28.9	D
10	361.0	1.61	16.0	C
Average:	**360.0**	**2.61**	**26.1**	**D**
SB T on GLENWOOD RD: Lane ID 33640883				
1	297.0	0.61	7.4	A
2	297.0	0.65	7.9	A
3	298.0	0.53	6.4	A
4	301.0	0.57	6.8	A
5	296.0	0.47	5.7	A
6	296.0	0.61	7.4	A
7	297.0	0.69	8.3	A
8	297.0	0.65	7.8	A
9	297.0	0.55	6.6	A
10	298.0	0.65	7.9	A
Average:	**297.0**	**0.60**	**7.2**	**A**
WB T on 3RD ST: Lane ID 33640879				
1	341.0	0.90	9.5	A
2	341.0	0.70	7.3	A
3	341.0	0.73	7.7	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	343.0	0.79	8.3	A
5	343.0	0.90	9.4	A
6	340.0	0.78	8.2	A
7	337.0	0.69	7.4	A
8	341.0	0.80	8.5	A
9	336.0	0.83	8.8	A
10	338.0	0.88	9.4	A
Average:	**340.0**	**0.80**	**8.5**	**A**

WB T on 3RD ST: Lane ID 33640880

1	33.0	0.02	2.4	A
2	33.0	0.03	3.1	A
3	32.0	0.03	3.1	A
4	32.0	0.03	2.9	A
5	32.0	0.02	2.7	A
6	30.0	0.03	3.9	A
7	32.0	0.03	3.0	A
8	32.0	0.03	3.1	A
9	32.0	0.02	2.6	A
10	32.0	0.03	3.2	A
Average:	**32.0**	**0.03**	**3.0**	**A**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	19.6	3.1	16.4	24.1	10
SWB T	33640838	LIME CITY RD	13.8	4.5	6.8	21.0	10
SEB T	33640840	BUCK RD	0.7	0.0	0.6	0.7	10
NB T	33640842	LIME CITY RD	1.5	0.2	1.3	1.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.3	0.0	0.3	0.4	10
WB T	33640879	3RD ST	0.8	0.1	0.7	0.9	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10
SB T	33640883	GLENWOOD RD	0.6	0.1	0.5	0.7	10
NB T	33640885	GLENWOOD RD	2.6	0.9	1.5	4.2	10
EB T	33640889	BUCK RD	3.3	0.5	2.6	4.1	10
EB T	33640890	BUCK RD	0.5	0.1	0.5	0.7	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	91.8	14.8	78.3	115.1	10
SWB T	33640838	LIME CITY RD	143.6	49.9	66.8	218.0	10
SEB T	33640840	BUCK RD	6.5	0.4	5.7	7.0	10
NB T	33640842	LIME CITY RD	11.0	1.5	9.4	14.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	5.6	0.6	4.9	6.7	10
WB T	33640879	3RD ST	8.5	0.8	7.3	9.5	10
WB T	33640880	3RD ST	3.0	0.4	2.4	3.9	10
SB T	33640883	GLENWOOD RD	7.2	0.8	5.7	8.3	10
NB T	33640885	GLENWOOD RD	26.1	8.6	15.4	41.1	10
EB T	33640889	BUCK RD	18.5	2.3	15.4	22.7	10
EB T	33640890	BUCK RD	5.7	0.6	5.1	6.9	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	16.9	0.6	86.0	3.0	0.0%
2	120.0	18.2	0.7	110.6	4.0	0.0%
3	120.0	19.3	0.6	108.1	3.0	0.0%
4	120.0	18.8	0.6	124.0	3.0	0.0%
5	120.0	23.0	0.8	123.9	4.0	0.0%
6	120.0	16.6	0.6	122.2	4.0	0.0%
7	120.0	25.5	0.9	147.4	4.0	0.0%
8	120.0	25.8	0.9	132.4	5.0	0.0%
9	120.0	15.0	0.6	85.8	3.0	0.0%
10	120.0	14.1	0.5	87.5	3.0	0.0%
Average:	**120.0**	**19.3**	**0.7**	**112.8**	**3.6**	**0.0%**
NWB R on BUCK RD - Lane ID 33640836						
1	120.0	201.0	5.6	794.2	23.0	0.0%
2	120.0	179.9	4.8	1,005.1	26.1	0.0%
3	120.0	160.8	4.3	817.6	23.1	0.0%
4	120.0	205.2	5.3	1,109.5	27.1	0.0%
5	120.0	241.5	6.5	1,109.4	30.1	0.0%
6	120.0	178.7	4.8	896.6	26.1	0.0%
7	120.0	192.9	5.1	986.8	26.1	0.0%
8	120.0	189.4	5.2	1,043.2	29.1	0.0%
9	120.0	161.7	4.5	862.4	27.1	0.0%
10	120.0	234.6	6.2	1,115.6	31.1	0.0%
Average:	**120.0**	**194.6**	**5.2**	**974.0**	**26.9**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	8.5	0.3	45.1	2.0	0.0%
2	120.0	9.4	0.3	62.0	2.0	0.0%
3	120.0	10.1	0.3	77.8	2.0	0.0%
4	120.0	8.6	0.3	42.1	2.0	0.0%
5	120.0	12.5	0.5	67.9	2.0	0.0%
6	120.0	13.1	0.4	87.5	3.0	0.0%
7	120.0	8.1	0.3	74.0	1.0	0.0%
8	120.0	12.1	0.4	88.5	2.0	0.0%
9	120.0	11.4	0.4	86.2	2.0	0.0%
10	120.0	10.9	0.3	86.2	2.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
Average:	**120.0**	**10.5**	**0.4**	**71.7**	**2.0**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	151.6	5.6	322.6	12.0	0.0%
2	120.0	261.5	9.2	615.0	22.0	0.0%
3	120.0	337.5	12.1	723.4	26.0	0.0%
4	120.0	217.3	7.4	618.8	21.0	0.0%
5	120.0	385.7	13.7	1,000.7	35.0	0.0%
6	120.0	440.7	15.6	969.1	35.1	0.0%
7	120.0	234.8	7.7	560.7	18.0	0.0%
8	120.0	445.4	15.6	982.2	34.0	0.0%
9	120.0	486.4	16.5	1,216.9	41.1	0.0%
10	120.0	418.5	14.5	1,100.2	39.0	0.0%
Average:	**120.0**	**337.9**	**11.8**	**811.0**	**28.3**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
1	120.0	47.0	1.8	151.7	5.0	0.0%
2	120.0	49.3	1.9	163.9	5.0	0.0%
3	120.0	41.6	1.7	144.7	5.0	0.0%
4	120.0	44.8	1.7	130.4	5.0	0.0%
5	120.0	48.0	1.8	141.5	5.0	0.0%
6	120.0	42.1	1.7	132.1	5.0	0.0%
7	120.0	44.6	1.7	131.2	4.0	0.0%
8	120.0	40.4	1.6	126.7	5.0	0.0%
9	120.0	40.9	1.6	143.3	5.0	0.0%
10	120.0	46.3	1.8	130.2	5.0	0.0%
Average:	**120.0**	**44.5**	**1.7**	**139.6**	**4.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640868						
1	120.0	16.4	0.7	63.6	2.0	0.0%
2	120.0	19.0	0.8	94.1	3.0	0.0%
3	120.0	12.7	0.6	48.5	2.0	0.0%
4	120.0	15.7	0.8	50.6	2.0	0.0%
5	120.0	10.1	0.5	45.2	2.0	0.0%
6	120.0	14.9	0.7	64.4	2.0	0.0%
7	120.0	15.7	0.7	66.4	2.0	0.0%
8	120.0	18.8	0.8	72.1	3.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640868						
9	120.0	20.2	0.9	72.7	3.0	0.0%
10	120.0	17.0	0.7	74.2	2.0	0.0%
Average:	**120.0**	**16.1**	**0.7**	**65.2**	**2.3**	**0.0%**
EB T on BUCK RD - Lane ID 33640869						
1	120.0	13.6	0.7	45.4	2.0	0.0%
2	120.0	12.4	0.6	47.9	2.0	0.0%
3	120.0	10.7	0.5	42.4	2.0	0.0%
4	120.0	13.9	0.6	73.5	2.0	0.0%
5	120.0	11.6	0.5	51.0	2.0	0.0%
6	120.0	13.5	0.6	51.1	2.0	0.0%
7	120.0	16.8	0.6	71.1	2.0	0.0%
8	120.0	15.3	0.7	50.4	2.0	0.0%
9	120.0	12.8	0.6	54.1	2.0	0.0%
10	120.0	14.8	0.6	58.5	2.0	0.0%
Average:	**120.0**	**13.5**	**0.6**	**54.5**	**2.0**	**0.0%**
NEB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	1.4	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.7	0.0	0.0	0.0	0.0%
10	120.0	0.7	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
1	120.0	109.3	3.6	485.7	15.1	0.0%
2	120.0	92.6	2.8	434.9	12.0	0.0%
3	120.0	155.6	4.7	644.0	19.0	0.0%
4	120.0	163.4	5.1	723.7	25.0	2.5%
5	120.0	88.9	2.9	400.0	13.0	0.0%
6	120.0	111.6	3.5	431.4	14.0	0.0%
7	120.0	203.6	6.3	964.2	29.1	5.0%
8	120.0	121.8	4.1	453.8	15.0	0.0%
9	120.0	158.6	5.0	880.4	27.0	1.7%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
10	120.0	130.2	4.0	660.3	21.0	1.7%
Average:	**120.0**	**133.6**	**4.2**	**607.8**	**19.0**	**1.1%**
SEB T on SB I 75 TO BUCK OFF RAMP - Lane ID 33640860						
1	120.0	141.1	3.9	1,064.1	25.1	3.3%
2	120.0	100.7	2.9	783.5	23.0	3.3%
3	120.0	151.2	4.2	1,142.4	30.0	7.5%
4	120.0	98.5	2.6	698.7	18.3	4.2%
5	120.0	89.3	2.5	491.9	13.0	2.5%
6	120.0	127.1	3.8	751.4	23.1	1.7%
7	120.0	81.2	2.3	630.4	17.1	0.8%
8	120.0	126.0	3.4	813.7	21.3	4.2%
9	120.0	155.1	4.5	1,097.0	29.1	5.0%
10	120.0	122.0	3.3	902.0	24.0	2.5%
Average:	**120.0**	**119.2**	**3.3**	**837.5**	**22.4**	**3.5%**
SWB R on BUCK RD - Lane ID 33640907						
1	120.0	0.9	0.1	0.0	0.0	0.0%
2	120.0	1.0	0.1	0.0	0.0	0.0%
3	120.0	0.8	0.1	0.7	0.0	0.0%
4	120.0	1.2	0.1	0.8	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	0.9	0.0	0.0	0.0	0.0%
7	120.0	1.7	0.1	0.0	0.0	0.0%
8	120.0	2.2	0.1	16.5	1.0	0.0%
9	120.0	0.9	0.1	0.7	0.0	0.0%
10	120.0	1.9	0.1	14.9	1.0	0.0%
Average:	**120.0**	**1.2**	**0.1**	**3.4**	**0.2**	**0.0%**
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
1	120.0	320.7	9.2	1,326.8	36.0	15.8%
2	120.0	318.2	9.0	1,288.8	34.1	12.5%
3	120.0	366.7	10.8	1,309.1	39.0	17.5%
4	120.0	395.3	10.5	1,307.2	36.1	18.3%
5	120.0	313.1	9.4	1,276.7	36.0	12.5%
6	120.0	214.1	6.4	1,275.8	35.0	5.8%
7	120.0	461.8	12.7	1,289.7	36.0	24.2%
8	120.0	346.3	9.9	1,284.9	37.0	12.5%
9	120.0	228.8	7.0	1,281.2	38.1	9.2%
10	120.0	375.5	10.5	1,280.3	34.0	14.2%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
Average:	**120.0**	**334.1**	**9.5**	**1,292.1**	**36.1**	**14.3%**
WB T on BUCK RD - Lane ID 33573882						
1	120.0	29.1	0.9	102.0	3.0	0.0%
2	120.0	23.1	1.0	103.2	3.0	0.0%
3	120.0	28.8	0.9	98.3	3.0	0.0%
4	120.0	32.5	1.0	118.7	3.0	0.0%
5	120.0	30.8	1.0	103.3	3.0	0.0%
6	120.0	32.4	1.0	125.3	3.0	0.0%
7	120.0	37.3	1.2	150.0	4.0	0.0%
8	120.0	28.8	0.9	100.9	3.0	0.0%
9	120.0	26.2	0.9	99.1	3.0	0.0%
10	120.0	33.3	1.1	110.9	3.0	0.0%
Average:	**120.0**	**30.2**	**1.0**	**111.2**	**3.1**	**0.0%**
WB T on BUCK RD - Lane ID 33640876						
1	120.0	47.4	1.2	184.3	4.0	0.0%
2	120.0	51.4	1.7	152.4	4.0	0.0%
3	120.0	51.0	1.6	187.1	5.0	0.0%
4	120.0	49.5	1.7	182.5	6.0	0.0%
5	120.0	44.4	1.5	160.4	5.0	0.0%
6	120.0	48.7	1.5	155.3	4.0	0.0%
7	120.0	50.6	1.6	168.4	5.0	0.0%
8	120.0	49.0	1.4	162.9	4.0	0.0%
9	120.0	48.7	1.4	171.2	4.0	0.0%
10	120.0	53.4	1.6	182.5	4.0	0.0%
Average:	**120.0**	**49.4**	**1.5**	**170.7**	**4.5**	**0.0%**
WB T on BUCK RD - Lane ID 33640919						
1	120.0	31.7	1.0	93.5	3.0	0.0%
2	120.0	24.9	0.8	100.0	2.0	0.0%
3	120.0	20.6	0.8	95.0	2.0	0.0%
4	120.0	29.9	0.9	108.2	2.0	0.0%
5	120.0	34.1	1.1	121.7	3.0	0.0%
6	120.0	22.0	0.9	92.3	3.0	0.0%
7	120.0	29.6	0.8	100.4	2.0	0.0%
8	120.0	24.7	0.9	96.9	2.0	0.0%
9	120.0	34.9	1.1	106.5	3.0	0.0%
10	120.0	39.8	1.1	129.7	3.0	0.0%
Average:	**120.0**	**29.2**	**0.9**	**104.4**	**2.5**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640919						

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640889						
1	120.0	37.5	1.0	220.1	5.0	0.0%
2	120.0	34.5	1.0	242.4	6.0	0.0%
3	120.0	43.5	1.2	283.6	7.0	0.0%
4	120.0	34.6	1.0	240.9	5.0	0.0%
5	120.0	37.0	1.1	264.0	7.0	0.0%
6	120.0	36.5	1.1	249.1	6.0	0.0%
7	120.0	23.9	0.9	188.6	6.0	0.0%
8	120.0	41.6	1.1	289.1	7.0	0.0%
9	120.0	57.8	1.6	293.7	8.0	0.0%
10	120.0	28.9	0.8	197.6	5.0	0.0%
Average:	**120.0**	**37.6**	**1.1**	**246.9**	**6.2**	**0.0%**
EB T on BUCK RD - Lane ID 33640890						
1	120.0	4.8	0.2	24.0	1.0	0.0%
2	120.0	7.8	0.2	55.1	2.0	0.0%
3	120.0	4.0	0.1	17.5	1.0	0.0%
4	120.0	7.5	0.2	39.5	2.0	0.0%
5	120.0	4.8	0.1	22.2	1.0	0.0%
6	120.0	9.1	0.4	66.9	2.0	0.0%
7	120.0	5.6	0.2	18.0	1.0	0.0%
8	120.0	4.4	0.1	22.9	1.0	0.0%
9	120.0	8.6	0.3	39.2	2.0	0.0%
10	120.0	6.4	0.2	56.2	1.0	0.0%
Average:	**120.0**	**6.3**	**0.2**	**36.2**	**1.4**	**0.0%**
NB R on BUCK RD - Lane ID 33640857						
1	120.0	2.8	0.1	16.1	1.0	0.0%
2	120.0	1.5	0.1	0.0	0.0	0.0%
3	120.0	5.4	0.2	40.0	2.0	0.0%
4	120.0	1.2	0.0	0.0	0.0	0.0%
5	120.0	2.9	0.1	0.9	0.0	0.0%
6	120.0	2.9	0.1	17.0	1.0	0.0%
7	120.0	3.5	0.1	16.8	1.0	0.0%
8	120.0	3.9	0.1	21.7	1.0	0.0%
9	120.0	0.8	0.0	0.0	0.0	0.0%
10	120.0	2.2	0.1	0.0	0.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on BUCK RD - Lane ID 33640857						
Average:	**120.0**	**2.7**	**0.1**	**11.3**	**0.6**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640885						
1	120.0	126.2	3.5	480.0	12.0	2.5%
2	120.0	61.3	2.0	353.1	9.0	0.0%
3	120.0	74.4	2.3	272.4	8.0	0.0%
4	120.0	23.6	1.0	170.8	4.0	0.0%
5	120.0	71.6	2.2	304.2	9.0	0.0%
6	120.0	94.1	3.0	308.9	9.0	0.0%
7	120.0	52.6	1.6	210.9	7.0	0.0%
8	120.0	57.8	1.8	244.7	6.1	0.0%
9	120.0	48.7	1.6	320.4	7.0	0.0%
10	120.0	32.6	1.1	145.3	4.0	0.0%
Average:	**120.0**	**64.3**	**2.0**	**281.1**	**7.5**	**0.3%**
SB T on GLENWOOD RD - Lane ID 33640883						
1	120.0	10.0	0.4	83.7	2.0	0.0%
2	120.0	12.5	0.4	86.6	2.0	0.0%
3	120.0	6.0	0.3	35.0	2.0	0.0%
4	120.0	6.2	0.4	39.1	2.0	0.0%
5	120.0	3.1	0.2	11.4	1.0	0.0%
6	120.0	9.5	0.5	82.4	2.0	0.0%
7	120.0	7.1	0.3	47.9	2.0	0.0%
8	120.0	10.3	0.4	64.0	3.0	0.0%
9	120.0	6.5	0.3	53.4	2.0	0.0%
10	120.0	9.3	0.4	61.3	2.0	0.0%
Average:	**120.0**	**8.1**	**0.4**	**56.5**	**2.0**	**0.0%**
WB T on 3RD ST - Lane ID 33640879						
1	120.0	13.9	0.4	89.1	2.0	0.0%
2	120.0	7.2	0.3	57.1	2.0	0.0%
3	120.0	7.1	0.3	57.9	2.0	0.0%
4	120.0	10.8	0.4	58.4	2.0	0.0%
5	120.0	20.6	0.6	111.1	3.0	0.0%
6	120.0	11.9	0.4	83.7	2.0	0.0%
7	120.0	12.4	0.3	90.1	2.0	0.0%
8	120.0	15.7	0.5	77.0	3.0	0.0%
9	120.0	11.4	0.4	92.3	2.0	0.0%
10	120.0	18.9	0.5	113.8	3.0	0.0%
Average:	**120.0**	**13.0**	**0.4**	**83.1**	**2.3**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640880						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.7	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	21.2	0.9	81.2	3.0	0.0%
2	120.0	26.8	0.9	95.3	3.0	0.0%
3	120.0	21.8	0.7	96.4	2.0	0.0%
4	120.0	30.7	1.0	100.7	3.0	0.0%
5	120.0	23.7	0.8	103.2	3.0	0.0%
6	120.0	20.3	0.7	91.9	2.0	0.0%
7	120.0	20.6	0.8	80.6	3.0	0.0%
8	120.0	21.9	0.8	103.7	3.0	0.0%
9	120.0	24.9	0.9	87.3	3.0	0.0%
10	120.0	20.2	0.7	85.4	2.0	0.0%
Average:	**120.0**	**23.2**	**0.8**	**92.6**	**2.7**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	56.7	1.5	261.1	6.0	0.0%
2	120.0	45.4	1.3	203.1	5.0	0.0%
3	120.0	50.6	1.5	212.1	6.0	0.0%
4	120.0	60.2	1.6	218.6	6.0	0.0%
5	120.0	52.9	1.4	209.1	6.0	0.0%
6	120.0	58.4	1.6	223.0	6.0	0.0%
7	120.0	45.7	1.4	228.3	6.0	0.0%
8	120.0	58.9	1.5	229.6	6.0	0.0%
9	120.0	61.7	1.7	219.4	6.0	0.0%
10	120.0	46.1	1.2	217.9	5.0	0.0%
Average:	**120.0**	**53.7**	**1.5**	**222.2**	**5.8**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573859						
1	120.0	65.2	1.7	236.0	6.0	0.0%
2	120.0	54.6	1.5	232.7	7.0	0.0%
3	120.0	55.5	1.5	247.0	6.0	0.0%
4	120.0	58.9	1.7	237.5	7.0	0.0%
5	120.0	51.1	1.4	224.8	6.0	0.0%
6	120.0	61.9	1.7	254.0	6.0	0.0%
7	120.0	53.0	1.3	241.4	6.0	0.0%
8	120.0	55.7	1.4	226.1	6.0	0.0%
9	120.0	69.2	1.7	247.0	6.0	0.0%
10	120.0	47.3	1.3	214.5	6.0	0.0%
Average:	**120.0**	**57.2**	**1.5**	**236.1**	**6.2**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	16.8	0.6	74.1	2.0	0.0%
2	120.0	13.9	0.6	53.9	2.0	0.0%
3	120.0	14.5	0.5	68.6	2.0	0.0%
4	120.0	17.6	0.7	68.7	2.0	0.0%
5	120.0	12.7	0.5	58.8	2.0	0.0%
6	120.0	12.3	0.5	66.7	2.0	0.0%
7	120.0	14.7	0.6	72.6	2.0	0.0%
8	120.0	15.1	0.7	63.1	2.0	0.0%
9	120.0	12.5	0.6	59.0	2.0	0.0%
10	120.0	15.4	0.6	87.2	3.0	0.0%
Average:	**120.0**	**14.6**	**0.6**	**67.3**	**2.1**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	5.7	0.2	25.2	1.0	0.0%
2	120.0	7.5	0.3	60.0	1.0	0.0%
3	120.0	6.7	0.2	67.4	1.0	0.0%
4	120.0	6.1	0.3	36.8	1.0	0.0%
5	120.0	9.5	0.3	66.8	1.0	0.0%
6	120.0	8.9	0.3	50.3	2.0	0.0%
7	120.0	6.6	0.3	44.1	1.0	0.0%
8	120.0	11.1	0.4	75.4	2.0	0.0%
9	120.0	7.3	0.3	61.8	1.0	0.0%
10	120.0	9.1	0.3	69.0	1.0	0.0%
Average:	**120.0**	**7.9**	**0.3**	**55.7**	**1.2**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	1.1	0.0	0.0	0.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on WALES RD - Lane ID 9795						
3	120.0	1.2	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.0	0.0	0.0	0.0%
5	120.0	0.9	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.7	0.0	0.0	0.0	0.0%
9	120.0	0.2	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	64.1	2.0	263.6	7.0	0.0%
2	120.0	294.2	7.8	568.2	16.0	50.0%
3	120.0	42.7	1.6	182.3	5.0	0.0%
4	120.0	143.6	4.1	535.0	15.0	15.0%
5	120.0	55.7	1.8	192.6	6.0	0.0%
6	120.0	62.2	1.9	226.9	6.0	0.0%
7	120.0	141.9	4.0	464.5	12.0	3.3%
8	120.0	159.8	4.6	537.9	15.0	17.5%
9	120.0	239.2	6.4	569.2	15.1	35.0%
10	120.0	168.9	4.6	535.4	14.0	15.8%
Average:	**120.0**	**137.2**	**3.9**	**407.6**	**11.1**	**13.7%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	14.6	0.6	59.3	2.0	0.0%
2	120.0	18.1	0.8	70.5	2.0	0.0%
3	120.0	14.6	0.6	66.0	2.0	0.0%
4	120.0	18.7	0.8	89.4	2.0	0.0%
5	120.0	14.3	0.7	47.6	2.0	0.0%
6	120.0	13.5	0.6	54.9	2.0	0.0%
7	120.0	19.0	0.8	78.8	3.0	0.0%
8	120.0	17.9	0.8	72.1	3.0	0.0%
9	120.0	18.7	0.8	73.2	2.0	0.0%
10	120.0	16.9	0.8	62.7	2.0	0.0%
Average:	**120.0**	**16.6**	**0.7**	**67.5**	**2.2**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	14.3	0.6	66.5	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on WALES RD - Lane ID 33573865						
2	120.0	14.9	0.7	47.9	2.0	0.0%
3	120.0	16.7	0.7	72.5	2.0	0.0%
4	120.0	16.9	0.7	73.5	2.0	0.0%
5	120.0	15.0	0.6	65.2	2.0	0.0%
6	120.0	13.6	0.7	45.5	2.0	0.0%
7	120.0	16.2	0.7	67.9	2.0	0.0%
8	120.0	15.4	0.7	68.7	3.0	0.0%
9	120.0	15.8	0.7	47.5	2.0	0.0%
10	120.0	22.1	0.9	98.6	2.0	0.0%
Average:	**120.0**	**16.1**	**0.7**	**65.4**	**2.1**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	97.3	2.8	368.4	10.0	0.0%
2	120.0	88.6	2.5	310.8	8.0	0.0%
3	120.0	79.2	2.3	247.5	7.0	0.0%
4	120.0	62.4	1.9	206.5	6.0	0.0%
5	120.0	89.9	2.6	284.1	8.0	0.0%
6	120.0	102.9	2.8	307.3	8.0	0.0%
7	120.0	94.4	2.9	303.0	9.0	0.0%
8	120.0	92.5	2.6	288.1	8.0	0.0%
9	120.0	85.9	2.5	244.9	7.0	0.0%
10	120.0	65.6	2.0	235.0	7.0	0.0%
Average:	**120.0**	**85.9**	**2.5**	**279.6**	**7.8**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	103.1	2.9	336.3	9.0	0.0%
2	120.0	83.2	2.5	314.9	9.0	0.0%
3	120.0	76.9	2.3	239.7	7.0	0.0%
4	120.0	55.2	1.8	193.4	5.0	0.0%
5	120.0	90.1	2.5	299.4	8.0	0.0%
6	120.0	84.3	2.6	253.5	8.0	0.0%
7	120.0	101.0	2.7	356.8	9.0	0.0%
8	120.0	88.4	2.4	276.5	7.0	0.0%
9	120.0	84.3	2.4	253.6	7.0	0.0%
10	120.0	59.6	1.8	205.7	6.0	0.0%
Average:	**120.0**	**82.6**	**2.4**	**273.0**	**7.5**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	167.9	4.4	643.0	15.0	2.5%
2	120.0	361.1	9.2	802.1	22.0	13.3%
3	120.0	168.0	4.8	505.5	15.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on WALES RD - Lane ID 33573866						
4	120.0	316.9	8.5	798.0	23.0	10.8%
5	120.0	194.8	5.4	597.0	17.0	1.7%
6	120.0	182.3	4.8	674.2	16.0	1.7%
7	120.0	331.4	8.9	785.0	21.0	6.7%
8	120.0	288.1	7.5	804.8	21.0	8.3%
9	120.0	352.8	9.1	813.0	21.0	15.8%
10	120.0	277.3	7.4	814.4	22.0	10.0%
Average:	**120.0**	**264.1**	**7.0**	**723.7**	**19.3**	**7.1%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	5.9	0.2	57.7	1.0	0.0%
2	120.0	9.0	0.3	59.4	1.0	0.0%
3	120.0	4.1	0.2	21.2	1.0	0.0%
4	120.0	5.5	0.2	43.2	1.0	0.0%
5	120.0	8.2	0.2	58.7	1.0	0.0%
6	120.0	4.7	0.2	22.2	1.0	0.0%
7	120.0	7.8	0.2	62.0	2.0	0.0%
8	120.0	7.6	0.3	67.2	2.0	0.0%
9	120.0	7.7	0.2	47.0	1.0	0.0%
10	120.0	5.4	0.2	40.4	1.0	0.0%
Average:	**120.0**	**6.6**	**0.2**	**47.9**	**1.2**	**0.0%**

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	194.6	27.2	160.8	241.5	10
SEB T	33640840	BUCK RD	10.5	1.8	8.1	13.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	337.9	114.8	151.6	486.4	10
NB T	33640842	LIME CITY RD	19.3	4.1	14.1	25.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	30.2	4.0	23.1	37.3	10
EB T	33640867	BUCK RD	44.5	3.1	40.4	49.3	10
EB T	33640868	BUCK RD	16.1	3.0	10.1	20.2	10
EB T	33640869	BUCK RD	13.5	1.8	10.7	16.8	10
WB T	33640876	BUCK RD	49.4	2.5	44.4	53.4	10
SWB R	33640907	BUCK RD	1.2	0.6	0.1	2.2	10
WB T	33640919	BUCK RD	29.2	6.1	20.6	39.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	133.6	36.2	88.9	203.6	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.3	0.5	0.0	1.4	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	119.2	25.9	81.2	155.1	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	334.1	74.0	214.1	461.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	13.0	4.4	7.1	20.6	10
WB T	33640880	3RD ST	0.1	0.2	0.0	0.7	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	2.7	1.4	0.8	5.4	10
EB T	33640889	BUCK RD	37.6	9.1	23.9	57.8	10
EB T	33640890	BUCK RD	6.3	1.8	4.0	9.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	8.1	2.7	3.1	12.5	10
NB T	33640885	GLENWOOD RD	64.3	29.8	23.6	126.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	14.6	1.8	12.3	17.6	10
NB R	9799	NB I 75 TO WALES OFF RAMP	7.9	1.7	5.7	11.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.6	0.4	0.0	1.2	10
EB L	33573857	WALES RD	23.2	3.4	20.2	30.7	10
EB T	33573858	WALES RD	53.7	6.4	45.4	61.7	10
EB T	33573859	WALES RD	57.2	6.6	47.3	69.2	10
WB T	33634092	WALES RD	137.2	83.8	42.7	294.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	85.9	13.2	62.4	102.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	82.6	15.5	55.2	103.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	16.6	2.1	13.5	19.0	10
EB TR	33573865	WALES RD	16.1	2.4	13.6	22.1	10
WB L	33573866	WALES RD	264.1	78.4	167.9	361.1	10
WB T	33573867	WALES RD	6.6	1.7	4.1	9.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	5.2	0.7	4.3	6.5	10
SEB T	33640840	BUCK RD	0.4	0.1	0.3	0.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	11.8	4.0	5.6	16.5	10
NB T	33640842	LIME CITY RD	0.7	0.1	0.5	0.9	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	1.0	0.1	0.9	1.2	10
EB T	33640867	BUCK RD	1.7	0.1	1.6	1.9	10
EB T	33640868	BUCK RD	0.7	0.1	0.5	0.9	10
EB T	33640869	BUCK RD	0.6	0.1	0.5	0.7	10
WB T	33640876	BUCK RD	1.5	0.2	1.2	1.7	10
SWB R	33640907	BUCK RD	0.1	0.0	0.0	0.1	10
WB T	33640919	BUCK RD	0.9	0.1	0.8	1.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	4.2	1.1	2.8	6.3	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	3.3	0.8	2.3	4.5	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	9.5	1.8	6.4	12.7	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.4	0.1	0.3	0.6	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.1	0.1	0.0	0.2	10
EB T	33640889	BUCK RD	1.1	0.2	0.8	1.6	10
EB T	33640890	BUCK RD	0.2	0.1	0.1	0.4	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.4	0.1	0.2	0.5	10
NB T	33640885	GLENWOOD RD	2.0	0.8	1.0	3.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.6	0.1	0.5	0.7	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.8	0.1	0.7	1.0	10
EB T	33573858	WALES RD	1.5	0.1	1.2	1.7	10
EB T	33573859	WALES RD	1.5	0.2	1.3	1.7	10
WB T	33634092	WALES RD	3.9	2.1	1.6	7.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.5	0.3	1.9	2.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.4	0.4	1.8	2.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.7	0.1	0.6	0.8	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.9	10
WB L	33573866	WALES RD	7.0	2.0	4.4	9.2	10
WB T	33573867	WALES RD	0.2	0.0	0.2	0.3	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	974.0	123.8	794.2	1,115.6	10
SEB T	33640840	BUCK RD	71.7	17.3	42.1	88.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	811.0	283.4	322.6	1,216.9	10
NB T	33640842	LIME CITY RD	112.8	21.2	85.8	147.4	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	111.2	16.3	98.3	150.0	10
EB T	33640867	BUCK RD	139.6	11.8	126.7	163.9	10
EB T	33640868	BUCK RD	65.2	14.6	45.2	94.1	10
EB T	33640869	BUCK RD	54.5	10.4	42.4	73.5	10
WB T	33640876	BUCK RD	170.7	12.8	152.4	187.1	10
SWB R	33640907	BUCK RD	3.4	6.5	0.0	16.5	10
WB T	33640919	BUCK RD	104.4	12.5	92.3	129.7	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	607.8	200.5	400.0	964.2	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	837.5	213.0	491.9	1,142.4	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	1,292.1	16.8	1,275.8	1,326.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	83.1	20.7	57.1	113.8	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	11.3	13.5	0.0	40.0	10
EB T	33640889	BUCK RD	246.9	36.8	188.6	293.7	10
EB T	33640890	BUCK RD	36.2	18.0	17.5	66.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	56.5	24.2	11.4	86.6	10
NB T	33640885	GLENWOOD RD	281.1	96.9	145.3	480.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	67.3	9.5	53.9	87.2	10
NB R	9799	NB I 75 TO WALES OFF RAMP	55.7	16.1	25.2	75.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	92.6	8.7	80.6	103.7	10
EB T	33573858	WALES RD	222.2	15.9	203.1	261.1	10
EB T	33573859	WALES RD	236.1	12.0	214.5	254.0	10
WB T	33634092	WALES RD	407.6	168.3	182.3	569.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	279.6	46.9	206.5	368.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	273.0	54.0	193.4	356.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	67.5	12.1	47.6	89.4	10
EB TR	33573865	WALES RD	65.4	15.8	45.5	98.6	10
WB L	33573866	WALES RD	723.7	111.0	505.5	814.4	10
WB T	33573867	WALES RD	47.9	16.2	21.2	67.2	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	26.9	2.7	23.0	31.1	10
SEB T	33640840	BUCK RD	2.0	0.5	1.0	3.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	28.3	9.8	12.0	41.1	10
NB T	33640842	LIME CITY RD	3.6	0.7	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	3.1	0.3	3.0	4.0	10
EB T	33640867	BUCK RD	4.9	0.3	4.0	5.0	10
EB T	33640868	BUCK RD	2.3	0.5	2.0	3.0	10
EB T	33640869	BUCK RD	2.0	0.0	2.0	2.0	10
WB T	33640876	BUCK RD	4.5	0.7	4.0	6.0	10
SWB R	33640907	BUCK RD	0.2	0.4	0.0	1.0	10
WB T	33640919	BUCK RD	2.5	0.5	2.0	3.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	19.0	6.2	12.0	29.1	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	22.4	5.2	13.0	30.0	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	36.1	1.6	34.0	39.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	2.3	0.5	2.0	3.0	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.6	0.7	0.0	2.0	10
EB T	33640889	BUCK RD	6.2	1.0	5.0	8.0	10
EB T	33640890	BUCK RD	1.4	0.5	1.0	2.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	2.0	0.5	1.0	3.0	10
NB T	33640885	GLENWOOD RD	7.5	2.5	4.0	12.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.1	0.3	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.2	0.4	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	2.7	0.5	2.0	3.0	10
EB T	33573858	WALES RD	5.8	0.4	5.0	6.0	10
EB T	33573859	WALES RD	6.2	0.4	6.0	7.0	10
WB T	33634092	WALES RD	11.1	4.5	5.0	16.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	7.8	1.1	6.0	10.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	7.5	1.4	5.0	9.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.2	0.4	2.0	3.0	10
EB TR	33573865	WALES RD	2.1	0.3	2.0	3.0	10
WB L	33573866	WALES RD	19.3	3.2	15.0	23.0	10
WB T	33573867	WALES RD	1.2	0.4	1.0	2.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640867	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640868	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640869	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640876	BUCK RD	0.0	0.0	0.0	0.0	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640919	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.1	0.1	0.1	0.2	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640889	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640890	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640885	GLENWOOD RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.1	0.2	0.0	0.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.1	0.1	0.0	0.2	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD

NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.2	0.0	13.3	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**1.3**	**0.1**	**0.0**	**0.1**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	445.2	11.8	2,495.8	69.0	11.8	69.0
2	60.0	559.6	14.7	5,413.1	134.0	14.7	134.0
3	60.0	799.1	20.4	10,182.1	250.0	20.4	250.0
4	60.0	401.0	10.5	2,697.1	86.0	10.5	86.0
5	60.0	593.5	15.4	6,284.6	134.0	15.4	134.0
6	60.0	506.2	13.7	3,640.8	95.0	13.7	95.0
7	60.0	643.1	16.6	7,497.1	188.0	16.6	188.0
8	60.0	576.4	14.7	6,338.9	149.0	14.7	149.0
9	60.0	347.7	9.8	1,663.0	47.0	9.8	47.0
10	60.0	946.6	23.4	10,687.1	231.0	23.4	231.0
Average:	**60.0**	**581.8**	**15.1**	**5,690.0**	**138.3**	**15.1**	**138.3**
WB on BUCK RD							
1	60.0	23.6	1.6	141.4	8.0	1.6	8.0
2	60.0	19.3	1.0	147.5	6.0	1.0	6.0
3	60.0	27.2	1.5	167.8	9.0	1.5	9.0
4	60.0	28.4	1.5	149.9	8.0	1.5	8.0
5	60.0	19.7	1.1	154.1	7.0	1.1	7.0
6	60.0	20.4	0.9	169.5	9.0	0.9	9.0
7	60.0	39.6	1.6	563.3	14.0	1.6	17.0
8	60.0	26.8	1.4	172.0	10.0	1.4	10.0
9	60.0	19.2	1.1	163.5	6.0	1.1	6.0

BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	29.6	1.5	156.1	6.0	1.5	6.0
Average:	**60.0**	**25.4**	**1.3**	**198.5**	**8.3**	**1.3**	**8.6**

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	2.5	0.1	111.1	3.0	0.1	3.0
2	60.0	1.6	0.1	76.7	2.0	0.1	2.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	2.5	0.1	100.0	3.0	0.1	3.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.8	0.0	48.6	2.0	0.0	2.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	1.9	0.0	116.4	2.0	0.0	2.0
9	60.0	2.6	0.0	157.3	2.0	0.0	2.0
10	60.0	0.8	0.0	49.9	2.0	0.0	2.0
Average:	**60.0**	**1.3**	**0.0**	**66.0**	**1.6**	**0.0**	**1.6**
WB on BUCK RD							
1	60.0	10.2	0.2	272.4	5.0	0.2	5.0
2	60.0	0.3	0.1	10.9	2.0	0.1	2.0
3	60.0	0.6	0.0	35.8	1.0	0.0	1.0
4	60.0	4.8	0.2	68.4	2.0	0.2	2.0
5	60.0	5.0	0.2	88.6	4.0	0.2	4.0
6	60.0	3.8	0.1	112.1	3.0	0.1	3.0
7	60.0	3.6	0.1	112.6	3.0	0.1	3.0
8	60.0	2.4	0.2	37.5	2.0	0.2	2.0

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	2.8	0.2	87.0	3.0	0.2	3.0
10	60.0	6.9	0.2	106.8	3.0	0.2	3.0
Average:	**60.0**	**4.0**	**0.2**	**93.2**	**2.8**	**0.2**	**2.8**

NB I 75 TO BUCK OFF RAMP — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	105.4	3.2	659.3	22.0	3.2	22.0
2	60.0	119.4	3.4	916.4	21.0	3.4	21.0
3	60.0	202.9	5.7	877.1	22.0	5.7	22.0
4	60.0	260.0	7.2	1,198.9	33.0	7.2	33.0
5	60.0	104.3	3.1	795.7	17.0	3.1	17.0
6	60.0	162.5	4.4	815.2	22.0	4.4	22.0
7	60.0	504.2	13.6	1,596.3	42.0	13.6	42.0
8	60.0	87.3	2.9	622.6	20.0	2.9	20.0
9	60.0	298.0	8.1	1,097.3	28.0	8.1	28.0
10	60.0	282.7	8.2	1,291.1	35.0	8.2	35.0
Average:	**60.0**	**212.7**	**6.0**	**987.0**	**26.2**	**6.0**	**26.2**

SB I 75 TO BUCK OFF RAMP — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	722.9	19.5	3,011.1	89.0	19.5	89.0
2	60.0	1,109.0	27.9	7,562.9	196.0	27.9	196.0
3	60.0	1,273.6	32.4	9,917.1	244.0	32.4	244.0
4	60.0	823.0	21.1	2,635.9	79.0	21.1	79.0
5	60.0	934.1	23.0	6,629.1	141.0	23.0	141.0
6	60.0	729.8	19.8	3,375.8	87.0	19.8	87.0
7	60.0	1,155.1	29.7	11,008.4	278.0	29.9	289.0
8	60.0	861.6	22.1	6,073.9	143.0	22.1	143.0
9	60.0	811.0	21.3	5,934.5	147.0	21.3	147.0
10	60.0	1,217.1	31.0	10,422.1	225.0	31.0	225.0
Average:	**60.0**	**963.7**	**24.8**	**6,657.1**	**162.9**	**24.8**	**164.0**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10
SW	SB I 75 TO BUCK OFF RAMP	581.8	181.5	347.7	946.6	10
W	BUCK RD	25.4	6.4	19.2	39.6	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	1.3	1.1	0.0	2.6	10
W	BUCK RD	4.0	2.9	0.3	10.2	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	212.7	129.0	87.3	504.2	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	963.7	206.9	722.9	1,273.6	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	15.1	4.2	9.8	23.4	10
W	BUCK RD	1.3	0.3	0.9	1.6	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.2	0.1	0.0	0.2	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.0	3.4	2.9	13.6	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	24.8	4.9	19.5	32.4	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	15.1	4.2	9.8	23.4	10
W	BUCK RD	1.3	0.3	0.9	1.6	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.2	0.1	0.0	0.2	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.0	3.4	2.9	13.6	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	24.8	5.0	19.5	32.4	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.3	4.2	0.0	13.3	10
SW	SB I 75 TO BUCK OFF RAMP	5,690.0	3,141.9	1,663.0	10,687.1	10
W	BUCK RD	198.5	128.6	141.4	563.3	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	66.0	55.6	0.0	157.3	10
W	BUCK RD	93.2	72.2	10.9	272.4	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	987.0	306.3	622.6	1,596.3	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	6,657.1	3,084.9	2,635.9	11,008.4	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
SW	SB I 75 TO BUCK OFF RAMP	138.3	67.9	47.0	250.0	10
W	BUCK RD	8.3	2.5	6.0	14.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	1.6	1.2	0.0	3.0	10
W	BUCK RD	2.8	1.1	1.0	5.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	26.2	8.0	17.0	42.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	162.9	70.1	79.0	278.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
SW	SB I 75 TO BUCK OFF RAMP	138.3	67.9	47.0	250.0	10
W	BUCK RD	8.6	3.3	6.0	17.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	1.6	1.2	0.0	3.0	10
W	BUCK RD	2.8	1.1	1.0	5.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	26.2	8.0	17.0	42.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	164.0	72.1	79.0	289.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	9.9	No	A
	2	12.0	No	B
	3	10.3	No	A
	4	11.0	No	B
	5	10.1	No	A
	6	9.6	No	A
	7	10.1	No	A
	8	10.2	No	A
	9	10.8	No	A
	10	11.5	No	B
	Average:	**10.6**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	5.3	No	A
	2	5.5	No	A
	3	5.4	No	A
	4	5.7	No	A
	5	5.6	No	A
	6	5.4	No	A
	7	5.7	No	A
	8	5.2	No	A
	9	5.1	No	A
	10	5.3	No	A
	Average:	**5.4**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	21.0	No	C
	2	20.8	No	C
	3	21.0	No	C
	4	21.0	No	C
	5	21.0	No	C
	6	20.8	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	21.0	No	C
	8	20.8	No	C
	9	21.0	No	C
	10	20.9	No	C
	Average:	**20.9**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4706**
	1	15.4	No	B
	2	15.1	No	B
	3	15.3	No	B
	4	14.8	No	B
	5	15.7	No	B
	6	15.6	No	B
	7	14.8	No	B
	8	14.7	No	B
	9	15.1	No	B
	10	14.8	No	B
	Average:	**15.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4707**
	1	15.4	No	B
	2	15.1	No	B
	3	15.3	No	B
	4	14.8	No	B
	5	15.7	No	B
	6	15.6	No	B
	7	14.8	No	B
	8	14.7	No	B
	9	15.1	No	B
	10	14.8	No	B
	Average:	**15.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4708**
	1	19.0	No	C
	2	19.9	No	C
	3	19.7	No	C
	4	21.4	No	C
	5	19.0	No	C
	6	19.5	No	C
	7	23.0	No	C
	8	19.5	No	C
	9	20.2	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4708**
10	19.8	No	C
Average:	**20.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4709**
1	19.0	No	C
2	19.9	No	C
3	19.7	No	C
4	21.4	No	C
5	19.0	No	C
6	19.5	No	C
7	23.0	No	C
8	19.5	No	C
9	20.2	No	C
10	19.8	No	C
Average:	**20.1**	**No**	**C**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	21.1	No	C
2	20.4	No	C
3	19.9	No	C
4	19.9	No	C
5	21.4	No	C
6	20.8	No	C
7	21.2	No	C
8	20.4	No	C
9	20.0	No	C
10	20.9	No	C
Average:	**20.6**	**No**	**C**
Merge - From BUCK RD (EB) - NEB			**Segment: 4689**
1	18.4	No	B
2	18.0	No	B
3	18.7	No	B
4	17.8	No	B
5	17.2	No	B
6	18.1	No	B
7	17.7	No	B
8	17.6	No	B
9	17.9	No	B
10	18.1	No	B
Average:	**18.0**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD (EB) - NEB				**Segment: 4690**
	1	18.4	No	B
	2	18.0	No	B
	3	18.7	No	B
	4	17.8	No	B
	5	17.2	No	B
	6	18.1	No	B
	7	17.7	No	B
	8	17.6	No	B
	9	17.9	No	B
	10	18.1	No	B
	Average:	**18.0**	**No**	**B**
Basic - Between BUCK RD (EB) and WALES RD - NEB				**Segment: 4691**
	1	23.4	No	C
	2	23.3	No	C
	3	23.2	No	C
	4	23.5	No	C
	5	23.8	No	C
	6	23.6	No	C
	7	23.3	No	C
	8	23.1	No	C
	9	23.0	No	C
	10	23.1	No	C
	Average:	**23.3**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	18.7	No	B
	2	19.0	No	B
	3	18.9	No	B
	4	18.4	No	B
	5	17.8	No	B
	6	18.4	No	B
	7	17.9	No	B
	8	18.4	No	B
	9	18.7	No	B
	10	18.9	No	B
	Average:	**18.5**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	21.8	No	C
	2	21.5	No	C
	3	21.8	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	21.8	No	C
5	22.7	No	C
6	21.2	No	C
7	21.2	No	C
8	22.6	No	C
9	22.3	No	C
10	21.4	No	C
Average:	**21.8**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	26.0	No	C
2	26.6	No	C
3	25.4	No	C
4	26.9	No	C
5	24.9	No	C
6	26.2	No	C
7	25.5	No	C
8	25.0	No	C
9	23.5	No	C
10	25.5	No	C
Average:	**25.6**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	26.0	No	C
2	26.6	No	C
3	25.4	No	C
4	26.9	No	C
5	24.9	No	C
6	26.2	No	C
7	25.5	No	C
8	25.0	No	C
9	23.5	No	C
10	25.5	No	C
Average:	**25.6**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	26.0	No	C
2	26.6	No	C
3	25.4	No	C
4	26.9	No	C
5	24.9	No	C
6	26.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	25.5	No	C
	8	25.0	No	C
	9	23.5	No	C
	10	25.5	No	C
	Average:	**25.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	30.3	No	D
	2	28.8	No	D
	3	29.2	No	D
	4	32.2	No	D
	5	29.1	No	D
	6	31.2	No	D
	7	29.6	No	D
	8	30.2	No	D
	9	30.5	No	D
	10	30.2	No	D
	Average:	**30.1**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	24.6	No	C
	2	24.8	No	C
	3	26.2	No	D
	4	24.3	No	C
	5	24.1	No	C
	6	25.7	No	C
	7	24.7	No	C
	8	24.2	No	C
	9	24.7	No	C
	10	24.5	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	24.4	No	C
	2	23.3	No	C
	3	27.5	No	D
	4	25.1	No	C
	5	25.5	No	C
	6	24.7	No	C
	7	25.2	No	C
	8	25.6	No	C
	9	25.7	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	24.6	No	C
	Average:	**25.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	24.4	No	C
	2	23.3	No	C
	3	27.5	No	D
	4	25.1	No	C
	5	25.5	No	C
	6	24.7	No	C
	7	25.2	No	C
	8	25.6	No	C
	9	25.7	No	C
	10	24.6	No	C
	Average:	**25.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	24.4	No	C
	2	23.3	No	C
	3	27.5	No	D
	4	25.1	No	C
	5	25.5	No	C
	6	24.7	No	C
	7	25.2	No	C
	8	25.6	No	C
	9	25.7	No	C
	10	24.6	No	C
	Average:	**25.2**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	25.5	No	C
	2	24.6	No	C
	3	23.9	No	C
	4	25.3	No	C
	5	25.5	No	C
	6	24.2	No	C
	7	24.1	No	C
	8	26.5	No	D
	9	25.7	No	C
	10	25.3	No	C
	Average:	**25.1**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	25.5	No	C
	2	24.6	No	C
	3	23.9	No	C
	4	25.3	No	C
	5	25.5	No	C
	6	24.2	No	C
	7	24.1	No	C
	8	26.5	No	D
	9	25.7	No	C
	10	25.3	No	C
	Average:	**25.1**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	25.5	No	C
	2	24.6	No	C
	3	23.9	No	C
	4	25.3	No	C
	5	25.5	No	C
	6	24.2	No	C
	7	24.1	No	C
	8	26.5	No	D
	9	25.7	No	C
	10	25.3	No	C
	Average:	**25.1**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535322**
	1	7.9	No	A
	2	8.1	No	A
	3	7.6	No	A
	4	8.0	No	A
	5	7.8	No	A
	6	7.9	No	A
	7	7.9	No	A
	8	7.5	No	A
	9	7.7	No	A
	10	7.6	No	A
	Average:	**7.8**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	7.6	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	8.0	No	A
	3	8.0	No	A
	4	8.2	No	A
	5	8.4	No	A
	6	9.2	No	A
	7	8.0	No	A
	8	8.4	No	A
	9	8.6	No	A
	10	7.9	No	A
	Average:	**8.2**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.6	No	A
	2	8.6	No	A
	3	8.4	No	A
	4	8.5	No	A
	5	8.0	No	A
	6	8.0	No	A
	7	8.2	No	A
	8	8.5	No	A
	9	7.4	No	A
	10	8.6	No	A
	Average:	**8.3**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	8.0	No	A
	2	8.2	No	A
	3	7.7	No	A
	4	7.4	No	A
	5	8.0	No	A
	6	7.4	No	A
	7	7.1	No	A
	8	7.0	No	A
	9	7.6	No	A
	10	7.3	No	A
	Average:	**7.6**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	3.9	No	A
	2	5.5	No	A
	3	5.2	No	A
	4	5.3	No	A
	5	2.7	No	A
	6	4.6	No	A
	7	5.4	No	A
	8	3.2	No	A
	9	5.5	No	A
	10	5.2	No	A
	Average:	**4.7**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	7.0	No	A
	2	5.6	No	A
	3	9.4	No	A
	4	7.7	No	A
	5	7.8	No	A
	6	9.8	No	A
	7	9.7	No	A
	8	9.1	No	A
	9	7.7	No	A
	10	6.5	No	A
	Average:	**8.0**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	6.6	No	A
	2	5.6	No	A
	3	4.6	No	A
	4	6.1	No	A
	5	5.1	No	A
	6	6.6	No	A
	7	8.5	No	A
	8	4.1	No	A
	9	7.1	No	A
	10	7.6	No	A
	Average:	**6.2**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	15.8	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	17.3	No	B
	3	15.8	No	B
	4	15.8	No	B
	5	16.3	No	B
	6	16.5	No	B
	7	15.2	No	B
	8	15.5	No	B
	9	17.1	No	B
	10	17.1	No	B
	Average:	**16.2**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	25.6	No	C
	2	24.3	No	C
	3	26.4	No	D
	4	25.6	No	C
	5	24.8	No	C
	6	25.0	No	C
	7	26.1	No	D
	8	25.6	No	C
	9	25.0	No	C
	10	24.7	No	C
	Average:	**25.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.8	No	C
	2	24.1	No	C
	3	25.0	No	C
	4	24.4	No	C
	5	23.9	No	C
	6	24.1	No	C
	7	29.2	No	D
	8	23.8	No	C
	9	24.6	No	C
	10	28.6	No	D
	Average:	**25.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.8	No	C
	2	24.1	No	C
	3	25.0	No	C
	4	24.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	23.9	No	C
	6	24.1	No	C
	7	29.2	No	D
	8	23.8	No	C
	9	24.6	No	C
	10	28.6	No	D
	Average:	**25.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	24.0	No	C
	2	24.5	No	C
	3	24.0	No	C
	4	30.8	No	D
	5	23.7	No	C
	6	25.5	No	C
	7	35.2	No	E
	8	25.3	No	C
	9	24.9	No	C
	10	33.3	No	D
	Average:	**27.1**	**No**	**D**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	25.2	No	C
	2	25.1	No	C
	3	24.4	No	C
	4	37.0	No	E
	5	24.6	No	C
	6	24.2	No	C
	7	37.6	No	E
	8	24.6	No	C
	9	24.8	No	C
	10	35.8	No	E
	Average:	**28.3**	**No**	**D**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	31.8	No	D
	2	33.4	No	D
	3	34.4	No	D
	4	52.9	Yes	F
	5	31.3	No	D
	6	28.7	No	D
	7	54.2	No	F

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	34.5	No	D
	9	31.4	No	D
	10	48.7	No	F
	Average:	**38.1**	**No**	**E**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	27.6	No	C
	2	27.3	No	C
	3	30.8	No	D
	4	49.0	No	E
	5	28.1	No	D
	6	27.3	No	C
	7	48.1	No	E
	8	30.3	No	D
	9	27.8	No	C
	10	47.5	No	E
	Average:	**34.4**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	27.6	No	C
	2	27.3	No	C
	3	30.8	No	D
	4	49.0	No	E
	5	28.1	No	D
	6	27.3	No	C
	7	48.1	No	E
	8	30.3	No	D
	9	27.8	No	C
	10	47.5	No	E
	Average:	**34.4**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	27.6	No	C
	2	27.3	No	C
	3	30.8	No	D
	4	49.0	No	E
	5	28.1	No	D
	6	27.3	No	C
	7	48.1	No	E
	8	30.3	No	D
	9	27.8	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	47.5	No	E
	Average:	**34.4**	**No**	**D**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	19.8	No	C
	2	30.8	No	D
	3	31.7	No	D
	4	55.2	No	F
	5	28.1	No	D
	6	22.4	No	C
	7	50.0	No	F
	8	42.0	No	E
	9	30.0	No	D
	10	53.4	No	F
	Average:	**36.3**	**No**	**E**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	32.2	No	D
	2	43.9	No	F
	3	47.0	No	F
	4	63.5	No	F
	5	44.0	No	F
	6	39.2	No	E
	7	59.6	No	F
	8	55.5	No	F
	9	41.6	No	E
	10	65.8	No	F
	Average:	**49.2**	**No**	**F**
Basic - Between WALES RD and BUCK RD (EB) - SWB				**Segment: 4694**
	1	42.2	No	E
	2	60.3	No	F
	3	60.6	No	F
	4	78.8	Yes	F
	5	59.7	No	F
	6	54.0	No	F
	7	73.5	Yes	F
	8	70.4	Yes	F
	9	55.0	No	F
	10	76.7	Yes	F
	Average:	**63.1**	**No**	**F**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (EB) - SWB				**Segment: 4695**
	1	47.0	No	E
	2	59.0	Yes	F
	3	61.3	Yes	F
	4	74.7	Yes	F
	5	54.3	No	E
	6	54.0	Yes	F
	7	68.6	Yes	F
	8	64.9	Yes	F
	9	56.4	Yes	F
	10	74.8	Yes	F
	Average:	**61.5**	**Yes**	**F**
Diverge - To BUCK RD (EB) - SWB				**Segment: 4696**
	1	47.0	No	E
	2	59.0	Yes	F
	3	61.3	Yes	F
	4	74.7	Yes	F
	5	54.3	No	E
	6	54.0	Yes	F
	7	68.6	Yes	F
	8	64.9	Yes	F
	9	56.4	Yes	F
	10	74.8	Yes	F
	Average:	**61.5**	**Yes**	**F**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	15.8	No	B
	2	14.6	No	B
	3	15.4	No	B
	4	14.9	No	B
	5	15.3	No	B
	6	15.9	No	B
	7	14.3	No	B
	8	14.5	No	B
	9	15.3	No	B
	10	14.1	No	B
	Average:	**15.0**	**No**	**B**
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	13.6	No	B
	2	12.9	No	B
	3	12.6	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	11.9	No	B
5	12.3	No	B
6	13.0	No	B
7	11.8	No	B
8	12.6	No	B
9	12.5	No	B
10	12.0	No	B
Average:	**12.5**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	14.7	No	B
2	14.2	No	B
3	14.1	No	B
4	14.0	No	B
5	14.5	No	B
6	14.7	No	B
7	13.5	No	B
8	14.0	No	B
9	14.3	No	B
10	12.9	No	B
Average:	**14.1**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	11.2	No	B
2	11.7	No	B
3	11.8	No	B
4	13.1	No	B
5	12.7	No	B
6	13.2	No	B
7	11.3	No	B
8	12.1	No	B
9	13.7	No	B
10	11.1	No	B
Average:	**12.2**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	6.7	No	A
2	5.3	No	A
3	6.3	No	A
4	5.3	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	5.4	No	A
	6	5.5	No	A
	7	5.1	No	A
	8	5.4	No	A
	9	6.7	No	A
	10	6.4	No	A
	Average:	**5.8**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	7.9	No	A
	2	7.5	No	A
	3	7.7	No	A
	4	6.7	No	A
	5	7.1	No	A
	6	7.0	No	A
	7	7.7	No	A
	8	7.6	No	A
	9	5.7	No	A
	10	7.7	No	A
	Average:	**7.3**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	6.1	No	A
	2	5.8	No	A
	3	6.2	No	A
	4	6.4	No	A
	5	6.0	No	A
	6	6.6	No	A
	7	5.9	No	A
	8	5.6	No	A
	9	6.3	No	A
	10	6.0	No	A
	Average:	**6.1**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	5.9	No	A
	2	6.3	No	A
	3	5.2	No	A
	4	5.2	No	A
	5	5.9	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.1	No	A
	7	5.7	No	A
	8	5.6	No	A
	9	4.9	No	A
	10	5.4	No	A
	Average:	**5.6**	**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: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	10.6	0.8	9.6	12.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		5.4	0.2	5.1	5.7	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		20.9	0.1	20.8	21.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	15.1	0.4	14.7	15.7	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	15.1	0.4	14.7	15.7	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	20.1	1.2	19.0	23.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	20.1	1.2	19.0	23.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	20.6	0.6	19.9	21.4	10
4689	NE	Merge	From BUCK RD (EB)	18.0	0.4	17.2	18.7	10
4690	NE	Merge	From BUCK RD (EB)	18.0	0.4	17.2	18.7	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	23.3	0.2	23.0	23.8	10
4692	NE	Diverge	To WALES RD	18.5	0.4	17.8	19.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	21.8	0.5	21.2	22.7	10
4670	N	Merge	From WALES RD	25.6	1.0	23.5	26.9	10
4671	N	Merge	From WALES RD	25.6	1.0	23.5	26.9	10
4672	N	Merge	From WALES RD	25.6	1.0	23.5	26.9	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	30.1	1.0	28.8	32.2	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	24.8	0.7	24.1	26.2	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.3	27.5	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.3	27.5	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	25.2	1.1	23.3	27.5	10
4646	N	Basic	From WALES RD	25.1	0.8	23.9	26.5	10
4647	N	Basic	From WALES RD	25.1	0.8	23.9	26.5	10
4648	N	Basic	From WALES RD	25.1	0.8	23.9	26.5	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	7.8	0.2	7.5	8.1	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	8.2	0.4	7.6	9.2	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.3	0.4	7.4	8.6	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.6	0.4	7.0	8.2	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	4.7	1.0	2.7	5.5	10
10545	NW	Basic	To RAMP (NWB)	8.0	1.4	5.6	9.8	10
10542	E	Basic	From RAMP (EB)	6.2	1.4	4.1	8.5	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	16.2	0.7	15.2	17.3	10
4655	S	Basic	To SB I 75 (SB)	25.3	0.7	24.3	26.4	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	25.3	2.0	23.8	29.2	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	25.3	2.0	23.8	29.2	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	27.1	4.3	23.7	35.2	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	28.3	5.9	24.2	37.6	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	38.1	9.8	28.7	54.2	10
4676	S	Diverge	To WALES RD	34.4	9.6	27.3	49.0	10
4677	S	Diverge	To WALES RD	34.4	9.6	27.3	49.0	10
4678	S	Diverge	To WALES RD	34.4	9.6	27.3	49.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	36.3	12.9	19.8	55.2	10
4693	SW	Merge	From WALES RD	49.2	11.2	32.2	65.8	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	63.1	11.6	42.2	78.8	10
4695	SW	Diverge	To BUCK RD (EB)	61.5	9.2	47.0	74.8	10
4696	SW	Diverge	To BUCK RD (EB)	61.5	9.2	47.0	74.8	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	15.0	0.6	14.1	15.9	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	12.5	0.6	11.8	13.6	10
4717	SW	Basic		14.1	0.6	12.9	14.7	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	12.2	0.9	11.1	13.7	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	5.8	0.6	5.1	6.7	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	7.3	0.7	5.7	7.9	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	6.1	0.3	5.6	6.6	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	5.6	0.4	4.9	6.3	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,464.0	9.50	13.9	B
2	2,461.0	9.83	14.4	B
3	2,495.0	10.34	14.9	B
4	2,490.0	10.45	15.1	B
5	2,487.0	10.32	14.9	B
6	2,484.0	9.66	14.0	B
7	2,457.0	9.94	14.6	B
8	2,483.0	10.22	14.8	B
9	2,485.0	10.51	15.2	B
10	2,479.0	12.17	17.7	B
Average:	**2,478.5**	**10.29**	**15.0**	**B**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,387.0	9.88	14.9	B
2	2,408.0	7.38	11.0	B
3	2,401.0	7.73	11.6	B
4	2,405.0	7.96	11.9	B
5	2,408.0	5.95	8.9	A
6	2,370.0	9.82	14.9	B
7	2,389.0	8.49	12.8	B
8	2,399.0	7.04	10.6	B
9	2,404.0	6.06	9.1	A
10	2,406.0	13.50	20.2	C
Average:	**2,397.7**	**8.38**	**12.6**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,390.0	21.04	54.5	D
2	1,399.0	19.18	49.4	D
3	1,391.0	18.31	47.4	D
4	1,399.0	13.44	34.6	C
5	1,398.0	13.80	35.5	D
6	1,383.0	17.46	45.4	D

7	1,390.0	17.00	44.0	D
8	1,420.0	19.66	49.8	D
9	1,399.0	12.81	33.0	C
10	1,400.0	22.70	58.4	E
Average:	**1,396.9**	**17.54**	**45.2**	**D**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	10.3	0.7	9.5	12.2	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	8.4	2.2	6.0	13.5	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	17.5	3.3	12.8	22.7	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	15.0	1.1	13.9	17.7	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	12.6	3.4	8.9	20.2	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	45.2	8.6	33.0	58.4	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509752				
1	786.0	2.42	11.1	B
2	788.0	2.52	11.5	B
3	793.0	2.57	11.7	B
4	789.0	2.69	12.3	B
5	792.0	2.73	12.4	B
6	783.0	2.29	10.6	B
7	787.0	3.22	14.7	B
8	793.0	2.57	11.7	B
9	787.0	2.39	10.9	B
10	791.0	2.76	12.5	B
Average:	**788.9**	**2.62**	**11.9**	**B**
NWB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	901.0	2.63	10.5	B
2	900.0	2.75	11.0	B
3	908.0	3.36	13.3	B
4	904.0	2.85	11.4	B
5	904.0	2.88	11.5	B
6	907.0	3.20	12.7	B
7	902.0	2.57	10.3	B
8	900.0	2.56	10.3	B
9	906.0	3.09	12.3	B
10	894.0	4.76	19.2	B
Average:	**902.6**	**3.07**	**12.3**	**B**
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	472.0	1.67	12.7	B
2	472.0	1.64	12.5	B
3	484.0	1.81	13.4	B
4	480.0	1.69	12.7	B
5	480.0	1.90	14.2	B
6	480.0	1.60	12.0	B
7	474.0	1.67	12.6	B
8	480.0	1.84	13.8	B
9	479.0	1.88	14.1	B

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	472.0	1.62	12.4	B
Average:	**477.3**	**1.73**	**13.0**	**B**
WB on BUCK RD: Superlink ID 720495034				
1	305.0	2.78	32.8	C
2	301.0	2.92	35.0	C
3	310.0	2.60	30.2	C
4	317.0	3.23	36.7	D
5	311.0	2.80	32.5	C
6	314.0	2.56	29.4	C
7	294.0	2.48	30.4	C
8	310.0	3.25	37.7	D
9	313.0	3.15	36.2	D
10	322.0	3.03	33.9	C
Average:	**309.7**	**2.88**	**33.5**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	739.0	2.38	11.6	B
2	747.0	2.60	12.5	B
3	742.0	2.20	10.7	B
4	742.0	2.19	10.6	B
5	744.0	2.13	10.3	B
6	739.0	2.20	10.7	B
7	738.0	2.34	11.4	B
8	740.0	2.43	11.8	B
9	740.0	2.41	11.7	B
10	748.0	2.37	11.4	B
Average:	**741.9**	**2.33**	**11.3**	**B**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	313.0	1.69	19.4	B
2	313.0	1.90	21.9	C
3	316.0	1.48	16.9	B
4	313.0	1.34	15.4	B
5	312.0	1.23	14.2	B
6	314.0	1.72	19.7	B
7	316.0	1.60	18.3	B
8	310.0	1.41	16.3	B
9	312.0	1.40	16.2	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	313.0	1.63	18.7	B
Average:	**313.2**	**1.54**	**17.7**	**B**
WB on WALES RD: Superlink ID 720495029				
1	1,335.0	5.82	15.7	B
2	1,348.0	2.89	7.7	A
3	1,343.0	4.05	10.8	B
4	1,350.0	4.43	11.8	B
5	1,352.0	2.59	6.9	A
6	1,317.0	5.90	16.1	B
7	1,335.0	4.55	12.3	B
8	1,349.0	3.20	8.5	A
9	1,352.0	2.24	6.0	A
10	1,345.0	9.50	25.4	C
Average:	**1,342.6**	**4.52**	**12.1**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	222.0	1.43	23.2	C
2	223.0	1.30	20.9	C
3	219.0	1.45	23.8	C
4	223.0	1.48	23.8	C
5	220.0	1.25	20.5	C
6	221.0	1.28	20.8	C
7	221.0	1.41	23.0	C
8	224.0	1.51	24.3	C
9	221.0	1.46	23.8	C
10	223.0	1.47	23.7	C
Average:	**221.7**	**1.40**	**22.8**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	653.0	4.06	22.4	C
2	655.0	4.23	23.3	C
3	653.0	4.05	22.3	C
4	648.0	3.79	21.1	C
5	653.0	3.79	20.9	C
6	655.0	3.84	21.1	C
7	654.0	3.94	21.7	C
8	650.0	3.95	21.9	C
9	655.0	4.02	22.1	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	652.0	4.11	22.7	C
Average:	**652.8**	**3.98**	**22.0**	**C**

WB on WALES RD: Superlink ID 720495030

1	515.0	15.56	108.7	F
2	521.0	13.65	94.3	F
3	519.0	12.81	88.9	F
4	528.0	8.17	55.7	E
5	525.0	8.76	60.1	E
6	507.0	12.34	87.6	F
7	515.0	11.64	81.4	F
8	546.0	14.20	93.7	F
9	523.0	7.33	50.5	D
10	525.0	17.12	117.4	F
Average:	**522.4**	**12.16**	**83.8**	**F**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	2.6	0.3	2.3	3.2	10
NW	NB I 75 TO BUCK OFF RAMP	14412	3.1	0.7	2.6	4.8	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	1.7	0.1	1.6	1.9	10
W	BUCK RD	720495034	2.9	0.3	2.5	3.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	2.3	0.1	2.1	2.6	10
N	NB I 75 TO WALES OFF RAMP	4226	1.5	0.2	1.2	1.9	10
W	WALES RD	720495029	4.5	2.2	2.2	9.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.4	0.1	1.3	1.5	10
S	SB I 75 TO WALES OFF RAMP	13720	4.0	0.1	3.8	4.2	10
W	WALES RD	720495030	12.2	3.2	7.3	17.1	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	11.9	1.2	10.6	14.7	10
NW	NB I 75 TO BUCK OFF RAMP	14412	12.3	2.6	10.3	19.2	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	13.0	0.8	12.0	14.2	10
W	BUCK RD	720495034	33.5	2.9	29.4	37.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	11.3	0.7	10.3	12.5	10
N	NB I 75 TO WALES OFF RAMP	4226	17.7	2.3	14.2	21.9	10
W	WALES RD	720495029	12.1	5.8	6.0	25.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	22.8	1.5	20.5	24.3	10
S	SB I 75 TO WALES OFF RAMP	13720	22.0	0.8	20.9	23.3	10
W	WALES RD	720495030	83.8	22.3	50.5	117.4	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509752				
1	383.0	2.33	21.9	C
2	387.0	2.47	23.0	C
3	392.0	2.51	23.0	C
4	382.0	2.63	24.8	C
5	389.0	2.68	24.8	C
6	380.0	2.25	21.3	C
7	384.0	3.16	29.6	C
8	387.0	2.52	23.5	C
9	381.0	2.28	21.5	C
10	386.0	2.67	24.9	C
Average:	**385.1**	**2.55**	**23.8**	**C**
NEB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	669.0	1.19	6.4	A
2	666.0	1.28	6.9	A
3	673.0	1.69	9.0	A
4	670.0	1.33	7.1	A
5	673.0	1.46	7.8	A
6	675.0	1.55	8.2	A
7	670.0	1.11	6.0	A
8	670.0	1.24	6.7	A
9	672.0	1.55	8.3	A
10	669.0	2.83	15.3	B
Average:	**670.7**	**1.52**	**8.2**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	232.0	1.44	22.3	C
2	234.0	1.47	22.7	C
3	235.0	1.67	25.6	C
4	234.0	1.52	23.4	C
5	231.0	1.42	22.2	C
6	232.0	1.65	25.6	C
7	232.0	1.46	22.7	C
8	230.0	1.32	20.7	C
9	234.0	1.54	23.8	C
10	225.0	1.93	30.9	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**231.9**	**1.54**	**24.0**	**C**
SEB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	252.0	1.43	20.4	C
2	251.0	1.41	20.3	C
3	260.0	1.56	21.6	C
4	256.0	1.43	20.1	C
5	257.0	1.58	22.2	C
6	253.0	1.43	20.4	C
7	253.0	1.41	20.0	C
8	256.0	1.57	22.1	C
9	255.0	1.58	22.3	C
10	250.0	1.39	20.0	C
Average:	**254.3**	**1.48**	**20.9**	**C**
SWB R on BUCK RD: Superlink ID 720509752				
1	403.0	0.09	0.8	A
2	401.0	0.05	0.5	A
3	401.0	0.07	0.6	A
4	407.0	0.06	0.5	A
5	403.0	0.05	0.5	A
6	403.0	0.04	0.4	A
7	403.0	0.06	0.6	A
8	406.0	0.05	0.4	A
9	406.0	0.11	1.0	A
10	405.0	0.09	0.8	A
Average:	**626.8**	**0.32**	**2.3**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	220.0	0.24	4.0	A
2	221.0	0.22	3.6	A
3	224.0	0.25	4.0	A
4	224.0	0.26	4.2	A
5	223.0	0.32	5.1	A
6	227.0	0.17	2.6	A
7	221.0	0.26	4.2	A
8	224.0	0.26	4.2	A
9	224.0	0.30	4.8	A
10	222.0	0.23	3.8	A
Average:	**626.8**	**0.32**	**2.3**	**A**

WB T on BUCK RD: Superlink ID 720495034

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	305.0	2.78	32.8	C
2	301.0	2.92	35.0	C
3	310.0	2.60	30.2	C
4	317.0	3.23	36.7	D
5	311.0	2.80	32.5	C
6	314.0	2.56	29.4	C
7	294.0	2.48	30.4	C
8	310.0	3.25	37.7	D
9	313.0	3.15	36.2	D
10	322.0	3.03	33.9	C
Average:	**309.7**	**2.88**	**33.5**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	74.0	0.41	20.1	C
2	74.0	0.38	18.6	B
3	74.0	0.36	17.3	B
4	74.0	0.37	17.8	B
5	70.0	0.35	17.8	B
6	73.0	0.35	17.1	B
7	73.0	0.39	19.2	B
8	73.0	0.35	17.3	B
9	72.0	0.31	15.5	B
10	75.0	0.41	19.5	B
Average:	**73.2**	**0.37**	**18.0**	**B**
EB T on WALES RD: Superlink ID 720495030				
1	665.0	1.96	10.6	B
2	673.0	2.21	11.8	B
3	668.0	1.85	9.9	A
4	668.0	1.83	9.8	A
5	674.0	1.79	9.5	A
6	666.0	1.85	10.0	B
7	665.0	1.95	10.6	B
8	667.0	2.08	11.2	B
9	668.0	2.10	11.3	B
10	673.0	1.96	10.5	B
Average:	**668.7**	**1.96**	**10.5**	**B**

NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	88.0	1.04	42.5	D
2	102.0	1.30	45.8	D
3	121.0	0.95	28.3	C
4	109.0	0.87	28.8	C
5	111.0	0.81	26.1	C
6	102.0	1.16	40.9	D
7	96.0	0.94	35.2	D
8	102.0	0.91	32.0	C
9	118.0	0.93	28.5	C
10	81.0	1.00	44.3	D
Average:	**103.0**	**0.99**	**35.2**	**D**

NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226

1	225.0	0.65	10.4	B
2	211.0	0.60	10.3	B
3	195.0	0.53	9.8	A
4	204.0	0.47	8.2	A
5	201.0	0.43	7.6	A
6	212.0	0.56	9.5	A
7	220.0	0.67	10.9	B
8	208.0	0.50	8.7	A
9	194.0	0.47	8.7	A
10	232.0	0.63	9.8	A
Average:	**210.2**	**0.55**	**9.4**	**A**

WB R on WALES RD: Superlink ID 720495029

1	819.0	0.00	0.0	A
2	821.0	0.00	0.0	A
3	819.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	821.0	0.00	0.0	A
6	805.0	0.00	0.0	A
7	817.0	0.00	0.0	A
8	819.0	0.00	0.0	A
9	819.0	0.00	0.0	A
10	820.0	0.00	0.0	A
Average:	**818.0**	**0.00**	**0.0**	**A**

WB T on WALES RD: Superlink ID 720495029

1	516.0	5.82	40.6	D
2	527.0	2.89	19.7	B
3	524.0	4.05	27.8	C

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	530.0	4.43	30.1	C
5	531.0	2.59	17.5	B
6	512.0	5.90	41.5	D
7	518.0	4.55	31.6	C
8	530.0	3.20	21.8	C
9	533.0	2.24	15.1	B
10	525.0	9.50	65.2	E
Average:	**524.6**	**4.52**	**31.1**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	100.0	0.67	24.0	C
2	107.0	0.63	21.3	C
3	106.0	0.76	25.7	C
4	103.0	0.69	24.2	C
5	95.0	0.59	22.5	C
6	102.0	0.58	20.5	C
7	115.0	0.79	24.9	C
8	109.0	0.79	26.2	C
9	113.0	0.74	23.7	C
10	106.0	0.77	26.3	C
Average:	**105.6**	**0.70**	**23.9**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	122.0	0.76	22.5	C
2	116.0	0.66	20.6	C
3	113.0	0.69	22.0	C
4	120.0	0.78	23.5	C
5	125.0	0.66	18.9	B
6	119.0	0.70	21.1	C
7	106.0	0.62	21.0	C
8	115.0	0.72	22.5	C
9	108.0	0.71	23.8	C
10	117.0	0.70	21.4	C
Average:	**116.1**	**0.70**	**21.7**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	313.0	2.06	23.7	C
2	307.0	2.12	24.8	C
3	319.0	2.07	23.3	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	311.0	1.88	21.8	C
5	314.0	1.87	21.5	C
6	322.0	1.88	21.0	C
7	317.0	1.93	21.9	C
8	321.0	1.89	21.2	C
9	320.0	1.98	22.3	C
10	315.0	2.02	23.1	C
Average:	**315.9**	**1.97**	**22.5**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	340.0	2.00	21.2	C
2	348.0	2.11	21.9	C
3	334.0	1.98	21.4	C
4	337.0	1.91	20.4	C
5	339.0	1.92	20.3	C
6	333.0	1.96	21.2	C
7	337.0	2.01	21.5	C
8	329.0	2.05	22.5	C
9	335.0	2.04	21.9	C
10	337.0	2.08	22.2	C
Average:	**336.9**	**2.01**	**21.5**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	413.0	13.65	119.0	F
2	421.0	12.23	104.6	F
3	417.0	11.35	98.0	F
4	424.0	7.31	62.1	E
5	422.0	7.86	67.0	E
6	407.0	10.84	95.9	F
7	412.0	10.27	89.7	F
8	439.0	12.55	102.9	F
9	422.0	6.54	55.8	E
10	421.0	15.01	128.4	F
Average:	**419.8**	**10.76**	**92.3**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	102.0	1.91	67.4	E
2	100.0	1.42	51.2	D
3	102.0	1.45	51.3	D
4	104.0	0.86	29.7	C
5	103.0	0.90	31.6	C
6	100.0	1.50	53.9	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	103.0	1.38	48.1	D
8	107.0	1.65	55.5	E
9	101.0	0.79	28.0	C
10	104.0	2.11	73.0	E
Average:	**102.6**	**1.40**	**49.0**	**D**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	2.6	0.3	2.3	3.2	10
NEB R	NB I 75 TO BUCK OFF RAMP	14412	1.5	0.5	1.1	2.8	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	1.5	0.2	1.3	1.9	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	1.5	0.1	1.4	1.6	10
SWB R	BUCK RD	720509752	0.2	0.1	0.0	0.3	10
WB T	BUCK RD	720495034	2.9	0.3	2.5	3.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.4	0.0	0.3	0.4	10
EB T	WALES RD	720495030	2.0	0.1	1.8	2.2	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	1.0	0.1	0.8	1.3	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.6	0.1	0.4	0.7	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	4.5	2.2	2.2	9.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.7	0.0	0.6	0.8	10
SB L	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.9	2.1	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.9	2.1	10
WB L	WALES RD	720495030	10.8	2.8	6.5	15.0	10
WB T	WALES RD	720495030	1.4	0.4	0.8	2.1	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	23.8	2.4	21.3	29.6	10
NEB R	NB I 75 TO BUCK OFF RAMP	14412	8.2	2.7	6.0	15.3	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	24.0	2.9	20.7	30.9	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	20.9	1.0	20.0	22.3	10
SWB R	BUCK RD	720509752	2.3	1.8	0.4	5.1	10
WB T	BUCK RD	720495034	33.5	2.9	29.4	37.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	18.0	1.4	15.5	20.1	10
EB T	WALES RD	720495030	10.5	0.7	9.5	11.8	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	35.2	7.5	26.1	45.8	10
NB R	NB I 75 TO WALES OFF RAMP	4226	9.4	1.1	7.6	10.9	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	31.1	15.0	15.1	65.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	23.9	2.0	20.5	26.3	10
EB TR	WALES RD	720506516	21.7	1.5	18.9	23.8	10
SB L	SB I 75 TO WALES OFF RAMP	13720	22.5	1.2	21.0	24.8	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	21.5	0.7	20.3	22.5	10
WB L	WALES RD	720495030	92.3	24.1	55.8	128.4	10
WB T	WALES RD	720495030	49.0	15.3	28.0	73.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640867				
1	140.0	0.81	20.9	C
2	138.0	0.91	23.7	C
3	142.0	0.92	23.4	C
4	135.0	0.83	22.0	C
5	138.0	0.98	25.5	C
6	138.0	0.73	19.0	B
7	137.0	0.69	18.1	B
8	136.0	0.74	19.7	B
9	136.0	0.71	18.9	B
10	139.0	0.84	21.9	C
Average:	**137.0**	**0.82**	**21.3**	**C**
EB T on BUCK RD: Lane ID 33640868				
1	130.0	0.90	24.8	C
2	132.0	0.96	26.2	C
3	144.0	0.96	24.1	C
4	142.0	0.96	24.4	C
5	154.0	1.10	25.7	C
6	139.0	0.87	22.5	C
7	138.0	1.88	49.0	D
8	138.0	1.01	26.3	C
9	131.0	0.87	23.8	C
10	133.0	1.01	27.4	C
Average:	**138.0**	**1.05**	**27.4**	**C**
EB T on BUCK RD: Lane ID 33640869				
1	113.0	0.63	19.9	B
2	117.0	0.60	18.5	B
3	106.0	0.62	21.1	C
4	105.0	0.84	28.8	C
5	97.0	0.60	22.4	C
6	103.0	0.65	22.8	C
7	109.0	0.59	19.5	B
8	113.0	0.77	24.5	C
9	114.0	0.70	22.0	C
10	114.0	0.81	25.6	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**109.0**	**0.68**	**22.5**	**C**
NEB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640916				
1	669.0	1.19	6.4	A
2	666.0	1.28	6.9	A
3	673.0	1.69	9.0	A
4	670.0	1.33	7.1	A
5	673.0	1.46	7.8	A
6	675.0	1.55	8.2	A
7	670.0	1.11	6.0	A
8	670.0	1.24	6.7	A
9	672.0	1.55	8.3	A
10	669.0	2.83	15.3	B
Average:	**670.0**	**1.52**	**8.2**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640853				
1	232.0	1.44	22.3	C
2	234.0	1.47	22.7	C
3	235.0	1.67	25.6	C
4	234.0	1.52	23.4	C
5	231.0	1.42	22.2	C
6	232.0	1.65	25.6	C
7	232.0	1.46	22.7	C
8	230.0	1.32	20.7	C
9	234.0	1.54	23.8	C
10	225.0	1.93	30.9	C
Average:	**231.0**	**1.54**	**24.0**	**C**
SEB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640860				
1	252.0	1.43	20.4	C
2	251.0	1.41	20.3	C
3	260.0	1.56	21.6	C
4	256.0	1.43	20.1	C
5	257.0	1.58	22.2	C
6	253.0	1.43	20.4	C
7	253.0	1.41	20.0	C
8	256.0	1.57	22.1	C
9	255.0	1.58	22.3	C
10	250.0	1.39	20.0	C
Average:	**254.0**	**1.48**	**20.9**	**C**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB R on BUCK RD: Lane ID 33640907				
1	403.0	0.09	0.8	A
2	401.0	0.05	0.5	A
3	401.0	0.07	0.6	A
4	407.0	0.06	0.5	A
5	403.0	0.05	0.5	A
6	403.0	0.04	0.4	A
7	403.0	0.06	0.6	A
8	406.0	0.05	0.4	A
9	406.0	0.11	1.0	A
10	405.0	0.09	0.8	A
Average:	**403.0**	**0.07**	**0.6**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Lane ID 33640865				
1	220.0	0.24	4.0	A
2	221.0	0.22	3.6	A
3	224.0	0.25	4.0	A
4	224.0	0.26	4.2	A
5	223.0	0.32	5.1	A
6	227.0	0.17	2.6	A
7	221.0	0.26	4.2	A
8	224.0	0.26	4.2	A
9	224.0	0.30	4.8	A
10	222.0	0.23	3.8	A
Average:	**223.0**	**0.25**	**4.1**	**A**
WB T on BUCK RD: Lane ID 33573882				
1	17.0	0.10	21.1	C
2	15.0	0.17	41.1	D
3	18.0	0.12	23.1	C
4	22.0	0.19	31.3	C
5	16.0	0.18	40.2	D
6	16.0	0.09	19.7	B
7	15.0	0.15	35.2	D
8	17.0	0.16	34.3	C
9	18.0	0.16	31.1	C
10	20.0	0.17	29.9	C
Average:	**17.0**	**0.15**	**30.7**	**C**
WB T on BUCK RD: Lane ID 33640876				
1	269.0	2.55	34.1	C
2	263.0	2.56	35.0	D

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	276.0	2.37	30.9	C
4	280.0	2.86	36.8	D
5	273.0	2.47	32.6	C
6	279.0	2.32	29.9	C
7	261.0	2.21	30.4	C
8	276.0	2.89	37.7	D
9	277.0	2.81	36.5	D
10	282.0	2.64	33.7	C
Average:	**273.0**	**2.57**	**33.8**	**C**
WB T on BUCK RD: Lane ID 33640919				
1	19.0	0.14	25.8	C
2	23.0	0.19	30.1	C
3	16.0	0.12	27.4	C
4	15.0	0.18	42.7	D
5	22.0	0.15	25.1	C
6	19.0	0.15	29.3	C
7	18.0	0.13	25.9	C
8	17.0	0.19	40.7	D
9	18.0	0.18	36.8	D
10	20.0	0.23	40.7	D
Average:	**18.0**	**0.17**	**32.5**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	74.0	0.41	20.1	C
2	74.0	0.38	18.6	B
3	74.0	0.36	17.3	B
4	74.0	0.37	17.8	B
5	70.0	0.35	17.8	B
6	73.0	0.35	17.1	B
7	73.0	0.39	19.2	B
8	73.0	0.35	17.3	B
9	72.0	0.31	15.5	B
10	75.0	0.41	19.5	B
Average:	**73.0**	**0.37**	**18.0**	**B**
EB T on WALES RD: Lane ID 33573858				
1	332.0	0.98	10.7	B
2	327.0	1.00	11.0	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	329.0	0.84	9.1	A
4	340.0	0.89	9.4	A
5	328.0	0.85	9.4	A
6	325.0	0.92	10.2	B
7	341.0	0.95	10.1	B
8	332.0	1.01	11.0	B
9	333.0	1.01	10.9	B
10	342.0	0.94	9.9	A
Average:	**332.0**	**0.94**	**10.2**	**B**
EB T on WALES RD: Lane ID 33573859				
1	333.0	0.98	10.6	B
2	346.0	1.21	12.6	B
3	339.0	1.01	10.7	B
4	328.0	0.94	10.3	B
5	346.0	0.93	9.7	A
6	341.0	0.93	9.9	A
7	324.0	1.00	11.1	B
8	335.0	1.07	11.4	B
9	335.0	1.09	11.8	B
10	331.0	1.02	11.1	B
Average:	**335.0**	**1.02**	**10.9**	**B**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	88.0	1.04	42.5	D
2	102.0	1.30	45.8	D
3	121.0	0.95	28.3	C
4	109.0	0.87	28.8	C
5	111.0	0.81	26.1	C
6	102.0	1.16	40.9	D
7	96.0	0.94	35.2	D
8	102.0	0.91	32.0	C
9	118.0	0.93	28.5	C
10	81.0	1.00	44.3	D
Average:	**103.0**	**0.99**	**35.2**	**D**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	225.0	0.65	10.4	B
2	211.0	0.60	10.3	B
3	195.0	0.53	9.8	A
4	204.0	0.47	8.2	A
5	201.0	0.43	7.6	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	212.0	0.56	9.5	A
7	220.0	0.67	10.9	B
8	208.0	0.50	8.7	A
9	194.0	0.47	8.7	A
10	232.0	0.63	9.8	A
Average:	**210.0**	**0.55**	**9.4**	**A**
WB R on WALES RD: Lane ID 9795				
1	819.0	0.00	0.0	A
2	821.0	0.00	0.0	A
3	819.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	821.0	0.00	0.0	A
6	805.0	0.00	0.0	A
7	817.0	0.00	0.0	A
8	819.0	0.00	0.0	A
9	819.0	0.00	0.0	A
10	820.0	0.00	0.0	A
Average:	**818.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	516.0	5.82	40.6	D
2	527.0	2.89	19.7	B
3	524.0	4.05	27.8	C
4	530.0	4.43	30.1	C
5	531.0	2.59	17.5	B
6	512.0	5.90	41.5	D
7	518.0	4.55	31.6	C
8	530.0	3.20	21.8	C
9	533.0	2.24	15.1	B
10	525.0	9.50	65.2	E
Average:	**524.0**	**4.52**	**31.1**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	100.0	0.67	24.0	C
2	107.0	0.63	21.3	C
3	106.0	0.76	25.7	C
4	103.0	0.69	24.2	C
5	95.0	0.59	22.5	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	102.0	0.58	20.5	C
7	115.0	0.79	24.9	C
8	109.0	0.79	26.2	C
9	113.0	0.74	23.7	C
10	106.0	0.77	26.3	C
Average:	**105.0**	**0.70**	**23.9**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	122.0	0.76	22.5	C
2	116.0	0.66	20.6	C
3	113.0	0.69	22.0	C
4	120.0	0.78	23.5	C
5	125.0	0.66	18.9	B
6	119.0	0.70	21.1	C
7	106.0	0.62	21.0	C
8	115.0	0.72	22.5	C
9	108.0	0.71	23.8	C
10	117.0	0.70	21.4	C
Average:	**116.0**	**0.70**	**21.7**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	313.0	2.06	23.7	C
2	307.0	2.12	24.8	C
3	319.0	2.07	23.3	C
4	311.0	1.88	21.8	C
5	314.0	1.87	21.5	C
6	322.0	1.88	21.0	C
7	317.0	1.93	21.9	C
8	321.0	1.89	21.2	C
9	320.0	1.98	22.3	C
10	315.0	2.02	23.1	C
Average:	**315.0**	**1.97**	**22.5**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	340.0	2.00	21.2	C
2	348.0	2.11	21.9	C
3	334.0	1.98	21.4	C
4	337.0	1.91	20.4	C
5	339.0	1.92	20.3	C
6	333.0	1.96	21.2	C
7	337.0	2.01	21.5	C
8	329.0	2.05	22.5	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	335.0	2.04	21.9	C
10	337.0	2.08	22.2	C
Average:	**336.0**	**2.01**	**21.5**	**C**
WB L on WALES RD: Lane ID 33573866				
1	413.0	13.65	119.0	F
2	421.0	12.23	104.6	F
3	417.0	11.35	98.0	F
4	424.0	7.31	62.1	E
5	422.0	7.86	67.0	E
6	407.0	10.84	95.9	F
7	412.0	10.27	89.7	F
8	439.0	12.55	102.9	F
9	422.0	6.54	55.8	E
10	421.0	15.01	128.4	F
Average:	**419.0**	**10.76**	**92.3**	**F**
WB T on WALES RD: Lane ID 33573867				
1	102.0	1.91	67.4	E
2	100.0	1.42	51.2	D
3	102.0	1.45	51.3	D
4	104.0	0.86	29.7	C
5	103.0	0.90	31.6	C
6	100.0	1.50	53.9	D
7	103.0	1.38	48.1	D
8	107.0	1.65	55.5	E
9	101.0	0.79	28.0	C
10	104.0	2.11	73.0	E
Average:	**102.0**	**1.40**	**49.0**	**D**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.1	0.0	0.1	0.2	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	1.5	0.2	1.3	1.9	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	1.5	0.1	1.4	1.6	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.3	0.0	0.2	0.3	10
EB T	33640867	BUCK RD	0.8	0.1	0.7	1.0	10
EB T	33640868	BUCK RD	1.1	0.3	0.9	1.9	10
EB T	33640869	BUCK RD	0.7	0.1	0.6	0.8	10
WB T	33640876	BUCK RD	2.6	0.2	2.2	2.9	10
SWB R	33640907	BUCK RD	0.1	0.0	0.0	0.1	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	1.5	0.5	1.1	2.8	10
WB T	33640919	BUCK RD	0.2	0.0	0.1	0.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	1.0	0.1	0.8	1.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.6	0.1	0.4	0.7	10
EB L	33573857	WALES RD	0.4	0.0	0.3	0.4	10
EB T	33573858	WALES RD	0.9	0.1	0.8	1.0	10
EB T	33573859	WALES RD	1.0	0.1	0.9	1.2	10
WB T	33634092	WALES RD	4.5	2.2	2.2	9.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.9	2.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.9	2.1	10
EB T	33573864	WALES RD	0.7	0.1	0.6	0.8	10
EB TR	33573865	WALES RD	0.7	0.0	0.6	0.8	10
WB L	33573866	WALES RD	10.8	2.8	6.5	15.0	10
WB T	33573867	WALES RD	1.4	0.4	0.8	2.1	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	30.7	7.5	19.7	41.1	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	24.0	2.9	20.7	30.9	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	20.9	1.0	20.0	22.3	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	4.1	0.7	2.6	5.1	10
EB T	33640867	BUCK RD	21.3	2.4	18.1	25.5	10
EB T	33640868	BUCK RD	27.4	7.7	22.5	49.0	10
EB T	33640869	BUCK RD	22.5	3.1	18.5	28.8	10
WB T	33640876	BUCK RD	33.8	2.8	29.9	37.7	10
SWB R	33640907	BUCK RD	0.6	0.2	0.4	1.0	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	8.2	2.7	6.0	15.3	10
WB T	33640919	BUCK RD	32.5	7.0	25.1	42.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	35.2	7.5	26.1	45.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.4	1.1	7.6	10.9	10
EB L	33573857	WALES RD	18.0	1.4	15.5	20.1	10
EB T	33573858	WALES RD	10.2	0.7	9.1	11.0	10
EB T	33573859	WALES RD	10.9	0.9	9.7	12.6	10
WB T	33634092	WALES RD	31.1	15.0	15.1	65.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	22.5	1.2	21.0	24.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	21.5	0.7	20.3	22.5	10
EB T	33573864	WALES RD	23.9	2.0	20.5	26.3	10
EB TR	33573865	WALES RD	21.7	1.5	18.9	23.8	10
WB L	33573866	WALES RD	92.3	24.1	55.8	128.4	10
WB T	33573867	WALES RD	49.0	15.3	28.0	73.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,916.0	8.93	16.8	C
2	1,918.0	5.78	10.9	B
3	1,921.0	6.67	12.5	B
4	1,918.0	6.48	12.2	B
5	1,918.0	5.61	10.5	B
6	1,915.0	6.47	12.2	B
7	1,914.0	5.83	11.0	B
8	1,927.0	7.71	14.4	B
9	1,919.0	5.53	10.4	B
10	1,920.0	6.38	12.0	B
Average:	**1,918.6**	**6.54**	**12.3**	**B**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,174.0	69.88	115.7	F
2	2,158.0	70.54	117.7	F
3	2,214.0	74.41	121.0	F
4	2,209.0	72.56	118.2	F
5	2,212.0	71.53	116.4	F
6	2,221.0	69.21	112.2	F
7	2,166.0	70.44	117.1	F
8	2,218.0	69.83	113.3	F
9	2,224.0	70.33	113.8	F
10	2,216.0	68.16	110.7	F
Average:	**2,201.2**	**70.69**	**115.6**	**F**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	6.5	1.1	5.5	8.9	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	70.7	1.8	68.2	74.4	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	12.3	2.0	10.4	16.8	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	115.6	3.1	110.7	121.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	381.0	1.19	11.3	B
2	385.0	1.34	12.5	B
3	381.0	1.36	12.9	B
4	385.0	1.13	10.6	B
5	382.0	1.26	11.9	B
6	380.0	1.40	13.2	B
7	382.0	1.42	13.4	B
8	389.0	1.20	11.1	B
9	383.0	1.35	12.7	B
10	385.0	1.33	12.5	B
Average:	**383.0**	**1.30**	**12.2**	**B**
NWB R on BUCK RD: Lane ID 33640836				
1	489.0	4.89	36.0	E
2	498.0	1.82	13.2	B
3	489.0	1.95	14.4	B
4	498.0	1.70	12.3	B
5	495.0	1.48	10.8	B
6	493.0	1.86	13.6	B
7	490.0	1.29	9.5	A
8	496.0	3.14	22.8	C
9	497.0	1.44	10.4	B
10	491.0	1.97	14.5	B
Average:	**493.0**	**2.15**	**15.8**	**C**
SEB T on BUCK RD: Lane ID 33640840				
1	673.0	2.21	11.8	B
2	666.0	1.92	10.4	B
3	675.0	2.63	14.0	B
4	664.0	2.88	15.6	C
5	673.0	2.17	11.6	B
6	670.0	2.48	13.3	B
7	669.0	2.39	12.9	B
8	667.0	2.63	14.2	B
9	664.0	2.01	10.9	B
10	672.0	2.36	12.7	B
Average:	**669.0**	**2.37**	**12.7**	**B**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on LIME CITY RD: Lane ID 33640838				
1	373.0	0.64	6.2	A
2	369.0	0.70	6.8	A
3	376.0	0.73	7.0	A
4	371.0	0.76	7.4	A
5	368.0	0.69	6.8	A
6	372.0	0.73	7.1	A
7	373.0	0.72	7.0	A
8	375.0	0.74	7.1	A
9	375.0	0.73	7.0	A
10	372.0	0.71	6.9	A
Average:	**372.0**	**0.72**	**6.9**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640889				
1	913.0	4.92	19.4	C
2	909.0	5.71	22.6	C
3	912.0	4.72	18.6	C
4	904.0	5.53	22.0	C
5	918.0	4.72	18.5	C
6	918.0	5.48	21.5	C
7	913.0	5.85	23.1	C
8	907.0	6.01	23.9	C
9	911.0	4.61	18.2	C
10	910.0	5.79	22.9	C
Average:	**911.0**	**5.33**	**21.1**	**C**
EB T on BUCK RD: Lane ID 33640890				
1	252.0	0.23	3.3	A
2	258.0	0.26	3.7	A
3	258.0	0.23	3.3	A
4	261.0	0.25	3.5	A
5	256.0	0.25	3.5	A
6	256.0	0.29	4.1	A
7	254.0	0.29	4.2	A
8	262.0	0.41	5.6	A
9	260.0	0.25	3.4	A
10	255.0	0.26	3.6	A
Average:	**257.0**	**0.27**	**3.8**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB R on BUCK RD: Lane ID 33640857				
1	187.0	0.23	4.5	A
2	185.0	0.26	5.1	A
3	199.0	0.31	5.5	A
4	200.0	0.27	4.9	A
5	194.0	0.26	4.8	A
6	197.0	0.27	5.0	A
7	187.0	0.26	5.0	A
8	195.0	0.23	4.3	A
9	198.0	0.24	4.4	A
10	198.0	0.26	4.8	A
Average:	**194.0**	**0.26**	**4.8**	**A**
NB T on GLENWOOD RD: Lane ID 33640885				
1	319.0	14.01	158.1	F
2	280.0	15.10	194.2	F
3	298.0	15.36	185.6	F
4	289.0	15.07	187.7	F
5	303.0	15.38	182.7	F
6	310.0	14.97	173.8	F
7	311.0	13.25	153.4	F
8	326.0	14.45	159.6	F
9	312.0	12.03	138.8	F
10	298.0	11.39	137.6	F
Average:	**304.0**	**14.10**	**167.2**	**F**
SB T on GLENWOOD RD: Lane ID 33640883				
1	182.0	0.22	4.4	A
2	181.0	0.23	4.5	A
3	181.0	0.25	5.0	A
4	182.0	0.26	5.2	A
5	181.0	0.21	4.1	A
6	181.0	0.25	5.0	A
7	181.0	0.21	4.1	A
8	180.0	0.27	5.4	A
9	181.0	0.24	4.9	A
10	182.0	0.24	4.8	A
Average:	**181.0**	**0.24**	**4.7**	**A**
WB T on 3RD ST: Lane ID 33640879				
1	283.0	45.63	580.4	F
2	304.0	44.41	525.8	F
3	323.0	48.47	540.3	F

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	328.0	46.24	507.5	F
5	318.0	46.01	520.9	F
6	316.0	43.55	496.2	F
7	281.0	45.78	586.5	F
8	305.0	43.77	516.7	F
9	319.0	48.07	542.5	F
10	328.0	45.48	499.1	F
Average:	**310.0**	**45.74**	**531.6**	**F**

WB T on 3RD ST: Lane ID 33640880

1	38.0	4.63	438.8	F
2	41.0	4.57	401.3	F
3	43.0	5.06	424.0	F
4	45.0	4.93	394.6	F
5	42.0	4.71	403.8	F
6	43.0	4.40	368.2	F
7	39.0	4.79	442.1	F
8	43.0	4.68	391.7	F
9	43.0	4.88	408.9	F
10	45.0	4.75	379.7	F
Average:	**42.0**	**4.74**	**405.3**	**F**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	2.2	1.1	1.3	4.9	10
SWB T	33640838	LIME CITY RD	0.7	0.0	0.6	0.8	10
SEB T	33640840	BUCK RD	2.4	0.3	1.9	2.9	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.1	1.4	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.3	0.0	0.2	0.3	10
WB T	33640879	3RD ST	45.7	1.6	43.6	48.5	10
WB T	33640880	3RD ST	4.7	0.2	4.4	5.1	10
SB T	33640883	GLENWOOD RD	0.2	0.0	0.2	0.3	10
NB T	33640885	GLENWOOD RD	14.1	1.4	11.4	15.4	10
EB T	33640889	BUCK RD	5.3	0.5	4.6	6.0	10
EB T	33640890	BUCK RD	0.3	0.1	0.2	0.4	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	15.8	8.0	9.5	36.0	10
SWB T	33640838	LIME CITY RD	6.9	0.3	6.2	7.4	10
SEB T	33640840	BUCK RD	12.7	1.6	10.4	15.6	10
NB T	33640842	LIME CITY RD	12.2	0.9	10.6	13.4	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	4.8	0.4	4.3	5.5	10
WB T	33640879	3RD ST	531.6	31.4	496.2	586.5	10
WB T	33640880	3RD ST	405.3	24.0	368.2	442.1	10
SB T	33640883	GLENWOOD RD	4.7	0.4	4.1	5.4	10
NB T	33640885	GLENWOOD RD	167.2	20.5	137.6	194.2	10
EB T	33640889	BUCK RD	21.1	2.2	18.2	23.9	10
EB T	33640890	BUCK RD	3.8	0.7	3.3	5.6	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	18.7	0.7	99.8	4.0	0.0%
2	120.0	28.1	1.0	108.8	4.0	0.0%
3	120.0	24.5	0.9	109.2	4.0	0.0%
4	120.0	18.4	0.7	89.8	3.0	0.0%
5	120.0	20.4	0.8	102.2	4.0	0.0%
6	120.0	22.1	0.8	98.4	4.0	0.0%
7	120.0	27.3	1.0	123.4	4.0	0.0%
8	120.0	20.3	0.8	99.8	4.0	0.0%
9	120.0	22.3	0.8	104.8	4.0	0.0%
10	120.0	20.5	0.8	106.7	4.0	0.0%
Average:	**120.0**	**22.3**	**0.8**	**104.3**	**3.9**	**0.0%**
NWB R on BUCK RD - Lane ID 33640836						
1	120.0	29.3	0.7	198.5	4.0	0.0%
2	120.0	27.9	0.7	198.5	4.0	0.0%
3	120.0	21.0	0.5	198.5	4.0	0.0%
4	120.0	25.7	0.6	198.5	4.0	0.0%
5	120.0	19.9	0.5	198.5	3.0	0.0%
6	120.0	38.9	0.9	198.5	5.0	0.0%
7	120.0	21.8	0.6	198.5	4.0	0.0%
8	120.0	27.9	0.6	198.5	4.0	0.0%
9	120.0	27.4	0.6	198.5	4.0	0.0%
10	120.0	30.5	0.7	198.5	4.0	0.0%
Average:	**120.0**	**27.0**	**0.6**	**198.5**	**4.0**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	38.7	1.3	224.3	7.0	0.0%
2	120.0	26.5	0.9	146.7	4.0	0.0%
3	120.0	28.6	0.9	155.6	5.0	0.0%
4	120.0	41.3	1.3	159.6	4.0	0.0%
5	120.0	27.1	0.9	134.6	3.0	0.0%
6	120.0	37.1	1.2	192.3	6.0	0.0%
7	120.0	47.7	1.5	241.6	7.0	0.0%
8	120.0	37.2	1.2	181.3	6.0	0.0%
9	120.0	29.7	1.0	149.7	4.0	0.0%
10	120.0	35.2	1.1	167.9	5.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
Average:	**120.0**	**34.9**	**1.1**	**175.4**	**5.1**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	4.1	0.2	24.7	1.0	0.0%
2	120.0	5.6	0.2	28.9	1.0	0.0%
3	120.0	5.9	0.2	36.4	2.0	0.0%
4	120.0	4.4	0.2	40.1	1.0	0.0%
5	120.0	7.3	0.3	51.8	2.0	0.0%
6	120.0	5.9	0.2	29.1	1.0	0.0%
7	120.0	3.1	0.1	20.5	1.0	0.0%
8	120.0	4.5	0.2	21.5	1.0	0.0%
9	120.0	5.0	0.2	21.8	1.0	0.0%
10	120.0	4.6	0.2	21.4	1.0	0.0%
Average:	**120.0**	**5.0**	**0.2**	**29.6**	**1.2**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
1	120.0	18.4	0.8	78.3	3.0	0.0%
2	120.0	23.0	1.0	84.9	3.0	0.0%
3	120.0	23.8	1.0	92.9	3.0	0.0%
4	120.0	23.2	1.0	91.5	3.0	0.0%
5	120.0	23.7	1.0	99.1	3.0	0.0%
6	120.0	19.1	0.8	82.1	3.0	0.0%
7	120.0	20.3	0.8	93.1	3.0	0.0%
8	120.0	19.2	0.9	73.2	3.0	0.0%
9	120.0	19.8	0.9	76.5	3.0	0.0%
10	120.0	25.4	1.1	100.4	4.0	0.0%
Average:	**120.0**	**21.6**	**0.9**	**87.2**	**3.1**	**0.0%**
EB T on BUCK RD - Lane ID 33640868						
1	120.0	23.2	1.1	76.9	3.0	0.0%
2	120.0	24.7	1.2	90.6	4.0	0.0%
3	120.0	29.9	1.3	87.8	4.0	0.0%
4	120.0	23.0	1.0	74.8	3.0	0.0%
5	120.0	29.9	1.3	83.9	3.0	0.0%
6	120.0	25.9	1.1	95.2	4.0	0.0%
7	120.0	27.7	1.1	98.3	4.0	0.0%
8	120.0	24.6	1.1	80.8	3.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640868						
9	120.0	26.8	1.1	108.6	4.0	0.0%
10	120.0	26.1	1.1	88.4	3.0	0.0%
Average:	**120.0**	**26.2**	**1.1**	**88.5**	**3.5**	**0.0%**
EB T on BUCK RD - Lane ID 33640869						
1	120.0	17.8	0.8	67.1	3.0	0.0%
2	120.0	16.0	0.8	48.3	2.0	0.0%
3	120.0	17.5	0.8	70.0	3.0	0.0%
4	120.0	19.9	0.9	70.5	3.0	0.0%
5	120.0	17.0	0.8	72.5	2.0	0.0%
6	120.0	19.6	0.8	94.9	3.0	0.0%
7	120.0	17.5	0.9	52.4	2.0	0.0%
8	120.0	22.3	0.9	96.2	3.0	0.0%
9	120.0	20.6	0.9	71.7	3.0	0.0%
10	120.0	21.8	0.9	77.7	2.0	0.0%
Average:	**120.0**	**19.0**	**0.9**	**72.1**	**2.6**	**0.0%**
NEB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
1	120.0	1.2	0.0	0.0	0.0	0.0%
2	120.0	2.0	0.1	0.0	0.0	0.0%
3	120.0	4.0	0.1	0.0	0.0	0.0%
4	120.0	1.0	0.0	0.0	0.0	0.0%
5	120.0	1.6	0.1	0.0	0.0	0.0%
6	120.0	1.9	0.1	0.0	0.0	0.0%
7	120.0	1.1	0.0	0.0	0.0	0.0%
8	120.0	1.6	0.1	0.0	0.0	0.0%
9	120.0	2.5	0.1	0.0	0.0	0.0%
10	120.0	4.2	0.1	1.2	0.0	0.0%
Average:	**120.0**	**2.1**	**0.1**	**0.1**	**0.0**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
1	120.0	33.8	1.1	164.4	4.0	0.0%
2	120.0	43.1	1.4	160.9	5.0	0.0%
3	120.0	42.0	1.3	193.0	6.0	0.0%
4	120.0	45.1	1.5	176.8	5.0	0.0%
5	120.0	50.9	1.5	299.8	9.0	0.0%
6	120.0	52.5	1.7	271.6	6.1	0.0%
7	120.0	41.3	1.3	128.4	4.0	0.0%
8	120.0	38.6	1.2	196.5	5.0	0.0%
9	120.0	46.1	1.4	239.7	7.1	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
10	120.0	88.3	2.5	386.1	11.0	0.0%
Average:	**120.0**	**48.2**	**1.5**	**221.7**	**6.2**	**0.0%**
SEB T on SB I 75 TO BUCK OFF RAMP - Lane ID 33640860						
1	120.0	38.3	1.3	171.5	5.0	0.0%
2	120.0	34.7	1.1	133.3	4.0	0.0%
3	120.0	35.0	1.2	151.3	4.0	0.0%
4	120.0	37.6	1.2	201.5	5.0	0.0%
5	120.0	50.9	1.5	203.2	6.0	0.0%
6	120.0	32.1	1.0	130.2	4.0	0.0%
7	120.0	32.8	1.1	153.8	4.0	0.0%
8	120.0	43.3	1.3	157.2	5.0	0.0%
9	120.0	38.1	1.3	150.6	5.0	0.0%
10	120.0	32.4	1.1	134.7	4.0	0.0%
Average:	**120.0**	**37.5**	**1.2**	**158.7**	**4.6**	**0.0%**
SWB R on BUCK RD - Lane ID 33640907						
1	120.0	1.0	0.1	0.0	0.0	0.0%
2	120.0	2.8	0.2	16.5	1.0	0.0%
3	120.0	3.5	0.1	19.3	1.0	0.0%
4	120.0	2.9	0.1	16.1	1.0	0.0%
5	120.0	3.9	0.2	19.4	1.0	0.0%
6	120.0	1.8	0.1	17.0	1.0	0.0%
7	120.0	1.4	0.1	14.6	1.0	0.0%
8	120.0	2.8	0.1	17.0	1.0	0.0%
9	120.0	2.1	0.1	15.1	1.0	0.0%
10	120.0	4.1	0.2	39.2	1.0	0.0%
Average:	**120.0**	**2.6**	**0.1**	**17.4**	**0.9**	**0.0%**
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33573882						
1	120.0	1.0	0.1	15.1	1.0	0.0%
2	120.0	2.8	0.2	17.6	1.0	0.0%
3	120.0	1.6	0.1	15.6	1.0	0.0%
4	120.0	4.3	0.2	18.3	1.0	0.0%
5	120.0	3.3	0.2	17.5	1.0	0.0%
6	120.0	3.0	0.1	19.2	1.0	0.0%
7	120.0	2.3	0.1	16.3	1.0	0.0%
8	120.0	3.6	0.2	16.6	1.0	0.0%
9	120.0	3.7	0.1	17.9	1.0	0.0%
10	120.0	2.5	0.2	16.8	1.0	0.0%
Average:	**120.0**	**2.8**	**0.2**	**17.1**	**1.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640876						
1	120.0	64.8	2.2	187.4	6.0	0.0%
2	120.0	66.0	2.3	209.3	6.0	0.0%
3	120.0	74.2	2.4	219.2	7.0	0.0%
4	120.0	81.5	2.8	221.0	7.0	0.0%
5	120.0	59.5	2.2	160.6	5.0	0.0%
6	120.0	69.1	2.3	209.3	7.0	0.0%
7	120.0	60.4	2.0	180.7	6.0	0.0%
8	120.0	67.6	2.3	198.8	7.0	0.0%
9	120.0	77.5	2.7	205.9	7.0	0.0%
10	120.0	65.0	2.5	195.2	7.0	0.0%
Average:	**120.0**	**68.6**	**2.4**	**198.7**	**6.5**	**0.0%**
WB T on BUCK RD - Lane ID 33640919						
1	120.0	3.2	0.1	16.7	1.0	0.0%
2	120.0	3.4	0.2	17.7	1.0	0.0%
3	120.0	2.0	0.1	16.2	1.0	0.0%
4	120.0	4.1	0.2	17.1	1.0	0.0%
5	120.0	3.1	0.2	16.5	1.0	0.0%
6	120.0	2.7	0.2	16.8	1.0	0.0%
7	120.0	3.9	0.2	18.6	1.0	0.0%
8	120.0	3.6	0.2	18.3	1.0	0.0%
9	120.0	4.7	0.2	18.5	1.0	0.0%
10	120.0	3.5	0.2	16.3	1.0	0.0%
Average:	**120.0**	**3.4**	**0.2**	**17.3**	**1.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640919						

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640889						
1	120.0	38.8	1.0	205.0	5.0	0.0%
2	120.0	36.8	1.0	200.1	6.0	0.0%
3	120.0	15.8	0.5	91.3	3.0	0.0%
4	120.0	29.2	0.8	222.4	4.0	0.0%
5	120.0	16.0	0.5	116.1	3.0	0.0%
6	120.0	20.6	0.6	119.3	4.0	0.0%
7	120.0	27.7	0.7	194.7	7.0	0.0%
8	120.0	20.9	0.6	172.5	4.0	0.0%
9	120.0	27.9	0.8	229.5	6.0	0.0%
10	120.0	29.7	0.8	188.5	5.0	0.0%
Average:	**120.0**	**26.3**	**0.7**	**173.9**	**4.7**	**0.0%**
EB T on BUCK RD - Lane ID 33640890						
1	120.0	0.7	0.1	8.4	1.0	0.0%
2	120.0	0.6	0.0	0.0	0.0	0.0%
3	120.0	1.7	0.1	0.8	0.0	0.0%
4	120.0	0.8	0.1	0.0	0.0	0.0%
5	120.0	1.1	0.1	0.0	0.0	0.0%
6	120.0	0.7	0.1	0.0	0.0	0.0%
7	120.0	1.2	0.0	0.0	0.0	0.0%
8	120.0	2.7	0.1	0.0	0.0	0.0%
9	120.0	0.7	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.0**	**0.1**	**0.9**	**0.1**	**0.0%**
NB R on BUCK RD - Lane ID 33640857						
1	120.0	2.3	0.1	0.8	0.0	0.0%
2	120.0	3.0	0.1	17.6	1.0	0.0%
3	120.0	1.5	0.0	0.0	0.0	0.0%
4	120.0	1.9	0.1	0.7	0.0	0.0%
5	120.0	1.7	0.1	14.5	1.0	0.0%
6	120.0	2.4	0.1	14.5	1.0	0.0%
7	120.0	1.3	0.1	0.8	0.0	0.0%
8	120.0	0.4	0.0	0.0	0.0	0.0%
9	120.0	1.7	0.1	14.8	1.0	0.0%
10	120.0	2.4	0.1	0.0	0.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on BUCK RD - Lane ID 33640857						
Average:	**120.0**	**1.9**	**0.1**	**6.4**	**0.4**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640885						
1	120.0	364.8	12.0	593.0	21.0	43.3%
2	120.0	439.4	13.5	600.9	21.0	60.0%
3	120.0	406.8	12.6	620.6	21.0	62.5%
4	120.0	404.4	12.7	594.2	21.0	58.3%
5	120.0	428.8	13.9	617.9	21.0	60.0%
6	120.0	417.3	13.5	615.4	21.0	63.3%
7	120.0	344.6	11.1	598.1	21.0	46.7%
8	120.0	417.9	13.3	605.8	21.0	58.3%
9	120.0	324.7	10.4	591.8	20.0	38.3%
10	120.0	324.4	10.2	605.4	19.0	40.8%
Average:	**120.0**	**387.3**	**12.3**	**604.3**	**20.7**	**53.2%**
SB T on GLENWOOD RD - Lane ID 33640883						
1	120.0	1.3	0.1	2.6	1.0	0.0%
2	120.0	1.9	0.1	3.7	1.0	0.0%
3	120.0	0.7	0.1	4.0	1.0	0.0%
4	120.0	1.2	0.1	3.0	1.0	0.0%
5	120.0	0.9	0.1	6.3	1.0	0.0%
6	120.0	2.9	0.2	4.8	1.0	0.0%
7	120.0	0.5	0.1	3.4	1.0	0.0%
8	120.0	4.4	0.2	43.7	1.0	0.0%
9	120.0	2.2	0.1	7.1	1.0	0.0%
10	120.0	0.9	0.1	2.3	1.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**8.1**	**1.0**	**0.0%**
WB T on 3RD ST - Lane ID 33640879						
1	120.0	1,361.3	38.1	2,318.0	68.0	45.8%
2	120.0	1,208.6	34.5	2,300.8	68.0	43.3%
3	120.0	1,141.7	34.6	2,290.2	72.0	38.3%
4	120.0	1,182.8	34.5	2,308.9	70.1	41.7%
5	120.0	1,201.2	36.2	2,307.0	71.0	40.0%
6	120.0	1,205.4	34.2	2,290.9	67.0	40.0%
7	120.0	1,284.7	36.8	2,303.7	71.1	44.2%
8	120.0	1,290.7	37.7	2,307.1	74.1	45.8%
9	120.0	1,220.3	36.3	2,291.8	75.0	42.5%
10	120.0	1,309.0	39.4	2,315.4	73.0	42.5%
Average:	**120.0**	**1,240.6**	**36.2**	**2,303.4**	**70.9**	**42.4%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640880						
1	120.0	1.3	0.1	0.0	1.0	0.0%
2	120.0	0.9	0.1	0.0	1.0	0.0%
3	120.0	0.9	0.1	0.0	0.0	0.0%
4	120.0	2.2	0.1	3.5	1.0	0.0%
5	120.0	1.2	0.1	0.0	1.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	1.7	0.1	0.0	1.0	0.0%
8	120.0	0.9	0.1	0.0	1.0	0.0%
9	120.0	0.8	0.1	0.0	1.0	0.0%
10	120.0	0.0	0.1	0.0	0.0	0.0%
Average:	**120.0**	**1.0**	**0.1**	**0.4**	**0.7**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	11.4	0.5	55.8	2.0	0.0%
2	120.0	6.7	0.3	37.0	1.0	0.0%
3	120.0	7.4	0.3	41.7	1.0	0.0%
4	120.0	6.6	0.4	35.1	1.0	0.0%
5	120.0	5.4	0.3	28.1	1.0	0.0%
6	120.0	4.1	0.2	18.0	1.0	0.0%
7	120.0	7.8	0.4	43.2	1.0	0.0%
8	120.0	8.7	0.3	60.1	1.0	0.0%
9	120.0	4.1	0.2	17.2	1.0	0.0%
10	120.0	9.6	0.4	47.5	1.0	0.0%
Average:	**120.0**	**7.2**	**0.3**	**38.4**	**1.1**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	25.2	0.8	125.0	4.0	0.0%
2	120.0	22.7	0.6	136.6	3.0	0.0%
3	120.0	22.6	0.6	125.3	3.0	0.0%
4	120.0	14.2	0.5	72.9	2.0	0.0%
5	120.0	23.6	0.7	111.5	3.0	0.0%
6	120.0	19.4	0.5	106.5	4.0	0.0%
7	120.0	21.7	0.6	119.9	3.0	0.0%
8	120.0	24.5	0.7	139.4	4.0	0.0%
9	120.0	22.7	0.6	140.3	4.0	0.0%
10	120.0	22.9	0.7	117.6	4.0	0.0%
Average:	**120.0**	**22.0**	**0.6**	**119.5**	**3.4**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573859						
1	120.0	24.3	0.7	139.2	4.0	0.0%
2	120.0	22.9	0.8	129.6	4.0	0.0%
3	120.0	22.2	0.7	134.1	4.0	0.0%
4	120.0	17.6	0.7	122.8	4.0	0.0%
5	120.0	22.6	0.8	130.2	4.0	0.0%
6	120.0	16.7	0.6	114.6	4.0	0.0%
7	120.0	22.6	0.9	125.9	5.0	0.0%
8	120.0	25.2	0.8	137.6	4.0	0.0%
9	120.0	21.8	0.7	132.7	5.0	0.0%
10	120.0	22.7	0.6	126.9	4.0	0.0%
Average:	**120.0**	**21.9**	**0.7**	**129.4**	**4.2**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	31.9	1.2	105.6	4.0	0.0%
2	120.0	38.3	1.3	115.9	3.0	0.0%
3	120.0	27.6	0.9	76.7	3.0	0.0%
4	120.0	23.4	0.8	92.4	2.0	0.0%
5	120.0	18.9	0.7	77.0	2.0	0.0%
6	120.0	28.7	1.2	88.3	3.0	0.0%
7	120.0	37.1	1.0	118.3	3.0	0.0%
8	120.0	20.5	0.8	70.3	2.0	0.0%
9	120.0	24.7	0.9	88.3	3.0	0.0%
10	120.0	32.5	1.0	99.8	2.0	0.0%
Average:	**120.0**	**28.4**	**1.0**	**93.3**	**2.7**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	10.7	0.4	65.4	2.0	0.0%
2	120.0	13.0	0.4	74.4	2.0	0.0%
3	120.0	12.4	0.3	77.3	1.0	0.0%
4	120.0	9.0	0.3	61.1	1.0	0.0%
5	120.0	4.9	0.2	21.7	1.0	0.0%
6	120.0	10.2	0.4	65.2	2.0	0.0%
7	120.0	8.6	0.3	59.9	1.0	0.0%
8	120.0	9.7	0.3	65.1	2.0	0.0%
9	120.0	7.6	0.3	44.7	1.0	0.0%
10	120.0	7.4	0.3	46.6	1.0	0.0%
Average:	**120.0**	**9.4**	**0.3**	**58.1**	**1.4**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.8	0.0	0.0	0.0	0.0%
2	120.0	0.7	0.0	0.0	0.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on WALES RD - Lane ID 9795						
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.3	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.9	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.7	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	103.0	3.3	507.4	14.0	6.7%
2	120.0	55.2	1.9	239.9	7.0	0.0%
3	120.0	80.7	2.6	333.2	10.0	0.8%
4	120.0	41.9	1.4	203.6	5.0	0.0%
5	120.0	52.4	1.9	236.4	6.1	0.0%
6	120.0	91.5	2.9	533.1	15.0	10.8%
7	120.0	92.2	3.0	521.8	14.0	6.7%
8	120.0	54.3	2.1	298.9	10.0	0.0%
9	120.0	37.2	1.6	169.7	6.0	0.0%
10	120.0	190.9	5.8	537.8	17.0	20.8%
Average:	**120.0**	**79.9**	**2.7**	**358.2**	**10.4**	**4.6%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	13.5	0.6	50.8	2.0	0.0%
2	120.0	8.2	0.4	45.7	2.0	0.0%
3	120.0	14.6	0.7	56.4	2.0	0.0%
4	120.0	12.5	0.6	52.5	2.0	0.0%
5	120.0	11.0	0.5	46.3	2.0	0.0%
6	120.0	8.6	0.4	47.3	2.0	0.0%
7	120.0	14.5	0.7	47.1	2.0	0.0%
8	120.0	11.9	0.6	47.5	2.0	0.0%
9	120.0	12.8	0.6	63.8	3.0	0.0%
10	120.0	13.0	0.6	46.6	2.0	0.0%
Average:	**120.0**	**12.1**	**0.6**	**50.4**	**2.1**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	12.5	0.6	47.6	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on WALES RD - Lane ID 33573865						
2	120.0	8.6	0.5	40.7	2.0	0.0%
3	120.0	11.1	0.6	47.6	2.0	0.0%
4	120.0	14.1	0.6	69.9	2.0	0.0%
5	120.0	10.0	0.5	45.2	2.0	0.0%
6	120.0	11.5	0.6	48.7	2.0	0.0%
7	120.0	12.1	0.5	53.5	2.0	0.0%
8	120.0	10.2	0.5	45.0	2.0	0.0%
9	120.0	11.9	0.6	46.4	2.0	0.0%
10	120.0	10.2	0.5	45.4	2.0	0.0%
Average:	**120.0**	**11.2**	**0.6**	**49.0**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	45.9	1.5	169.3	5.0	0.0%
2	120.0	60.6	1.8	184.3	5.0	0.0%
3	120.0	45.1	1.6	160.4	5.0	0.0%
4	120.0	42.9	1.4	144.5	4.0	0.0%
5	120.0	43.5	1.5	154.6	5.0	0.0%
6	120.0	44.9	1.5	148.7	4.0	0.0%
7	120.0	43.7	1.5	127.8	5.0	0.0%
8	120.0	43.5	1.3	136.9	4.0	0.0%
9	120.0	44.4	1.4	147.3	4.0	0.0%
10	120.0	52.2	1.6	192.5	4.0	0.0%
Average:	**120.0**	**46.7**	**1.5**	**156.6**	**4.5**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	42.4	1.4	157.3	4.0	0.0%
2	120.0	49.5	1.6	154.2	5.0	0.0%
3	120.0	37.5	1.3	137.1	5.0	0.0%
4	120.0	41.9	1.4	156.0	4.0	0.0%
5	120.0	38.5	1.4	166.2	5.0	0.0%
6	120.0	45.9	1.6	174.0	5.0	0.0%
7	120.0	45.0	1.6	156.6	5.0	0.0%
8	120.0	43.6	1.5	156.6	5.0	0.0%
9	120.0	48.3	1.5	165.8	5.0	0.0%
10	120.0	48.2	1.5	181.9	5.0	0.0%
Average:	**120.0**	**44.1**	**1.5**	**160.6**	**4.8**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	298.6	8.8	812.2	25.0	13.3%
2	120.0	264.3	7.9	803.3	24.0	6.7%
3	120.0	265.0	8.1	801.7	25.0	7.5%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on WALES RD - Lane ID 33573866						
4	120.0	154.4	4.7	545.3	16.0	0.8%
5	120.0	185.4	5.5	620.0	18.0	3.3%
6	120.0	256.4	7.6	809.0	24.0	10.0%
7	120.0	236.2	7.0	783.6	23.0	6.7%
8	120.0	226.3	7.0	722.3	21.0	2.5%
9	120.0	141.5	4.4	472.8	13.0	2.5%
10	120.0	316.0	9.4	817.8	25.0	10.0%
Average:	**120.0**	**234.4**	**7.0**	**718.8**	**21.4**	**6.3%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	4.1	0.2	18.2	1.0	0.0%
2	120.0	5.9	0.2	22.1	1.0	0.0%
3	120.0	8.0	0.3	46.0	2.0	0.0%
4	120.0	8.2	0.3	66.4	1.0	0.0%
5	120.0	8.2	0.3	47.0	2.0	0.0%
6	120.0	4.2	0.2	18.5	1.0	0.0%
7	120.0	6.8	0.3	43.1	2.0	0.0%
8	120.0	6.9	0.3	46.8	2.0	0.0%
9	120.0	7.9	0.3	48.1	2.0	0.0%
10	120.0	3.2	0.1	17.5	1.0	0.0%
Average:	**120.0**	**6.3**	**0.3**	**37.4**	**1.5**	**0.0%**

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	27.0	5.5	19.9	38.9	10
SEB T	33640840	BUCK RD	34.9	6.9	26.5	47.7	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.0	1.2	3.1	7.3	10
NB T	33640842	LIME CITY RD	22.3	3.4	18.4	28.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	2.8	1.0	1.0	4.3	10
EB T	33640867	BUCK RD	21.6	2.5	18.4	25.4	10
EB T	33640868	BUCK RD	26.2	2.5	23.0	29.9	10
EB T	33640869	BUCK RD	19.0	2.1	16.0	22.3	10
WB T	33640876	BUCK RD	68.6	7.2	59.5	81.5	10
SWB R	33640907	BUCK RD	2.6	1.0	1.0	4.1	10
WB T	33640919	BUCK RD	3.4	0.7	2.0	4.7	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	48.2	15.1	33.8	88.3	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	2.1	1.1	1.0	4.2	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	37.5	5.8	32.1	50.9	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.1	0.2	0.0	0.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	1,240.6	67.5	1,141.7	1,361.3	10
WB T	33640880	3RD ST	1.0	0.6	0.0	2.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	1.9	0.7	0.4	3.0	10
EB T	33640889	BUCK RD	26.3	8.0	15.8	38.8	10
EB T	33640890	BUCK RD	1.0	0.7	0.0	2.7	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	1.7	1.2	0.5	4.4	10
NB T	33640885	GLENWOOD RD	387.3	43.7	324.4	439.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	28.4	6.6	18.9	38.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.4	2.4	4.9	13.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.4	0.4	0.0	0.9	10
EB L	33573857	WALES RD	7.2	2.3	4.1	11.4	10
EB T	33573858	WALES RD	22.0	3.1	14.2	25.2	10
EB T	33573859	WALES RD	21.9	2.7	16.7	25.2	10
WB T	33634092	WALES RD	79.9	45.3	37.2	190.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	46.7	5.6	42.9	60.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	44.1	4.1	37.5	49.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	12.1	2.2	8.2	14.6	10
EB TR	33573865	WALES RD	11.2	1.6	8.6	14.1	10
WB L	33573866	WALES RD	234.4	58.3	141.5	316.0	10
WB T	33573867	WALES RD	6.3	1.9	3.2	8.2	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.6	0.1	0.5	0.9	10
SEB T	33640840	BUCK RD	1.1	0.2	0.9	1.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.0	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.8	0.1	0.7	1.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.2	0.1	0.1	0.2	10
EB T	33640867	BUCK RD	0.9	0.1	0.8	1.1	10
EB T	33640868	BUCK RD	1.1	0.1	1.0	1.3	10
EB T	33640869	BUCK RD	0.9	0.1	0.8	0.9	10
WB T	33640876	BUCK RD	2.4	0.2	2.0	2.8	10
SWB R	33640907	BUCK RD	0.1	0.0	0.1	0.2	10
WB T	33640919	BUCK RD	0.2	0.0	0.1	0.2	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	1.5	0.4	1.1	2.5	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.1	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	1.2	0.1	1.0	1.5	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	36.2	1.8	34.2	39.4	10
WB T	33640880	3RD ST	0.1	0.0	0.0	0.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.1	0.0	0.0	0.1	10
EB T	33640889	BUCK RD	0.7	0.2	0.5	1.0	10
EB T	33640890	BUCK RD	0.1	0.1	0.0	0.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.1	0.0	0.1	0.2	10
NB T	33640885	GLENWOOD RD	12.3	1.3	10.2	13.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	1.0	0.2	0.7	1.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.3	0.1	0.2	0.5	10
EB T	33573858	WALES RD	0.6	0.1	0.5	0.8	10
EB T	33573859	WALES RD	0.7	0.1	0.6	0.9	10
WB T	33634092	WALES RD	2.7	1.3	1.4	5.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.5	0.1	1.3	1.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.5	0.1	1.3	1.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.6	0.1	0.4	0.7	10
EB TR	33573865	WALES RD	0.6	0.1	0.5	0.6	10
WB L	33573866	WALES RD	7.0	1.7	4.4	9.4	10
WB T	33573867	WALES RD	0.3	0.1	0.1	0.3	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	198.5	0.0	198.5	198.5	10
SEB T	33640840	BUCK RD	175.4	34.9	134.6	241.6	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	29.6	10.3	20.5	51.8	10
NB T	33640842	LIME CITY RD	104.3	8.9	89.8	123.4	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	17.1	1.3	15.1	19.2	10
EB T	33640867	BUCK RD	87.2	9.6	73.2	100.4	10
EB T	33640868	BUCK RD	88.5	10.3	74.8	108.6	10
EB T	33640869	BUCK RD	72.1	15.3	48.3	96.2	10
WB T	33640876	BUCK RD	198.7	18.6	160.6	221.0	10
SWB R	33640907	BUCK RD	17.4	9.4	0.0	39.2	10
WB T	33640919	BUCK RD	17.3	0.9	16.2	18.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	221.7	78.2	128.4	386.1	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.1	0.4	0.0	1.2	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	158.7	26.2	130.2	203.2	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	2,303.4	9.9	2,290.2	2,318.0	10
WB T	33640880	3RD ST	0.4	1.1	0.0	3.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	6.4	7.8	0.0	17.6	10
EB T	33640889	BUCK RD	173.9	48.2	91.3	229.5	10
EB T	33640890	BUCK RD	0.9	2.6	0.0	8.4	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	8.1	12.6	2.3	43.7	10
NB T	33640885	GLENWOOD RD	604.3	10.6	591.8	620.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	93.3	16.5	70.3	118.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	58.1	16.5	21.7	77.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	38.4	14.4	17.2	60.1	10
EB T	33573858	WALES RD	119.5	20.0	72.9	140.3	10
EB T	33573859	WALES RD	129.4	7.3	114.6	139.2	10
WB T	33634092	WALES RD	358.2	150.7	169.7	537.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	156.6	20.4	127.8	192.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	160.6	12.2	137.1	181.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	50.4	5.8	45.7	63.8	10
EB TR	33573865	WALES RD	49.0	8.0	40.7	69.9	10
WB L	33573866	WALES RD	718.8	127.0	472.8	817.8	10
WB T	33573867	WALES RD	37.4	17.0	17.5	66.4	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	4.0	0.5	3.0	5.0	10
SEB T	33640840	BUCK RD	5.1	1.4	3.0	7.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.2	0.4	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.9	0.3	3.0	4.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	1.0	0.0	1.0	1.0	10
EB T	33640867	BUCK RD	3.1	0.3	3.0	4.0	10
EB T	33640868	BUCK RD	3.5	0.5	3.0	4.0	10
EB T	33640869	BUCK RD	2.6	0.5	2.0	3.0	10
WB T	33640876	BUCK RD	6.5	0.7	5.0	7.0	10
SWB R	33640907	BUCK RD	0.9	0.3	0.0	1.0	10
WB T	33640919	BUCK RD	1.0	0.0	1.0	1.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	6.2	2.3	4.0	11.0	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	4.6	0.7	4.0	6.0	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	70.9	2.7	67.0	75.0	10
WB T	33640880	3RD ST	0.7	0.5	0.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.4	0.5	0.0	1.0	10
EB T	33640889	BUCK RD	4.7	1.3	3.0	7.0	10
EB T	33640890	BUCK RD	0.1	0.3	0.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	1.0	0.0	1.0	1.0	10
NB T	33640885	GLENWOOD RD	20.7	0.7	19.0	21.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.7	0.7	2.0	4.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.4	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.1	0.3	1.0	2.0	10
EB T	33573858	WALES RD	3.4	0.7	2.0	4.0	10
EB T	33573859	WALES RD	4.2	0.4	4.0	5.0	10
WB T	33634092	WALES RD	10.4	4.3	5.0	17.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.5	0.5	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.8	0.4	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.1	0.3	2.0	3.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	21.4	4.3	13.0	25.0	10
WB T	33573867	WALES RD	1.5	0.5	1.0	2.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640867	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640868	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640869	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640876	BUCK RD	0.0	0.0	0.0	0.0	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640919	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NEB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.4	0.0	0.4	0.5	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640889	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640890	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640885	GLENWOOD RD	0.5	0.1	0.4	0.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.1	0.0	0.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.1	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD

NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	3.2	0.1	192.1	3.0	0.1	3.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.3	0.0	16.0	1.0	0.0	1.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	2.6	0.1	157.0	3.0	0.1	3.0
10	60.0	0.3	0.0	16.7	1.0	0.0	1.0
Average:	**60.0**	**0.6**	**0.0**	**38.2**	**0.8**	**0.0**	**0.8**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	3.2	0.1	121.8	3.0	0.1	3.0
2	60.0	2.5	0.1	128.9	4.0	0.1	4.0
3	60.0	0.3	0.0	17.7	1.0	0.0	1.0
4	60.0	1.7	0.0	83.0	1.0	0.0	1.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	1.2	0.1	72.1	3.0	0.1	3.0
7	60.0	3.1	0.1	97.6	3.0	0.1	3.0
8	60.0	2.5	0.1	147.0	4.0	0.1	4.0
9	60.0	4.5	0.1	199.7	4.0	0.1	4.0
10	60.0	5.1	0.2	104.9	3.0	0.2	3.0
Average:	**60.0**	**2.4**	**0.1**	**97.3**	**2.6**	**0.1**	**2.6**
WB on BUCK RD							
1	60.0	8.2	0.3	114.0	4.0	0.3	4.0
2	60.0	6.9	0.2	90.0	3.0	0.2	3.0
3	60.0	8.9	0.4	80.7	4.0	0.4	4.0
4	60.0	13.1	0.5	133.3	4.0	0.5	4.0
5	60.0	6.4	0.3	166.1	5.0	0.3	5.0
6	60.0	10.7	0.4	84.1	3.0	0.4	3.0
7	60.0	5.5	0.3	62.9	3.0	0.3	3.0
8	60.0	9.7	0.4	79.0	3.0	0.4	3.0

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	10.0	0.4	109.9	4.0	0.4	4.0
10	60.0	9.0	0.4	113.7	5.0	0.4	5.0
Average:	**60.0**	**8.8**	**0.4**	**103.4**	**3.8**	**0.4**	**3.8**

NB I 75 TO BUCK OFF RAMP — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	29.5	0.9	408.9	12.0	0.9	12.0
2	60.0	20.7	0.6	332.3	9.0	0.6	9.0
3	60.0	53.2	1.5	541.5	15.0	1.5	15.0
4	60.0	31.6	0.9	579.9	14.0	0.9	14.0
5	60.0	43.6	1.0	775.4	16.0	1.0	16.0
6	60.0	25.8	0.8	450.8	11.0	0.8	11.0
7	60.0	26.7	0.7	573.2	13.0	0.7	13.0
8	60.0	37.7	0.9	694.4	16.0	0.9	16.0
9	60.0	28.4	0.9	300.2	9.0	0.9	9.0
10	60.0	69.0	2.1	646.7	19.0	2.1	19.0
Average:	**60.0**	**36.6**	**1.0**	**530.3**	**13.4**	**1.0**	**13.4**

SB I 75 TO BUCK OFF RAMP — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	14.9	0.5	282.3	7.0	0.5	7.0
2	60.0	4.8	0.2	152.9	4.0	0.2	4.0
3	60.0	7.5	0.2	247.9	5.0	0.2	5.0
4	60.0	15.1	0.5	355.8	8.0	0.5	8.0
5	60.0	12.5	0.4	155.9	6.0	0.4	6.0
6	60.0	9.2	0.2	243.2	4.0	0.2	4.0
7	60.0	7.4	0.2	167.4	5.0	0.2	5.0
8	60.0	9.7	0.3	173.6	6.0	0.3	6.0
9	60.0	6.6	0.3	81.0	3.0	0.3	3.0
10	60.0	10.9	0.4	154.4	5.0	0.4	5.0
Average:	**60.0**	**9.9**	**0.3**	**201.4**	**5.3**	**0.3**	**5.3**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.6	1.2	0.0	3.2	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.4	1.7	0.0	5.1	10
W	BUCK RD	8.8	2.2	5.5	13.1	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	36.6	14.9	20.7	69.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	9.9	3.5	4.8	15.1	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.4	0.1	0.2	0.5	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.0	0.4	0.6	2.1	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	0.3	0.1	0.2	0.5	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.4	0.1	0.2	0.5	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.0	0.4	0.6	2.1	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	0.3	0.1	0.2	0.5	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	38.2	72.7	0.0	192.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	97.3	58.9	0.0	199.7	10
W	BUCK RD	103.4	30.5	62.9	166.1	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	530.3	155.7	300.2	775.4	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	201.4	79.8	81.0	355.8	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.8	1.2	0.0	3.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.6	1.4	0.0	4.0	10
W	BUCK RD	3.8	0.8	3.0	5.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	13.4	3.2	9.0	19.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.3	1.5	3.0	8.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.8	1.2	0.0	3.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.6	1.4	0.0	4.0	10
W	BUCK RD	3.8	0.8	3.0	5.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	13.4	3.2	9.0	19.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.3	1.5	3.0	8.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	7.0	No	A
	2	7.4	No	A
	3	6.7	No	A
	4	7.9	No	A
	5	8.0	No	A
	6	7.6	No	A
	7	6.6	No	A
	8	6.1	No	A
	9	8.4	No	A
	10	6.1	No	A
	Average:	**7.2**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	6.7	No	A
	2	6.3	No	A
	3	6.8	No	A
	4	6.9	No	A
	5	6.6	No	A
	6	6.8	No	A
	7	6.9	No	A
	8	7.0	No	A
	9	6.6	No	A
	10	6.3	No	A
	Average:	**6.7**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	18.3	No	C
	2	17.9	No	B
	3	18.1	No	C
	4	18.1	No	C
	5	18.1	No	C
	6	17.9	No	B

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	18.2	No	C
	8	18.0	No	B
	9	18.1	No	C
	10	18.2	No	C
	Average:	**18.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4706**
	1	13.9	No	B
	2	14.0	No	B
	3	13.0	No	B
	4	13.5	No	B
	5	14.2	No	B
	6	13.2	No	B
	7	14.2	No	B
	8	14.1	No	B
	9	13.7	No	B
	10	14.0	No	B
	Average:	**13.8**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4707**
	1	13.9	No	B
	2	14.0	No	B
	3	13.0	No	B
	4	13.5	No	B
	5	14.2	No	B
	6	13.2	No	B
	7	14.2	No	B
	8	14.1	No	B
	9	13.7	No	B
	10	14.0	No	B
	Average:	**13.8**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4708**
	1	17.8	No	B
	2	17.1	No	B
	3	17.8	No	B
	4	17.7	No	B
	5	17.7	No	B
	6	17.7	No	B
	7	17.3	No	B
	8	17.6	No	B
	9	17.4	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4708**
10	18.0	No	C
Average:	**17.6**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4709**
1	17.8	No	B
2	17.1	No	B
3	17.8	No	B
4	17.7	No	B
5	17.7	No	B
6	17.7	No	B
7	17.3	No	B
8	17.6	No	B
9	17.4	No	B
10	18.0	No	C
Average:	**17.6**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	17.6	No	B
2	17.2	No	B
3	17.1	No	B
4	17.4	No	B
5	17.5	No	B
6	17.3	No	B
7	18.1	No	C
8	17.9	No	B
9	17.6	No	B
10	16.7	No	B
Average:	**17.4**	**No**	**B**
Merge - From BUCK RD (EB) - NEB			**Segment: 4689**
1	16.7	No	B
2	15.6	No	B
3	16.3	No	B
4	15.9	No	B
5	16.6	No	B
6	16.2	No	B
7	15.4	No	B
8	16.2	No	B
9	16.5	No	B
10	16.5	No	B
Average:	**16.2**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD (EB) - NEB				**Segment: 4690**
	1	16.7	No	B
	2	15.6	No	B
	3	16.3	No	B
	4	15.9	No	B
	5	16.6	No	B
	6	16.2	No	B
	7	15.4	No	B
	8	16.2	No	B
	9	16.5	No	B
	10	16.5	No	B
	Average:	**16.2**	**No**	**B**
Basic - Between BUCK RD (EB) and WALES RD - NEB				**Segment: 4691**
	1	19.9	No	C
	2	19.6	No	C
	3	19.5	No	C
	4	19.7	No	C
	5	19.6	No	C
	6	19.7	No	C
	7	20.1	No	C
	8	19.6	No	C
	9	19.4	No	C
	10	19.4	No	C
	Average:	**19.7**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	17.2	No	B
	2	17.1	No	B
	3	16.9	No	B
	4	17.2	No	B
	5	17.9	No	B
	6	17.1	No	B
	7	16.0	No	B
	8	17.0	No	B
	9	16.8	No	B
	10	17.6	No	B
	Average:	**17.1**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	18.8	No	C
	2	17.6	No	B
	3	17.5	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	18.9	No	C
5	17.8	No	B
6	17.5	No	B
7	18.7	No	C
8	17.9	No	B
9	17.5	No	B
10	18.1	No	C
Average:	**18.0**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	24.0	No	C
2	24.7	No	C
3	25.5	No	C
4	23.7	No	C
5	26.3	No	C
6	26.3	No	C
7	23.8	No	C
8	24.0	No	C
9	24.9	No	C
10	24.5	No	C
Average:	**24.8**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	24.0	No	C
2	24.7	No	C
3	25.5	No	C
4	23.7	No	C
5	26.3	No	C
6	26.3	No	C
7	23.8	No	C
8	24.0	No	C
9	24.9	No	C
10	24.5	No	C
Average:	**24.8**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	24.0	No	C
2	24.7	No	C
3	25.5	No	C
4	23.7	No	C
5	26.3	No	C
6	26.3	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	23.8	No	C
	8	24.0	No	C
	9	24.9	No	C
	10	24.5	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	28.6	No	D
	2	26.7	No	D
	3	28.3	No	D
	4	30.8	No	D
	5	34.2	No	D
	6	31.2	No	D
	7	28.9	No	D
	8	29.8	No	D
	9	31.6	No	D
	10	26.7	No	D
	Average:	**29.7**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	23.4	No	C
	2	25.2	No	C
	3	23.9	No	C
	4	22.9	No	C
	5	24.0	No	C
	6	21.1	No	C
	7	23.2	No	C
	8	22.5	No	C
	9	22.8	No	C
	10	23.0	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.5	No	C
	2	20.9	No	C
	3	23.8	No	C
	4	22.9	No	C
	5	22.3	No	C
	6	22.0	No	C
	7	22.6	No	C
	8	22.7	No	C
	9	23.9	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	25.5	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.5	No	C
	2	20.9	No	C
	3	23.8	No	C
	4	22.9	No	C
	5	22.3	No	C
	6	22.0	No	C
	7	22.6	No	C
	8	22.7	No	C
	9	23.9	No	C
	10	25.5	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.5	No	C
	2	20.9	No	C
	3	23.8	No	C
	4	22.9	No	C
	5	22.3	No	C
	6	22.0	No	C
	7	22.6	No	C
	8	22.7	No	C
	9	23.9	No	C
	10	25.5	No	C
	Average:	**23.0**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	23.8	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	25.0	No	C
	5	22.7	No	C
	6	23.2	No	C
	7	25.6	No	C
	8	22.9	No	C
	9	21.8	No	C
	10	22.9	No	C
	Average:	**23.2**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	23.8	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	25.0	No	C
	5	22.7	No	C
	6	23.2	No	C
	7	25.6	No	C
	8	22.9	No	C
	9	21.8	No	C
	10	22.9	No	C
	Average:	**23.2**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	23.8	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	25.0	No	C
	5	22.7	No	C
	6	23.2	No	C
	7	25.6	No	C
	8	22.9	No	C
	9	21.8	No	C
	10	22.9	No	C
	Average:	**23.2**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535322**
	1	9.0	No	A
	2	8.8	No	A
	3	9.2	No	A
	4	8.5	No	A
	5	9.9	No	A
	6	9.1	No	A
	7	8.8	No	A
	8	8.6	No	A
	9	9.3	No	A
	10	8.6	No	A
	Average:	**9.0**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.9	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	13.3	No	B
	3	12.7	No	B
	4	13.1	No	B
	5	12.6	No	B
	6	13.1	No	B
	7	12.9	No	B
	8	13.1	No	B
	9	12.2	No	B
	10	13.3	No	B
	Average:	**12.9**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.9	No	A
	2	8.2	No	A
	3	9.0	No	A
	4	8.6	No	A
	5	8.2	No	A
	6	9.2	No	A
	7	9.2	No	A
	8	9.1	No	A
	9	8.6	No	A
	10	8.6	No	A
	Average:	**8.8**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	6.2	No	A
	2	6.6	No	A
	3	6.7	No	A
	4	6.6	No	A
	5	6.4	No	A
	6	5.6	No	A
	7	6.0	No	A
	8	7.2	No	A
	9	6.1	No	A
	10	6.2	No	A
	Average:	**6.4**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	2.9	No	A
	2	1.1	No	A
	3	4.4	No	A
	4	3.1	No	A
	5	5.5	No	A
	6	3.2	No	A
	7	2.5	No	A
	8	5.5	No	A
	9	3.3	No	A
	10	3.9	No	A
	Average:	**3.5**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	7.2	No	A
	2	9.2	No	A
	3	6.2	No	A
	4	6.4	No	A
	5	5.1	No	A
	6	4.8	No	A
	7	6.2	No	A
	8	6.4	No	A
	9	7.8	No	A
	10	6.8	No	A
	Average:	**6.6**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	5.1	No	A
	2	5.6	No	A
	3	7.9	No	A
	4	4.0	No	A
	5	4.4	No	A
	6	5.6	No	A
	7	5.1	No	A
	8	3.1	No	A
	9	4.9	No	A
	10	3.3	No	A
	Average:	**4.9**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	14.7	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	15.2	No	B
	3	13.9	No	B
	4	14.4	No	B
	5	13.1	No	B
	6	16.6	No	B
	7	14.7	No	B
	8	14.7	No	B
	9	15.2	No	B
	10	13.6	No	B
	Average:	**14.6**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	22.9	No	C
	2	23.0	No	C
	3	21.0	No	C
	4	21.7	No	C
	5	22.5	No	C
	6	21.6	No	C
	7	22.0	No	C
	8	21.0	No	C
	9	23.0	No	C
	10	22.5	No	C
	Average:	**22.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	21.6	No	C
	2	22.0	No	C
	3	22.1	No	C
	4	21.6	No	C
	5	21.9	No	C
	6	22.4	No	C
	7	21.3	No	C
	8	22.7	No	C
	9	21.6	No	C
	10	21.8	No	C
	Average:	**21.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	21.6	No	C
	2	22.0	No	C
	3	22.1	No	C
	4	21.6	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	21.9	No	C
	6	22.4	No	C
	7	21.3	No	C
	8	22.7	No	C
	9	21.6	No	C
	10	21.8	No	C
	Average:	**21.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	20.7	No	C
	2	22.1	No	C
	3	22.2	No	C
	4	21.8	No	C
	5	21.8	No	C
	6	21.8	No	C
	7	21.3	No	C
	8	21.7	No	C
	9	21.0	No	C
	10	22.4	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	23.0	No	C
	2	22.2	No	C
	3	23.0	No	C
	4	22.3	No	C
	5	22.0	No	C
	6	22.5	No	C
	7	22.4	No	C
	8	22.2	No	C
	9	22.1	No	C
	10	22.3	No	C
	Average:	**22.4**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	24.8	No	C
	2	24.8	No	C
	3	32.5	No	D
	4	29.1	No	D
	5	27.3	No	D
	6	24.5	No	C
	7	30.6	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	27.9	No	D
	9	32.9	No	D
	10	30.6	No	D
	Average:	**28.5**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	23.7	No	C
	2	23.6	No	C
	3	22.4	No	C
	4	23.2	No	C
	5	22.9	No	C
	6	22.4	No	C
	7	23.1	No	C
	8	23.1	No	C
	9	25.3	No	C
	10	22.9	No	C
	Average:	**23.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	23.7	No	C
	2	23.6	No	C
	3	22.4	No	C
	4	23.2	No	C
	5	22.9	No	C
	6	22.4	No	C
	7	23.1	No	C
	8	23.1	No	C
	9	25.3	No	C
	10	22.9	No	C
	Average:	**23.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	23.7	No	C
	2	23.6	No	C
	3	22.4	No	C
	4	23.2	No	C
	5	22.9	No	C
	6	22.4	No	C
	7	23.1	No	C
	8	23.1	No	C
	9	25.3	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	22.9	No	C
	Average:	**23.3**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.2	No	C
	2	17.3	No	B
	3	18.5	No	C
	4	18.0	No	C
	5	18.5	No	C
	6	18.6	No	C
	7	17.6	No	B
	8	18.2	No	C
	9	17.7	No	B
	10	18.6	No	C
	Average:	**18.1**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	16.9	No	B
	2	17.8	No	B
	3	16.9	No	B
	4	17.2	No	B
	5	16.9	No	B
	6	16.8	No	B
	7	17.7	No	B
	8	17.8	No	B
	9	17.4	No	B
	10	16.8	No	B
	Average:	**17.2**	**No**	**B**
Basic - Between WALES RD and BUCK RD (EB) - SWB				**Segment: 4694**
	1	20.8	No	C
	2	20.6	No	C
	3	20.7	No	C
	4	20.8	No	C
	5	21.2	No	C
	6	20.8	No	C
	7	20.6	No	C
	8	21.1	No	C
	9	21.0	No	C
	10	21.1	No	C
	Average:	**20.9**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (EB) - SWB				**Segment: 4695**
	1	18.1	No	B
	2	19.4	No	B
	3	17.8	No	B
	4	18.7	No	B
	5	18.5	No	B
	6	18.6	No	B
	7	17.9	No	B
	8	18.6	No	B
	9	18.3	No	B
	10	17.6	No	B
	Average:	**18.4**	**No**	**B**
Diverge - To BUCK RD (EB) - SWB				**Segment: 4696**
	1	18.1	No	B
	2	19.4	No	B
	3	17.8	No	B
	4	18.7	No	B
	5	18.5	No	B
	6	18.6	No	B
	7	17.9	No	B
	8	18.6	No	B
	9	18.3	No	B
	10	17.6	No	B
	Average:	**18.4**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	17.5	No	B
	2	18.0	No	B
	3	17.5	No	B
	4	17.6	No	B
	5	18.5	No	C
	6	17.1	No	B
	7	17.9	No	B
	8	18.4	No	C
	9	17.9	No	B
	10	17.5	No	B
	Average:	**17.8**	**No**	**B**
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	16.4	No	B
	2	16.4	No	B
	3	16.3	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	16.6	No	B
5	16.2	No	B
6	16.7	No	B
7	16.3	No	B
8	16.4	No	B
9	16.8	No	B
10	16.8	No	B
Average:	**16.5**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	17.6	No	B
2	17.7	No	B
3	17.9	No	B
4	17.7	No	B
5	17.8	No	B
6	17.5	No	B
7	17.3	No	B
8	18.0	No	C
9	17.5	No	B
10	17.8	No	B
Average:	**17.7**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	17.2	No	B
2	17.2	No	B
3	19.4	No	C
4	18.0	No	B
5	15.3	No	B
6	15.2	No	B
7	18.1	No	C
8	17.6	No	B
9	18.2	No	C
10	15.3	No	B
Average:	**17.2**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	9.5	No	A
2	8.6	No	A
3	8.4	No	A
4	8.5	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	10.8	No	A
	6	8.4	No	A
	7	8.1	No	A
	8	8.7	No	A
	9	7.1	No	A
	10	8.7	No	A
	Average:	**8.7**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	12.7	No	B
	2	11.5	No	B
	3	11.8	No	B
	4	11.8	No	B
	5	11.1	No	B
	6	13.8	No	B
	7	11.4	No	B
	8	13.0	No	B
	9	12.6	No	B
	10	11.6	No	B
	Average:	**12.1**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	9.0	No	A
	2	9.4	No	A
	3	9.0	No	A
	4	9.0	No	A
	5	9.2	No	A
	6	8.7	No	A
	7	8.8	No	A
	8	8.9	No	A
	9	9.0	No	A
	10	8.8	No	A
	Average:	**9.0**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.2	No	A
	2	5.8	No	A
	3	5.7	No	A
	4	6.5	No	A
	5	5.9	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.0	No	A
	7	6.2	No	A
	8	6.0	No	A
	9	6.5	No	A
	10	6.7	No	A
	Average:	**6.2**	**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: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	7.2	0.8	6.1	8.4	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		6.7	0.2	6.3	7.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		18.1	0.1	17.9	18.3	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	13.8	0.4	13.0	14.2	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	13.8	0.4	13.0	14.2	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	17.6	0.3	17.1	18.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	17.6	0.3	17.1	18.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	17.4	0.4	16.7	18.1	10
4689	NE	Merge	From BUCK RD (EB)	16.2	0.4	15.4	16.7	10
4690	NE	Merge	From BUCK RD (EB)	16.2	0.4	15.4	16.7	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	19.7	0.2	19.4	20.1	10
4692	NE	Diverge	To WALES RD	17.1	0.5	16.0	17.9	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	18.0	0.6	17.5	18.9	10
4670	N	Merge	From WALES RD	24.8	1.0	23.7	26.3	10
4671	N	Merge	From WALES RD	24.8	1.0	23.7	26.3	10
4672	N	Merge	From WALES RD	24.8	1.0	23.7	26.3	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	29.7	2.3	26.7	34.2	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	23.2	1.1	21.1	25.2	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	1.3	20.9	25.5	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	1.3	20.9	25.5	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	23.0	1.3	20.9	25.5	10
4646	N	Basic	From WALES RD	23.2	1.3	21.3	25.6	10
4647	N	Basic	From WALES RD	23.2	1.3	21.3	25.6	10
4648	N	Basic	From WALES RD	23.2	1.3	21.3	25.6	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	9.0	0.4	8.5	9.9	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.9	0.3	12.2	13.3	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.8	0.4	8.2	9.2	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.4	0.4	5.6	7.2	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	3.5	1.3	1.1	5.5	10
10545	NW	Basic	To RAMP (NWB)	6.6	1.3	4.8	9.2	10
10542	E	Basic	From RAMP (EB)	4.9	1.4	3.1	7.9	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	14.6	1.0	13.1	16.6	10
4655	S	Basic	To SB I 75 (SB)	22.1	0.8	21.0	23.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	21.9	0.4	21.3	22.7	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	21.9	0.4	21.3	22.7	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.5	20.7	22.4	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.4	0.3	22.0	23.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	28.5	3.2	24.5	32.9	10
4676	S	Diverge	To WALES RD	23.3	0.8	22.4	25.3	10
4677	S	Diverge	To WALES RD	23.3	0.8	22.4	25.3	10
4678	S	Diverge	To WALES RD	23.3	0.8	22.4	25.3	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.1	0.5	17.3	18.6	10
4693	SW	Merge	From WALES RD	17.2	0.4	16.8	17.8	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	20.9	0.2	20.6	21.2	10
4695	SW	Diverge	To BUCK RD (EB)	18.4	0.5	17.6	19.4	10
4696	SW	Diverge	To BUCK RD (EB)	18.4	0.5	17.6	19.4	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	17.8	0.4	17.1	18.5	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	16.5	0.2	16.2	16.8	10
4717	SW	Basic		17.7	0.2	17.3	18.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	17.2	1.4	15.2	19.4	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.7	1.0	7.1	10.8	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	12.1	0.9	11.1	13.8	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	9.0	0.2	8.7	9.4	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.2	0.3	5.7	6.7	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPUI
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,959.0	20.77	38.2	E
2	1,983.0	23.07	41.9	E
3	2,027.0	26.33	46.8	E
4	1,989.0	21.44	38.8	E
5	2,011.0	21.68	38.8	E
6	1,993.0	23.47	42.4	E
7	2,010.0	22.00	39.4	E
8	1,990.0	26.83	48.5	E
9	1,968.0	32.86	60.1	F
10	2,009.0	28.02	50.2	F
Average:	**1,993.9**	**24.65**	**44.5**	**E**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,091.0	3.93	6.8	A
2	2,091.0	4.44	7.6	A
3	2,138.0	4.51	7.6	A
4	2,095.0	4.71	8.1	A
5	2,108.0	4.14	7.1	A
6	2,115.0	4.56	7.8	A
7	2,115.0	5.14	8.7	A
8	2,103.0	4.20	7.2	A
9	2,102.0	4.07	7.0	A
10	2,109.0	4.49	7.7	A
Average:	**2,106.7**	**4.42**	**7.6**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,004.0	23.58	42.4	E
2	2,013.0	31.26	55.9	F
3	2,135.0	24.63	41.5	E
4	2,047.0	23.95	42.1	E
5	2,098.0	26.17	44.9	E
6	2,056.0	22.61	39.6	E
7	2,103.0	22.16	37.9	E

8	2,072.0	25.38	44.1	E
9	2,047.0	29.66	52.2	F
10	2,083.0	23.63	40.8	E
Average:	**2,065.8**	**25.30**	**44.1**	**E**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,112.0	5.87	10.0	B
2	2,110.0	6.52	11.1	B
3	2,132.0	8.48	14.3	B
4	2,122.0	7.80	13.2	B
5	2,119.0	6.33	10.8	B
6	2,121.0	8.58	14.6	B
7	2,138.0	8.27	13.9	B
8	2,118.0	8.09	13.7	B
9	2,126.0	8.36	14.2	B
10	2,114.0	9.51	16.2	C
Average:	**2,121.2**	**7.78**	**13.2**	**B**

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	24.6	3.8	20.8	32.9	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	4.4	0.4	3.9	5.1	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	25.3	3.0	22.2	31.3	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	7.8	1.2	5.9	9.5	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	44.5	7.0	38.2	60.1	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	7.6	0.6	6.8	8.7	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	44.1	5.7	37.9	55.9	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	13.2	2.0	10.0	16.2	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	476.0	1.75	13.2	B
2	486.0	1.46	10.8	B
3	480.0	1.44	10.8	B
4	483.0	1.56	11.6	B
5	479.0	1.31	9.8	A
6	482.0	1.59	11.9	B
7	482.0	1.36	10.2	B
8	474.0	1.26	9.5	A
9	476.0	1.60	12.1	B
10	478.0	1.53	11.5	B
Average:	**479.0**	**1.49**	**11.1**	**B**
NWB R on BUCK RD: Lane ID 33640836				
1	737.0	14.12	69.0	F
2	739.0	16.55	80.6	F
3	801.0	16.08	72.3	F
4	756.0	14.12	67.2	F
5	789.0	14.79	67.5	F
6	753.0	14.72	70.4	F
7	769.0	14.00	65.5	F
8	770.0	15.93	74.5	F
9	758.0	15.60	74.1	F
10	778.0	16.01	74.1	F
Average:	**765.0**	**15.19**	**71.5**	**F**
SEB T on BUCK RD: Lane ID 33640840				
1	382.0	0.69	6.5	A
2	384.0	0.67	6.3	A
3	381.0	0.70	6.7	A
4	379.0	0.75	7.1	A
5	382.0	0.75	7.1	A
6	383.0	0.76	7.2	A
7	385.0	0.70	6.6	A
8	379.0	0.62	5.9	A
9	380.0	0.77	7.3	A
10	383.0	0.69	6.5	A
Average:	**381.0**	**0.71**	**6.7**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on LIME CITY RD: Lane ID 33640838				
1	364.0	4.22	41.7	E
2	374.0	4.39	42.3	E
3	365.0	8.11	80.0	F
4	371.0	5.02	48.7	E
5	361.0	4.83	48.1	E
6	375.0	6.39	61.3	F
7	374.0	5.94	57.1	F
8	367.0	9.02	88.5	F
9	354.0	14.89	151.4	F
10	370.0	9.80	95.3	F
Average:	**367.0**	**7.26**	**71.4**	**F**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	294.0	0.00	0.0	A
2	301.0	0.00	0.0	A
3	329.0	0.00	0.0	A
4	300.0	0.00	0.0	A
5	305.0	0.00	0.0	A
6	318.0	0.00	0.0	A
7	308.0	0.00	0.0	A
8	305.0	0.00	0.0	A
9	305.0	0.00	0.0	A
10	319.0	0.00	0.0	A
Average:	**308.0**	**0.00**	**0.0**	**A**
EB R on BUCK RD: Lane ID 33640862				
1	503.0	0.00	0.0	A
2	509.0	0.00	0.0	A
3	518.0	0.00	0.0	A
4	518.0	0.00	0.0	A
5	514.0	0.00	0.0	A
6	512.0	0.00	0.0	A
7	526.0	0.00	0.0	A
8	520.0	0.00	0.0	A
9	508.0	0.00	0.0	A
10	506.0	0.00	0.0	A
Average:	**513.0**	**0.00**	**0.0**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	337.0	1.28	13.7	B
2	329.0	1.25	13.7	B
3	335.0	1.47	15.8	C
4	332.0	1.37	14.8	B
5	338.0	1.39	14.8	B
6	340.0	1.40	14.8	B
7	329.0	1.62	17.7	C
8	336.0	1.28	13.7	B
9	335.0	1.07	11.5	B
10	337.0	1.43	15.3	C
Average:	**334.0**	**1.36**	**14.6**	**B**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	578.0	1.48	9.2	A
2	581.0	1.66	10.3	B
3	582.0	1.51	9.3	A
4	579.0	1.71	10.7	B
5	577.0	1.49	9.3	A
6	578.0	1.62	10.1	B
7	578.0	1.68	10.4	B
8	574.0	1.58	9.9	A
9	582.0	1.71	10.6	B
10	579.0	1.60	9.9	A
Average:	**578.0**	**1.60**	**10.0**	**A**
WB R on BUCK RD: Lane ID 33640858				
1	379.0	1.16	11.1	B
2	371.0	1.53	14.8	B
3	374.0	1.53	14.7	B
4	366.0	1.63	16.0	C
5	374.0	1.26	12.2	B
6	367.0	1.54	15.1	C
7	374.0	1.84	17.7	C
8	368.0	1.34	13.1	B
9	372.0	1.29	12.5	B
10	368.0	1.46	14.3	B
Average:	**371.0**	**1.46**	**14.2**	**B**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	253.0	1.01	14.3	B
2	264.0	1.07	14.6	B
3	250.0	1.37	19.7	C
4	264.0	1.34	18.3	C
5	254.0	1.02	14.5	B
6	270.0	1.00	13.4	B
7	253.0	1.33	19.0	C
8	253.0	0.99	14.1	B
9	254.0	1.14	16.1	C
10	249.0	1.19	17.2	C
Average:	**256.0**	**1.15**	**16.1**	**C**
EB T on BUCK RD: Lane ID 33640881				
1	413.0	1.14	9.9	A
2	418.0	1.18	10.2	B
3	418.0	1.49	12.8	B
4	400.0	1.31	11.8	B
5	409.0	1.13	9.9	A
6	405.0	1.14	10.2	B
7	422.0	1.42	12.1	B
8	406.0	1.18	10.4	B
9	406.0	1.22	10.8	B
10	423.0	1.22	10.4	B
Average:	**412.0**	**1.24**	**10.9**	**B**
NWB T on BUCK RD: Lane ID 33640877				
1	352.0	0.00	0.0	A
2	343.0	0.00	0.0	A
3	366.0	0.00	0.0	A
4	343.0	0.00	0.0	A
5	354.0	0.00	0.0	A
6	359.0	0.00	0.0	A
7	360.0	0.00	0.0	A
8	354.0	0.00	0.0	A
9	346.0	0.00	0.0	A
10	358.0	0.00	0.0	A
Average:	**353.0**	**0.00**	**0.0**	**A**
NWB T on BUCK RD: Lane ID 33640878				
1	444.0	0.11	0.9	A
2	447.0	0.15	1.2	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	459.0	0.04	0.3	A
4	439.0	0.08	0.6	A
5	451.0	0.05	0.4	A
6	453.0	0.06	0.5	A
7	443.0	0.05	0.4	A
8	452.0	0.07	0.6	A
9	448.0	0.09	0.7	A
10	461.0	0.09	0.7	A
Average:	**449.0**	**0.08**	**0.6**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835				
1	239.0	8.40	126.5	F
2	242.0	9.98	148.4	F
3	284.0	8.36	105.9	F
4	272.0	7.76	102.7	F
5	274.0	8.81	115.8	F
6	255.0	7.02	99.1	F
7	282.0	7.27	92.8	F
8	274.0	9.05	118.9	F
9	267.0	10.02	135.1	F
10	263.0	7.66	104.8	F
Average:	**265.0**	**8.43**	**115.0**	**F**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836				
1	303.0	12.92	153.6	F
2	299.0	18.88	227.4	F
3	358.0	13.37	134.5	F
4	329.0	13.45	147.2	F
5	356.0	15.16	153.3	F
6	314.0	13.38	153.4	F
7	343.0	12.09	126.9	F
8	333.0	14.09	152.3	F
9	326.0	17.19	189.8	F
10	329.0	13.48	147.5	F
Average:	**329.0**	**14.40**	**158.6**	**F**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	709.0	2.15	10.9	B
2	704.0	2.18	11.1	B
3	721.0	2.90	14.5	B

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	713.0	2.52	12.7	B
5	715.0	2.07	10.4	B
6	717.0	2.95	14.8	B
7	722.0	2.62	13.1	B
8	718.0	2.46	12.3	B
9	717.0	2.95	14.8	B
10	720.0	2.48	12.4	B
Average:	**715.0**	**2.53**	**12.7**	**B**
EB T on BUCK RD: Lane ID 33640909				
1	371.0	0.40	3.9	A
2	378.0	0.43	4.1	A
3	379.0	0.41	3.9	A
4	380.0	0.42	3.9	A
5	378.0	0.43	4.1	A
6	377.0	0.42	4.0	A
7	380.0	0.43	4.1	A
8	372.0	0.41	3.9	A
9	374.0	0.47	4.6	A
10	370.0	0.46	4.5	A
Average:	**375.0**	**0.43**	**4.1**	**A**
NB T on GLENWOOD RD: Lane ID 33640904				
1	360.0	2.13	21.3	C
2	359.0	2.34	23.5	C
3	357.0	3.50	35.3	E
4	360.0	3.45	34.5	D
5	355.0	2.35	23.8	C
6	359.0	3.74	37.5	E
7	362.0	3.73	37.1	E
8	361.0	3.89	38.8	E
9	363.0	3.46	34.3	D
10	357.0	5.32	53.6	F
Average:	**359.0**	**3.39**	**34.0**	**D**
SB T on GLENWOOD RD: Lane ID 33640901				
1	301.0	0.54	6.5	A
2	299.0	0.66	7.9	A
3	300.0	0.65	7.8	A
4	298.0	0.60	7.3	A
5	298.0	0.54	6.5	A
6	300.0	0.61	7.3	A
7	297.0	0.57	7.0	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	298.0	0.56	6.7	A
9	299.0	0.56	6.7	A
10	297.0	0.52	6.3	A
Average:	**298.0**	**0.58**	**7.0**	**A**
WB T on 3RD ST: Lane ID 33640897				
1	339.0	0.62	6.6	A
2	338.0	0.89	9.4	A
3	345.0	0.99	10.4	B
4	340.0	0.78	8.2	A
5	340.0	0.93	9.9	A
6	337.0	0.85	9.0	A
7	344.0	0.90	9.4	A
8	338.0	0.75	8.0	A
9	341.0	0.90	9.5	A
10	339.0	0.72	7.6	A
Average:	**340.0**	**0.83**	**8.8**	**A**
WB T on 3RD ST: Lane ID 33640898				
1	32.0	0.02	2.6	A
2	32.0	0.03	3.3	A
3	30.0	0.02	2.9	A
4	31.0	0.03	3.5	A
5	33.0	0.02	2.2	A
6	31.0	0.02	2.7	A
7	33.0	0.02	2.7	A
8	31.0	0.03	3.0	A
9	32.0	0.02	2.2	A
10	31.0	0.03	3.1	A
Average:	**31.0**	**0.02**	**2.8**	**A**

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	15.2	0.9	14.0	16.6	10
SWB T	33640838	LIME CITY RD	7.3	3.3	4.2	14.9	10
SEB T	33640840	BUCK RD	0.7	0.0	0.6	0.8	10
NB T	33640842	LIME CITY RD	1.5	0.1	1.3	1.8	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	1.4	0.1	1.1	1.6	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	1.6	0.1	1.5	1.7	10
WB R	33640858	BUCK RD	1.5	0.2	1.2	1.8	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	8.4	1.0	7.0	10.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	14.4	2.1	12.1	18.9	10
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.1	0.0	0.0	0.2	10
EB T	33640880	BUCK RD	1.1	0.2	1.0	1.4	10
EB T	33640881	BUCK RD	1.2	0.1	1.1	1.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.8	0.1	0.6	1.0	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10
SB T	33640901	GLENWOOD RD	0.6	0.0	0.5	0.7	10
NB T	33640904	GLENWOOD RD	3.4	0.9	2.1	5.3	10
EB T	33640908	BUCK RD	2.5	0.3	2.1	3.0	10
EB T	33640909	BUCK RD	0.4	0.0	0.4	0.5	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	71.5	4.5	65.5	80.6	10
SWB T	33640838	LIME CITY RD	71.4	34.0	41.7	151.4	10
SEB T	33640840	BUCK RD	6.7	0.4	5.9	7.3	10
NB T	33640842	LIME CITY RD	11.1	1.1	9.5	13.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	14.6	1.6	11.5	17.7	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	10.0	0.6	9.2	10.7	10
WB R	33640858	BUCK RD	14.2	2.0	11.1	17.7	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	115.0	17.5	92.8	148.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	158.6	29.2	126.9	227.4	10
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.6	0.3	0.3	1.2	10
EB T	33640880	BUCK RD	16.1	2.3	13.4	19.7	10
EB T	33640881	BUCK RD	10.9	1.0	9.9	12.8	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	8.8	1.2	6.6	10.4	10
WB T	33640898	3RD ST	2.8	0.4	2.2	3.5	10
SB T	33640901	GLENWOOD RD	7.0	0.6	6.3	7.9	10
NB T	33640904	GLENWOOD RD	34.0	9.5	21.3	53.6	10
EB T	33640908	BUCK RD	12.7	1.6	10.4	14.8	10
EB T	33640909	BUCK RD	4.1	0.3	3.9	4.6	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	34.1	1.1	139.0	5.0	0.0%
2	120.0	22.4	0.7	125.1	4.0	0.0%
3	120.0	17.5	0.6	101.6	3.0	0.0%
4	120.0	27.8	0.9	128.6	4.0	0.0%
5	120.0	16.1	0.6	101.1	3.0	0.0%
6	120.0	26.3	0.9	135.6	4.0	0.0%
7	120.0	19.5	0.7	102.9	4.0	0.0%
8	120.0	14.3	0.5	101.4	3.0	0.0%
9	120.0	14.3	0.5	87.1	3.0	0.0%
10	120.0	22.5	0.8	98.9	3.0	0.0%
Average:	**120.0**	**21.5**	**0.7**	**112.1**	**3.6**	**0.0%**
NWB R on BUCK RD - Lane ID 33640836						
1	120.0	184.3	4.9	869.9	22.0	4.2%
2	120.0	187.8	5.0	870.7	22.0	6.7%
3	120.0	120.8	3.3	555.7	15.0	0.8%
4	120.0	109.0	3.1	626.8	14.3	2.5%
5	120.0	123.1	3.4	590.5	15.0	1.7%
6	120.0	150.7	3.9	736.6	19.0	0.8%
7	120.0	97.5	2.7	503.1	16.0	1.7%
8	120.0	143.5	4.1	752.4	21.0	2.5%
9	120.0	166.9	4.6	821.0	20.0	3.3%
10	120.0	119.0	3.4	664.9	18.1	3.3%
Average:	**120.0**	**140.3**	**3.8**	**699.2**	**18.2**	**2.8%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	8.8	0.3	60.4	2.0	0.0%
2	120.0	9.0	0.3	51.3	2.0	0.0%
3	120.0	9.0	0.3	49.3	2.0	0.0%
4	120.0	14.3	0.5	88.0	3.0	0.0%
5	120.0	12.6	0.4	88.4	2.0	0.0%
6	120.0	14.8	0.4	73.4	2.0	0.0%
7	120.0	7.6	0.3	42.8	2.0	0.0%
8	120.0	7.3	0.3	43.8	2.0	0.0%
9	120.0	10.5	0.3	64.1	2.0	0.0%
10	120.0	9.2	0.3	58.0	2.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
Average:	**120.0**	**10.3**	**0.3**	**62.0**	**2.1**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	95.2	3.4	269.9	9.0	0.0%
2	120.0	95.5	3.5	276.4	10.0	0.0%
3	120.0	186.4	6.7	419.8	15.0	0.0%
4	120.0	118.6	4.3	320.3	12.0	0.0%
5	120.0	122.9	4.3	360.4	12.0	0.0%
6	120.0	141.7	5.0	408.6	13.1	0.0%
7	120.0	137.3	5.0	336.6	13.0	0.0%
8	120.0	210.2	7.3	471.9	17.0	0.0%
9	120.0	354.0	11.7	1,037.5	34.1	0.0%
10	120.0	208.7	7.3	654.4	22.0	0.0%
Average:	**120.0**	**167.1**	**5.9**	**455.6**	**15.7**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB R on BUCK RD - Lane ID 33640862						
1	120.0	1.1	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.9	0.0	0.0	0.0	0.0%
6	120.0	0.6	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640862						
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9841						
1	120.0	28.9	0.8	135.4	3.0	0.0%
2	120.0	24.0	0.8	112.6	3.0	0.0%
3	120.0	25.5	0.9	125.4	4.0	0.0%
4	120.0	29.3	0.9	126.8	4.0	0.0%
5	120.0	25.8	0.9	150.6	4.0	0.0%
6	120.0	25.7	0.8	128.3	4.0	0.0%
7	120.0	34.2	1.1	162.9	5.0	0.0%
8	120.0	26.1	0.8	132.1	3.0	0.0%
9	120.0	15.8	0.5	90.5	3.0	0.0%
10	120.0	28.8	0.9	133.9	5.0	0.0%
Average:	**120.0**	**26.4**	**0.8**	**129.9**	**3.8**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
1	120.0	17.6	0.7	133.2	4.0	0.0%
2	120.0	20.6	0.7	117.3	4.0	0.0%
3	120.0	21.1	0.8	102.3	3.0	0.0%
4	120.0	22.8	0.8	126.1	4.0	0.0%
5	120.0	20.0	0.8	117.9	4.0	0.0%
6	120.0	20.0	0.7	67.0	3.0	0.0%
7	120.0	14.7	0.6	98.9	3.0	0.0%
8	120.0	20.1	0.8	121.3	4.0	0.0%
9	120.0	24.1	0.8	116.4	5.0	0.0%
10	120.0	18.5	0.7	114.6	3.0	0.0%
Average:	**120.0**	**20.0**	**0.7**	**111.5**	**3.7**	**0.0%**
WB R on BUCK RD - Lane ID 33640858						
1	120.0	26.7	0.8	155.3	4.0	5.0%
2	120.0	45.7	1.1	198.8	5.0	10.8%
3	120.0	36.6	1.0	194.9	5.0	5.8%
4	120.0	41.6	1.0	207.1	4.0	8.3%
5	120.0	32.8	0.8	178.9	4.0	5.8%
6	120.0	44.5	1.1	185.6	5.0	8.3%
7	120.0	53.8	1.2	226.8	5.0	15.0%
8	120.0	33.3	0.9	154.1	4.0	2.5%
9	120.0	35.7	1.0	181.4	5.0	6.7%
10	120.0	38.0	1.0	170.5	4.0	4.2%
Average:	**120.0**	**38.9**	**1.0**	**185.3**	**4.5**	**7.2%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on BUCK RD - Lane ID 33640858						

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	18.5	0.7	91.5	3.0	0.0%
2	120.0	16.5	0.7	80.1	3.0	0.0%
3	120.0	25.8	1.0	105.6	4.0	0.0%
4	120.0	27.3	1.0	102.0	4.0	0.0%
5	120.0	22.4	0.8	101.6	3.0	0.0%
6	120.0	15.7	0.7	86.1	3.0	0.0%
7	120.0	27.4	1.0	119.0	4.0	0.0%
8	120.0	15.5	0.7	74.2	3.0	0.0%
9	120.0	20.9	0.8	101.0	3.0	0.0%
10	120.0	21.8	0.8	85.9	3.0	0.0%
Average:	**120.0**	**21.2**	**0.8**	**94.7**	**3.3**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	16.2	0.7	88.0	3.0	0.0%
2	120.0	17.1	0.7	95.6	4.0	0.0%
3	120.0	19.8	0.9	107.0	4.0	0.0%
4	120.0	21.2	0.8	115.1	4.0	0.0%
5	120.0	15.7	0.7	75.8	3.0	0.0%
6	120.0	14.8	0.7	69.5	3.0	0.0%
7	120.0	20.6	0.8	111.4	4.0	0.0%
8	120.0	17.4	0.8	98.0	4.0	0.0%
9	120.0	15.3	0.6	92.1	3.0	0.0%
10	120.0	16.4	0.7	70.6	3.0	0.0%
Average:	**120.0**	**17.5**	**0.7**	**92.3**	**3.5**	**0.0%**
NWB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640877						
NWB T on BUCK RD - Lane ID 33640878						
1	120.0	0.8	0.1	0.1	0.0	0.0%
2	120.0	0.5	0.0	0.0	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	1.2	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.5	0.0	0.0	0.0	0.0%
10	120.0	0.8	0.1	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9835						
1	120.0	107.3	3.0	495.6	12.1	1.7%
2	120.0	64.9	2.0	227.1	8.0	0.0%
3	120.0	96.5	2.7	344.6	9.0	0.8%
4	120.0	48.3	1.6	194.3	6.0	0.0%
5	120.0	95.0	2.8	295.2	8.0	0.0%
6	120.0	34.2	1.1	145.7	5.0	0.0%
7	120.0	70.5	2.0	221.5	6.0	0.0%
8	120.0	95.3	2.7	337.6	9.0	0.0%
9	120.0	78.0	2.2	290.7	7.0	0.0%
10	120.0	65.7	2.0	244.4	7.0	0.0%
Average:	**120.0**	**75.6**	**2.2**	**279.7**	**7.7**	**0.3%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
1	120.0	393.2	10.0	1,378.8	34.1	13.3%
2	120.0	557.9	15.0	1,390.1	39.1	18.3%
3	120.0	352.9	9.6	1,376.2	37.1	6.7%
4	120.0	387.0	10.3	1,385.0	36.1	11.7%
5	120.0	415.7	11.6	1,384.6	39.0	11.7%
6	120.0	416.6	10.8	1,415.3	37.1	16.7%
7	120.0	321.2	8.8	1,375.8	36.0	8.3%
8	120.0	333.7	9.2	1,362.4	35.1	6.7%
9	120.0	516.1	13.7	1,383.1	37.1	14.2%
10	120.0	405.4	11.0	1,374.3	37.1	8.3%
Average:	**120.0**	**410.0**	**11.0**	**1,382.6**	**36.8**	**11.6%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
1	120.0	26.4	1.0	154.5	5.0	0.0%
2	120.0	31.2	1.1	151.4	5.0	0.8%
3	120.0	31.2	0.9	211.4	5.0	0.0%
4	120.0	36.2	1.1	178.3	5.0	0.0%
5	120.0	26.0	0.9	166.9	5.0	0.0%
6	120.0	36.9	1.1	251.6	6.0	2.5%
7	120.0	32.2	1.1	167.0	6.0	1.7%
8	120.0	32.6	1.0	166.6	5.0	0.0%
9	120.0	48.7	1.3	270.0	6.0	4.2%
10	120.0	36.5	1.1	211.0	5.0	1.7%
Average:	**120.0**	**33.8**	**1.1**	**192.9**	**5.3**	**1.1%**
EB T on BUCK RD - Lane ID 33640909						
1	120.0	2.2	0.1	7.7	1.0	0.0%
2	120.0	1.9	0.2	4.9	1.0	0.0%
3	120.0	1.4	0.1	0.0	1.0	0.0%
4	120.0	1.2	0.1	0.8	1.0	0.0%
5	120.0	1.1	0.2	1.8	1.0	0.0%
6	120.0	2.6	0.2	6.5	1.0	0.0%
7	120.0	1.7	0.2	10.5	1.0	0.0%
8	120.0	1.4	0.1	0.0	1.0	0.0%
9	120.0	3.0	0.2	3.0	1.0	0.0%
10	120.0	3.8	0.2	28.1	1.0	0.0%
Average:	**120.0**	**2.0**	**0.2**	**6.3**	**1.0**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640904						
1	120.0	51.0	1.5	248.3	6.0	0.0%
2	120.0	56.4	1.8	194.3	5.0	0.0%
3	120.0	92.6	2.7	298.9	9.0	0.0%
4	120.0	78.6	2.3	271.9	6.0	0.0%
5	120.0	56.4	1.8	222.9	6.0	0.0%
6	120.0	99.5	3.1	367.9	10.0	0.0%
7	120.0	85.6	2.7	333.7	9.0	0.0%
8	120.0	91.3	2.8	293.9	9.0	0.0%
9	120.0	88.7	2.7	303.9	9.0	0.0%
10	120.0	126.9	3.5	570.1	14.0	5.8%
Average:	**120.0**	**82.7**	**2.5**	**310.6**	**8.3**	**0.6%**
SB T on GLENWOOD RD - Lane ID 33640901						
1	120.0	5.7	0.4	33.2	2.0	0.0%
2	120.0	7.3	0.3	48.5	2.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on GLENWOOD RD - Lane ID 33640901						
3	120.0	6.5	0.4	52.4	2.0	0.0%
4	120.0	5.4	0.3	31.5	2.0	0.0%
5	120.0	5.7	0.4	49.3	2.0	0.0%
6	120.0	6.6	0.3	54.3	2.0	0.0%
7	120.0	4.1	0.2	33.2	1.0	0.0%
8	120.0	6.0	0.4	57.8	2.0	0.0%
9	120.0	6.7	0.3	52.9	2.0	0.0%
10	120.0	3.9	0.3	26.4	2.0	0.0%
Average:	**120.0**	**5.8**	**0.3**	**44.0**	**1.9**	**0.0%**
WB T on 3RD ST - Lane ID 33640897						
1	120.0	9.9	0.3	73.1	2.0	0.0%
2	120.0	19.0	0.5	147.6	3.0	0.0%
3	120.0	22.7	0.6	147.9	3.0	0.0%
4	120.0	19.8	0.6	103.8	3.0	0.0%
5	120.0	17.3	0.4	131.4	2.0	0.0%
6	120.0	16.9	0.5	94.0	2.0	0.0%
7	120.0	23.6	0.6	114.6	3.0	0.0%
8	120.0	12.6	0.4	85.2	2.0	0.0%
9	120.0	12.4	0.4	76.7	2.0	0.0%
10	120.0	10.7	0.3	67.7	2.0	0.0%
Average:	**120.0**	**16.5**	**0.5**	**104.2**	**2.4**	**0.0%**
WB T on 3RD ST - Lane ID 33640898						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.4	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	7.0	0.3	51.5	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
2	120.0	12.5	0.5	69.8	2.0	0.0%
3	120.0	8.1	0.3	51.6	1.0	0.0%
4	120.0	8.2	0.4	42.8	1.0	0.0%
5	120.0	7.7	0.3	46.5	2.0	0.0%
6	120.0	10.6	0.3	69.5	2.0	0.0%
7	120.0	11.1	0.5	63.1	2.0	0.0%
8	120.0	15.4	0.5	94.0	2.0	0.0%
9	120.0	14.2	0.4	73.0	2.0	0.0%
10	120.0	8.5	0.3	51.6	2.0	0.0%
Average:	**120.0**	**10.3**	**0.4**	**61.3**	**1.7**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	6.9	0.2	66.6	1.0	0.0%
2	120.0	6.7	0.2	67.0	1.0	0.0%
3	120.0	6.0	0.2	60.1	2.0	0.0%
4	120.0	4.3	0.1	43.0	1.0	0.0%
5	120.0	4.0	0.1	19.5	1.0	0.0%
6	120.0	8.3	0.2	68.6	1.0	0.0%
7	120.0	2.5	0.0	0.0	0.0	0.0%
8	120.0	2.2	0.1	0.0	0.0	0.0%
9	120.0	2.6	0.1	0.8	0.0	0.0%
10	120.0	4.7	0.1	66.8	1.0	0.0%
Average:	**120.0**	**4.8**	**0.1**	**39.2**	**0.8**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	5.5	0.1	47.5	1.0	0.0%
2	120.0	5.0	0.2	58.9	1.0	0.0%
3	120.0	6.8	0.1	64.5	1.0	0.0%
4	120.0	8.1	0.2	68.1	1.0	0.0%
5	120.0	3.5	0.1	18.5	1.0	0.0%
6	120.0	7.8	0.1	70.6	1.0	0.0%
7	120.0	3.4	0.1	18.4	1.0	0.0%
8	120.0	6.7	0.1	66.6	1.0	0.0%
9	120.0	5.7	0.1	63.8	1.0	0.0%
10	120.0	3.4	0.1	16.1	1.0	0.0%
Average:	**120.0**	**5.6**	**0.1**	**49.3**	**1.0**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	17.1	0.7	67.5	2.0	0.0%
2	120.0	21.6	0.7	97.6	3.0	0.0%
3	120.0	16.7	0.6	73.9	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
4	120.0	17.9	0.7	75.6	2.0	0.0%
5	120.0	19.8	0.8	78.4	3.0	0.0%
6	120.0	20.9	0.8	75.2	3.0	0.0%
7	120.0	19.2	0.7	78.0	2.0	0.0%
8	120.0	18.6	0.8	71.8	3.0	0.0%
9	120.0	16.5	0.7	71.6	2.0	0.0%
10	120.0	20.2	0.8	79.0	3.0	0.0%
Average:	**120.0**	**18.9**	**0.7**	**76.9**	**2.5**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	8.2	0.4	50.2	2.0	0.0%
2	120.0	11.6	0.4	71.7	2.0	0.0%
3	120.0	11.4	0.5	66.6	2.0	0.0%
4	120.0	7.0	0.3	59.9	1.0	0.0%
5	120.0	9.1	0.3	58.6	1.0	0.0%
6	120.0	10.5	0.4	51.8	2.0	0.0%
7	120.0	8.5	0.4	66.3	2.0	0.0%
8	120.0	9.7	0.4	61.4	2.0	0.0%
9	120.0	10.5	0.4	60.2	2.0	0.0%
10	120.0	9.8	0.4	58.1	2.0	0.0%
Average:	**120.0**	**9.6**	**0.4**	**60.5**	**1.8**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	0.8	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.8	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	0.4	0.0	0.0	0.0	0.0%
8	120.0	1.1	0.0	0.0	0.0	0.0%
9	120.0	0.1	0.0	0.0	0.0	0.0%
10	120.0	0.6	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	165.2	4.2	534.6	15.0	25.0%
2	120.0	152.8	4.4	530.5	15.0	15.8%
3	120.0	48.3	1.6	246.8	6.0	0.0%
4	120.0	122.3	3.6	370.4	12.0	1.7%
5	120.0	45.7	1.4	207.6	7.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on WALES RD - Lane ID 33634092						
6	120.0	117.6	3.2	516.6	13.0	6.7%
7	120.0	273.3	7.2	572.2	17.0	46.7%
8	120.0	205.7	5.3	556.4	14.0	24.2%
9	120.0	200.6	5.6	538.6	14.0	16.7%
10	120.0	36.9	1.2	175.2	5.0	0.0%
Average:	**120.0**	**136.8**	**3.8**	**424.9**	**11.8**	**13.7%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	19.1	0.7	97.4	2.0	0.0%
2	120.0	17.2	0.7	52.0	2.0	0.0%
3	120.0	13.8	0.6	47.9	2.0	0.0%
4	120.0	17.7	0.8	71.2	3.0	0.0%
5	120.0	19.9	0.9	79.1	3.0	0.0%
6	120.0	17.0	0.8	68.0	2.0	0.0%
7	120.0	20.9	0.9	78.4	3.0	0.0%
8	120.0	14.2	0.7	50.8	2.0	0.0%
9	120.0	15.4	0.6	72.2	2.0	0.0%
10	120.0	15.0	0.7	53.7	2.0	0.0%
Average:	**120.0**	**17.0**	**0.7**	**67.1**	**2.3**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	19.4	0.9	65.0	2.0	0.0%
2	120.0	18.2	0.8	68.4	2.0	0.0%
3	120.0	17.2	0.8	63.3	2.0	0.0%
4	120.0	15.9	0.8	49.3	2.0	0.0%
5	120.0	18.4	0.8	76.1	3.0	0.0%
6	120.0	19.2	0.8	89.1	3.0	0.0%
7	120.0	17.7	0.8	67.9	2.0	0.0%
8	120.0	15.9	0.7	63.9	2.0	0.0%
9	120.0	19.0	0.7	95.6	2.0	0.0%
10	120.0	14.5	0.7	74.1	3.0	0.0%
Average:	**120.0**	**17.5**	**0.8**	**71.3**	**2.3**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	84.7	2.4	290.3	9.0	0.0%
2	120.0	77.8	2.2	220.6	7.0	0.0%
3	120.0	89.9	2.6	266.5	7.0	0.0%
4	120.0	94.0	2.6	320.6	9.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
5	120.0	72.5	2.2	244.5	7.0	0.0%
6	120.0	90.2	2.7	259.9	8.0	0.0%
7	120.0	87.4	2.5	286.4	8.0	0.0%
8	120.0	69.6	2.2	251.3	8.0	0.0%
9	120.0	84.7	2.6	253.6	7.0	0.0%
10	120.0	117.1	3.1	384.6	9.0	0.0%
Average:	**120.0**	**86.8**	**2.5**	**277.8**	**7.9**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	78.1	2.3	261.3	7.0	0.0%
2	120.0	78.0	2.2	259.4	7.0	0.0%
3	120.0	89.8	2.6	282.4	7.0	0.0%
4	120.0	82.6	2.4	264.6	8.0	0.0%
5	120.0	74.0	2.2	246.3	7.0	0.0%
6	120.0	89.0	2.6	249.3	7.0	0.0%
7	120.0	86.8	2.5	281.4	8.0	0.0%
8	120.0	68.5	2.1	236.7	6.0	0.0%
9	120.0	69.4	2.1	234.5	7.0	0.0%
10	120.0	107.8	2.8	337.3	9.0	0.0%
Average:	**120.0**	**82.4**	**2.4**	**265.3**	**7.3**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	279.4	7.2	699.6	18.0	4.2%
2	120.0	295.6	7.6	736.5	20.0	4.2%
3	120.0	237.3	6.4	673.6	17.0	2.5%
4	120.0	321.0	8.6	763.4	21.0	4.2%
5	120.0	237.2	6.5	687.9	20.0	2.5%
6	120.0	213.6	5.8	639.2	18.0	0.8%
7	120.0	362.5	9.8	793.3	22.0	6.7%
8	120.0	305.8	8.0	719.7	18.0	2.5%
9	120.0	335.7	8.9	774.4	22.0	5.0%
10	120.0	259.2	7.0	639.2	17.0	0.0%
Average:	**120.0**	**284.7**	**7.6**	**712.7**	**19.3**	**3.3%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	3.9	0.2	16.4	1.0	0.0%
2	120.0	7.2	0.2	52.5	2.0	0.0%
3	120.0	5.9	0.2	42.4	1.0	0.0%
4	120.0	7.4	0.2	48.8	1.0	0.0%
5	120.0	4.5	0.2	21.6	1.0	0.0%
6	120.0	5.6	0.2	37.5	1.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on WALES RD - Lane ID 33573867						
7	120.0	7.5	0.3	42.1	1.0	0.0%
8	120.0	8.6	0.2	72.1	1.0	0.0%
9	120.0	5.4	0.2	36.3	1.0	0.0%
10	120.0	9.7	0.3	55.9	2.0	0.0%
Average:	**120.0**	**6.6**	**0.2**	**42.6**	**1.2**	**0.0%**

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	140.3	31.6	97.5	187.8	10
SEB T	33640840	BUCK RD	10.3	2.7	7.3	14.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	167.1	78.2	95.2	354.0	10
NB T	33640842	LIME CITY RD	21.5	6.5	14.3	34.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	38.9	7.8	26.7	53.8	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.3	0.4	0.0	1.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	26.4	4.7	15.8	34.2	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	20.0	2.6	14.7	24.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.1	0.2	0.0	0.5	10
NWB T	33640878	BUCK RD	0.5	0.4	0.0	1.2	10
EB T	33640880	BUCK RD	21.2	4.6	15.5	27.4	10
EB T	33640881	BUCK RD	17.5	2.3	14.8	21.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	75.6	23.4	34.2	107.3	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	410.0	75.3	321.2	557.9	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	16.5	4.9	9.9	23.6	10
WB T	33640898	3RD ST	0.1	0.2	0.0	0.7	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	33.8	6.5	26.0	48.7	10
EB T	33640909	BUCK RD	2.0	0.9	1.1	3.8	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	5.8	1.1	3.9	7.3	10
NB T	33640904	GLENWOOD RD	82.7	23.2	51.0	126.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	18.9	1.8	16.5	21.6	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.6	1.5	7.0	11.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.6	0.3	0.1	1.1	10
EB L	33573857	WALES RD	10.3	2.9	7.0	15.4	10
EB T	33573858	WALES RD	4.8	2.1	2.2	8.3	10
EB T	33573859	WALES RD	5.6	1.8	3.4	8.1	10
WB T	33634092	WALES RD	136.8	78.3	36.9	273.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	86.8	13.3	69.6	117.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	82.4	11.7	68.5	107.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	17.0	2.4	13.8	20.9	10
EB TR	33573865	WALES RD	17.5	1.6	14.5	19.4	10
WB L	33573866	WALES RD	284.7	48.0	213.6	362.5	10
WB T	33573867	WALES RD	6.6	1.8	3.9	9.7	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	3.8	0.8	2.7	5.0	10
SEB T	33640840	BUCK RD	0.3	0.1	0.3	0.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.9	2.5	3.4	11.7	10
NB T	33640842	LIME CITY RD	0.7	0.2	0.5	1.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	1.0	0.1	0.8	1.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.8	0.2	0.5	1.1	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.7	0.1	0.6	0.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.1	10
EB T	33640880	BUCK RD	0.8	0.1	0.7	1.0	10
EB T	33640881	BUCK RD	0.7	0.1	0.6	0.9	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	2.2	0.6	1.1	3.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	11.0	2.0	8.8	15.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.5	0.1	0.3	0.6	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	1.1	0.1	0.9	1.3	10
EB T	33640909	BUCK RD	0.2	0.1	0.1	0.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.3	0.1	0.2	0.4	10
NB T	33640904	GLENWOOD RD	2.5	0.6	1.5	3.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.7	0.1	0.6	0.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.4	0.1	0.3	0.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.4	0.1	0.3	0.5	10
EB T	33573858	WALES RD	0.1	0.1	0.0	0.2	10
EB T	33573859	WALES RD	0.1	0.0	0.1	0.2	10
WB T	33634092	WALES RD	3.8	2.0	1.2	7.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.5	0.3	2.2	3.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.4	0.2	2.1	2.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.7	0.1	0.6	0.9	10
EB TR	33573865	WALES RD	0.8	0.1	0.7	0.9	10
WB L	33573866	WALES RD	7.6	1.3	5.8	9.8	10
WB T	33573867	WALES RD	0.2	0.0	0.2	0.3	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	699.2	131.2	503.1	870.7	10
SEB T	33640840	BUCK RD	62.0	16.7	42.8	88.4	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	455.6	233.3	269.9	1,037.5	10
NB T	33640842	LIME CITY RD	112.1	18.1	87.1	139.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	185.3	22.7	154.1	226.8	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	129.9	19.6	90.5	162.9	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	111.5	18.6	67.0	133.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.1	10
EB T	33640880	BUCK RD	94.7	13.5	74.2	119.0	10
EB T	33640881	BUCK RD	92.3	16.4	69.5	115.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	279.7	98.4	145.7	495.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	1,382.6	13.8	1,362.4	1,415.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	104.2	30.1	67.7	147.9	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	192.9	41.5	151.4	270.0	10
EB T	33640909	BUCK RD	6.3	8.4	0.0	28.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	44.0	11.5	26.4	57.8	10
NB T	33640904	GLENWOOD RD	310.6	104.5	194.3	570.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	76.9	8.1	67.5	97.6	10
NB R	9799	NB I 75 TO WALES OFF RAMP	60.5	6.6	50.2	71.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	61.3	15.6	42.8	94.0	10
EB T	33573858	WALES RD	39.2	30.8	0.0	68.6	10
EB T	33573859	WALES RD	49.3	22.7	16.1	70.6	10
WB T	33634092	WALES RD	424.9	159.1	175.2	572.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	277.8	46.6	220.6	384.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	265.3	30.1	234.5	337.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	67.1	15.9	47.9	97.4	10
EB TR	33573865	WALES RD	71.3	13.3	49.3	95.6	10
WB L	33573866	WALES RD	712.7	54.4	639.2	793.3	10
WB T	33573867	WALES RD	42.6	16.3	16.4	72.1	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	18.2	3.0	14.3	22.0	10
SEB T	33640840	BUCK RD	2.1	0.3	2.0	3.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	15.7	7.4	9.0	34.1	10
NB T	33640842	LIME CITY RD	3.6	0.7	3.0	5.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	4.5	0.5	4.0	5.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	3.8	0.8	3.0	5.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	3.7	0.7	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	3.3	0.5	3.0	4.0	10
EB T	33640881	BUCK RD	3.5	0.5	3.0	4.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	7.7	2.0	5.0	12.1	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	36.8	1.6	34.1	39.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2.4	0.5	2.0	3.0	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	5.3	0.5	5.0	6.0	10
EB T	33640909	BUCK RD	1.0	0.0	1.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.9	0.3	1.0	2.0	10
NB T	33640904	GLENWOOD RD	8.3	2.7	5.0	14.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.5	0.5	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.8	0.4	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.7	0.5	1.0	2.0	10
EB T	33573858	WALES RD	0.8	0.6	0.0	2.0	10
EB T	33573859	WALES RD	1.0	0.0	1.0	1.0	10
WB T	33634092	WALES RD	11.8	4.2	5.0	17.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	7.9	0.9	7.0	9.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	7.3	0.8	6.0	9.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.3	0.5	2.0	3.0	10
EB TR	33573865	WALES RD	2.3	0.5	2.0	3.0	10
WB L	33573866	WALES RD	19.3	1.9	17.0	22.0	10
WB T	33573867	WALES RD	1.2	0.4	1.0	2.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.0	0.0	0.0	0.1	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	0.1	0.0	0.0	0.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.1	0.0	0.1	0.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640909	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640904	GLENWOOD RD	0.0	0.0	0.0	0.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.1	0.2	0.0	0.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	10.8	0.3	151.6	4.0	0.3	4.0
2	60.0	40.2	0.9	476.0	9.0	0.9	9.0
3	60.0	20.3	0.6	292.3	5.0	0.6	5.0
4	60.0	35.6	0.9	408.7	12.0	0.9	12.0
5	60.0	19.9	0.5	167.2	5.0	0.5	5.0
6	60.0	25.2	0.6	217.7	5.0	0.6	5.0
7	60.0	58.8	1.5	463.9	14.0	1.5	14.0
8	60.0	14.3	0.4	169.5	5.0	0.4	5.0
9	60.0	22.0	0.7	293.3	9.0	0.7	9.0
10	60.0	23.4	0.6	200.2	5.0	0.6	5.0
Average:	**60.0**	**27.1**	**0.7**	**284.0**	**7.3**	**0.7**	**7.3**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	5.4	0.3	105.6	5.0	0.3	5.0
2	60.0	14.3	0.6	152.4	5.0	0.6	5.0
3	60.0	21.8	1.0	144.4	7.0	1.0	7.0
4	60.0	17.8	0.8	223.1	12.0	0.8	12.0
5	60.0	10.1	0.5	179.1	8.0	0.5	8.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	10.9	0.6	161.2	7.0	0.6	7.0
7	60.0	19.7	1.0	183.0	8.0	1.0	8.0
8	60.0	8.9	0.5	119.8	5.0	0.5	5.0
9	60.0	17.0	0.8	158.2	11.0	0.8	11.0
10	60.0	10.3	0.5	138.1	6.0	0.5	6.0
Average:	**60.0**	**13.6**	**0.7**	**156.5**	**7.4**	**0.7**	**7.4**
WB on BUCK RD							
1	60.0	15.5	0.5	416.3	13.0	0.5	13.0
2	60.0	19.1	0.8	504.4	22.0	0.8	22.0
3	60.0	39.0	1.2	904.6	20.0	1.2	20.0
4	60.0	22.7	0.8	498.7	20.0	0.8	20.0
5	60.0	8.1	0.4	73.2	2.0	0.4	2.0
6	60.0	37.7	1.1	1,756.3	46.0	1.1	46.0
7	60.0	13.1	0.5	368.7	13.0	0.5	15.0
8	60.0	36.1	1.0	1,490.6	33.0	1.0	33.0
9	60.0	31.8	1.1	1,540.1	50.0	1.2	53.0
10	60.0	16.9	0.7	506.4	17.0	0.7	17.0
Average:	**60.0**	**24.0**	**0.8**	**805.9**	**23.6**	**0.8**	**24.1**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	28.4	1.0	272.5	9.0	1.0	9.0
2	60.0	13.0	0.6	262.9	10.0	0.6	10.0
3	60.0	28.7	1.0	258.7	7.0	1.0	7.0
4	60.0	16.6	0.7	222.6	8.0	0.7	8.0
5	60.0	19.8	0.7	176.8	7.0	0.7	7.0
6	60.0	29.3	1.0	263.8	8.0	1.0	8.0
7	60.0	22.2	0.8	254.4	9.0	0.8	9.0
8	60.0	13.8	0.6	230.0	7.0	0.6	7.0
9	60.0	20.2	0.8	282.2	10.0	0.8	10.0
10	60.0	18.8	0.7	218.3	5.0	0.7	5.0
Average:	**60.0**	**21.1**	**0.8**	**244.2**	**8.0**	**0.8**	**8.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.1	0.0	6.2	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	4.8	0.2	151.9	6.0	0.2	6.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.5**	**0.0**	**15.8**	**0.7**	**0.0**	**0.7**

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	2.2	0.1	133.3	5.0	0.1	5.0
7	60.0	0.8	0.0	49.5	2.0	0.0	2.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	5.9	0.2	155.5	5.0	0.2	5.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.9**	**0.0**	**33.8**	**1.2**	**0.0**	**1.2**
WB on BUCK RD							
1	60.0	3.8	0.1	231.0	6.0	0.1	6.0
2	60.0	12.2	0.4	279.0	9.0	0.4	9.0
3	60.0	1.6	0.1	95.2	3.0	0.1	3.0
4	60.0	9.3	0.3	211.6	8.0	0.3	8.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.3	0.0	15.1	1.0	0.0	1.0
7	60.0	24.6	0.7	450.0	13.0	0.7	13.0
8	60.0	0.2	0.0	13.6	1.0	0.0	1.0
9	60.0	1.6	0.1	96.3	3.0	0.1	3.0
10	60.0	1.7	0.1	97.5	4.0	0.1	4.0
Average:	**60.0**	**5.5**	**0.2**	**148.9**	**4.8**	**0.2**	**4.8**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	182.1	4.8	707.9	20.0	4.8	20.0
2	60.0	228.3	6.0	772.0	19.0	6.0	19.0
3	60.0	159.8	4.1	512.2	14.0	4.1	14.0
4	60.0	224.9	5.9	767.0	17.0	5.9	17.0
5	60.0	202.2	5.5	747.9	20.0	5.5	20.0
6	60.0	219.5	6.0	810.3	23.0	6.0	23.0
7	60.0	186.5	4.9	1,113.3	29.0	5.0	31.0
8	60.0	224.2	5.9	758.5	22.0	5.9	22.0
9	60.0	194.8	5.0	765.6	19.0	5.0	19.0
10	60.0	192.4	5.1	759.7	24.0	5.1	24.0
Average:	**60.0**	**201.5**	**5.3**	**771.4**	**20.7**	**5.3**	**20.9**

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK TO NB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.7	0.0	44.1	2.0	0.0	2.0
3	60.0	1.3	0.0	76.0	1.0	0.0	1.0
4	60.0	1.6	0.0	97.2	2.0	0.0	2.0
5	60.0	2.9	0.1	99.0	2.0	0.1	2.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.7**	**0.0**	**31.6**	**0.7**	**0.0**	**0.7**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.2	0.0	12.1	1.0	0.0	1.0
3	60.0	0.7	0.0	40.0	1.0	0.0	1.0
4	60.0	0.8	0.0	46.4	1.0	0.0	1.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.7	0.0	43.6	2.0	0.0	2.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.2**	**0.0**	**14.2**	**0.5**	**0.0**	**0.5**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	52.8	2.0	286.9	10.0	2.0	10.0
2	60.0	47.7	2.0	226.5	9.0	2.0	9.0
3	60.0	55.4	2.3	266.4	8.0	2.3	8.0
4	60.0	72.7	2.5	310.9	9.0	2.5	9.0
5	60.0	57.1	2.2	344.4	9.0	2.2	9.0
6	60.0	62.8	2.1	505.9	13.0	2.1	13.0
7	60.0	53.1	2.0	286.0	8.0	2.0	8.0
8	60.0	64.9	2.7	305.0	11.0	2.7	11.0
9	60.0	46.0	1.9	285.6	11.0	1.9	11.0
10	60.0	74.9	2.7	279.6	11.0	2.7	11.0
Average:	**60.0**	**58.7**	**2.2**	**309.7**	**9.9**	**2.2**	**9.9**
WB on BUCK RD							
1	60.0	21.5	0.5	203.2	5.0	0.5	5.0
2	60.0	49.9	1.1	527.6	10.0	1.1	10.0
3	60.0	27.7	0.7	343.8	6.0	0.7	6.0
4	60.0	42.8	1.1	460.2	13.0	1.1	13.0
5	60.0	36.5	1.0	218.7	6.0	1.0	6.0
6	60.0	38.7	1.0	269.2	7.0	1.0	7.0
7	60.0	55.4	1.3	515.5	11.0	1.3	11.0
8	60.0	25.4	0.6	221.1	6.0	0.6	6.0
9	60.0	25.0	0.7	213.4	6.0	0.7	6.0
10	60.0	34.6	0.9	251.8	6.0	0.9	6.0
Average:	**60.0**	**35.8**	**0.9**	**322.5**	**7.6**	**0.9**	**7.6**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	399.6	9.7	7,000.2	146.0	9.7	146.0
2	60.0	692.4	16.7	6,624.3	166.0	16.7	166.0
3	60.0	208.8	5.1	3,004.3	70.0	5.1	70.0
4	60.0	259.1	6.9	2,671.1	68.0	6.9	68.0
5	60.0	234.6	6.7	2,354.2	59.0	6.7	59.0

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	682.1	18.2	7,185.1	210.0	18.2	210.0
7	60.0	143.0	3.9	2,474.9	52.0	3.9	52.0
8	60.0	368.0	8.6	5,814.9	127.0	8.6	127.0
9	60.0	389.8	10.2	4,067.6	103.0	10.2	103.0
10	60.0	438.6	11.5	6,222.7	140.0	11.5	140.0
Average:	**60.0**	**381.6**	**9.8**	**4,741.9**	**114.1**	**9.8**	**114.1**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	18.0	1.1	152.1	6.0	1.1	6.0
2	60.0	23.6	1.4	178.5	7.0	1.4	7.0
3	60.0	40.0	2.1	190.9	10.0	2.1	10.0
4	60.0	23.3	1.5	269.6	15.0	1.5	15.0
5	60.0	16.9	1.0	101.5	5.0	1.0	5.0
6	60.0	20.4	1.3	163.7	11.0	1.3	11.0
7	60.0	33.9	2.0	229.5	12.0	2.0	12.0
8	60.0	20.4	1.3	166.3	9.0	1.3	9.0
9	60.0	25.4	1.6	204.7	14.0	1.6	14.0
10	60.0	20.1	1.2	184.6	9.0	1.2	9.0
Average:	**60.0**	**24.2**	**1.5**	**184.1**	**9.8**	**1.5**	**9.8**
NWB on BUCK RD							
1	60.0	0.0	0.0	0.7	1.0	0.0	1.0
2	60.0	1.8	0.1	57.2	1.0	0.1	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	1.0	0.0	34.0	1.0	0.0	1.0
7	60.0	0.2	0.0	10.7	1.0	0.0	1.0
8	60.0	0.8	0.0	50.7	2.0	0.0	2.0
9	60.0	0.8	0.0	26.0	1.0	0.0	1.0
10	60.0	0.8	0.1	48.5	3.0	0.1	3.0
Average:	**60.0**	**0.5**	**0.0**	**22.8**	**1.0**	**0.0**	**1.0**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	472.3	13.0	1,645.1	48.0	13.0	48.0
2	60.0	802.5	22.0	6,962.0	152.0	22.0	152.0
3	60.0	582.4	18.1	1,816.7	49.0	18.1	49.0
4	60.0	675.4	19.1	2,999.3	74.0	19.1	74.0

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	495.8	16.1	1,821.6	53.0	16.1	53.0
6	60.0	679.7	18.9	8,605.5	249.0	18.9	249.0
7	60.0	404.6	12.8	2,432.9	71.0	12.8	71.0
8	60.0	637.1	18.7	7,235.3	159.0	18.7	159.0
9	60.0	779.2	21.7	4,394.9	105.0	21.7	105.0
10	60.0	491.9	14.6	2,462.0	58.0	14.6	58.0
Average:	**60.0**	**602.1**	**17.5**	**4,037.5**	**101.8**	**17.5**	**101.8**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	27.1	14.2	10.8	58.8	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	13.6	5.3	5.4	21.8	10
W	BUCK RD	24.0	11.3	8.1	39.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	21.1	6.0	13.0	29.3	10
W	BUCK RD	0.5	1.5	0.0	4.8	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.9	1.9	0.0	5.9	10
W	BUCK RD	5.5	7.9	0.0	24.6	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	201.5	22.5	159.8	228.3	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.7	1.0	0.0	2.9	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.3	0.0	0.8	10
NE	NB I 75 TO BUCK OFF RAMP	58.7	9.9	46.0	74.9	10
W	BUCK RD	35.8	11.2	21.5	55.4	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	381.6	186.8	143.0	692.4	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	24.2	7.3	16.9	40.0	10
NW	BUCK RD	0.5	0.6	0.0	1.8	10
SW	SB I 75 TO BUCK OFF RAMP	602.1	134.9	404.6	802.5	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.7	0.3	0.3	1.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.7	0.2	0.3	1.0	10
W	BUCK RD	0.8	0.3	0.4	1.2	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.8	0.2	0.6	1.0	10
W	BUCK RD	0.0	0.1	0.0	0.2	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10
W	BUCK RD	0.2	0.2	0.0	0.7	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	5.3	0.6	4.1	6.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.9	2.7	10
W	BUCK RD	0.9	0.3	0.5	1.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	9.8	4.7	3.9	18.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.5	0.4	1.0	2.1	10
NW	BUCK RD	0.0	0.0	0.0	0.1	10
SW	SB I 75 TO BUCK OFF RAMP	17.5	3.3	12.8	22.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.7	0.3	0.3	1.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.7	0.2	0.3	1.0	10
W	BUCK RD	0.8	0.3	0.4	1.2	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.8	0.2	0.6	1.0	10
W	BUCK RD	0.0	0.1	0.0	0.2	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10
W	BUCK RD	0.2	0.2	0.0	0.7	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	5.3	0.6	4.1	6.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.9	2.7	10
W	BUCK RD	0.9	0.3	0.5	1.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	9.8	4.7	3.9	18.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.5	0.4	1.0	2.1	10
NW	BUCK RD	0.0	0.0	0.0	0.1	10
SW	SB I 75 TO BUCK OFF RAMP	17.5	3.3	12.8	22.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	284.0	125.0	151.6	476.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	156.5	33.5	105.6	223.1	10
W	BUCK RD	805.9	584.6	73.2	1,756.3	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	244.2	31.9	176.8	282.2	10
W	BUCK RD	15.8	47.9	0.0	151.9	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	33.8	60.5	0.0	155.5	10
W	BUCK RD	148.9	143.3	0.0	450.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	771.4	145.5	512.2	1,113.3	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	31.6	43.4	0.0	99.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	14.2	20.5	0.0	46.4	10
NE	NB I 75 TO BUCK OFF RAMP	309.7	75.3	226.5	505.9	10
W	BUCK RD	322.5	130.7	203.2	527.6	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	4,741.9	2,015.5	2,354.2	7,185.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	184.1	45.3	101.5	269.6	10
NW	BUCK RD	22.8	23.5	0.0	57.2	10
SW	SB I 75 TO BUCK OFF RAMP	4,037.5	2,613.5	1,645.1	8,605.5	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	7.3	3.5	4.0	14.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.4	2.5	5.0	12.0	10
W	BUCK RD	23.6	15.1	2.0	50.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.0	1.6	5.0	10.0	10
W	BUCK RD	0.7	1.9	0.0	6.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	2.1	0.0	5.0	10
W	BUCK RD	4.8	4.2	0.0	13.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	20.7	4.1	14.0	29.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.7	0.9	0.0	2.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.7	0.0	2.0	10
NE	NB I 75 TO BUCK OFF RAMP	9.9	1.6	8.0	13.0	10
W	BUCK RD	7.6	2.7	5.0	13.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	114.1	52.5	52.0	210.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	9.8	3.3	5.0	15.0	10
NW	BUCK RD	1.0	0.9	0.0	3.0	10
SW	SB I 75 TO BUCK OFF RAMP	101.8	66.0	48.0	249.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	7.3	3.5	4.0	14.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.4	2.5	5.0	12.0	10
W	BUCK RD	24.1	15.6	2.0	53.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.0	1.6	5.0	10.0	10
W	BUCK RD	0.7	1.9	0.0	6.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	2.1	0.0	5.0	10
W	BUCK RD	4.8	4.2	0.0	13.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	20.9	4.6	14.0	31.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.7	0.9	0.0	2.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.7	0.0	2.0	10
NE	NB I 75 TO BUCK OFF RAMP	9.9	1.6	8.0	13.0	10
W	BUCK RD	7.6	2.7	5.0	13.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	114.1	52.5	52.0	210.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	9.8	3.3	5.0	15.0	10
NW	BUCK RD	1.0	0.9	0.0	3.0	10
SW	SB I 75 TO BUCK OFF RAMP	101.8	66.0	48.0	249.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	10.7	No	A
	2	10.3	No	A
	3	11.4	No	B
	4	11.5	No	B
	5	9.6	No	A
	6	9.5	No	A
	7	10.8	No	A
	8	10.0	No	A
	9	10.4	No	A
	10	9.2	No	A
	Average:	**10.3**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	5.9	No	A
	2	5.6	No	A
	3	5.6	No	A
	4	5.6	No	A
	5	5.2	No	A
	6	5.7	No	A
	7	5.6	No	A
	8	5.0	No	A
	9	5.5	No	A
	10	5.7	No	A
	Average:	**5.5**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	21.3	No	C
	2	21.0	No	C
	3	21.0	No	C
	4	20.9	No	C
	5	20.7	No	C
	6	21.0	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	20.9	No	C
	8	20.7	No	C
	9	20.9	No	C
	10	20.8	No	C
	Average:	**20.9**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	14.8	No	B
	2	14.8	No	B
	3	15.3	No	B
	4	14.3	No	B
	5	14.9	No	B
	6	15.5	No	B
	7	15.1	No	B
	8	15.8	No	B
	9	15.6	No	B
	10	15.5	No	B
	Average:	**15.2**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	14.8	No	B
	2	14.8	No	B
	3	15.3	No	B
	4	14.3	No	B
	5	14.9	No	B
	6	15.5	No	B
	7	15.1	No	B
	8	15.8	No	B
	9	15.6	No	B
	10	15.5	No	B
	Average:	**15.2**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	19.1	No	C
	2	19.9	No	C
	3	19.3	No	C
	4	19.7	No	C
	5	19.4	No	C
	6	19.2	No	C
	7	19.4	No	C
	8	19.3	No	C
	9	19.0	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	19.6	No	C
Average:	**19.4**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	19.1	No	C
2	19.9	No	C
3	19.3	No	C
4	19.7	No	C
5	19.4	No	C
6	19.2	No	C
7	19.4	No	C
8	19.3	No	C
9	19.0	No	C
10	19.6	No	C
Average:	**19.4**	**No**	**C**
Basic - Between NB I 75 TO BUCK OFF RAMP and RAMP - NEB			**Segment: 4698**
1	21.6	No	C
2	19.8	No	C
3	20.8	No	C
4	20.6	No	C
5	19.9	No	C
6	20.0	No	C
7	20.0	No	C
8	20.4	No	C
9	20.9	No	C
10	20.3	No	C
Average:	**20.4**	**No**	**C**
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4689**
1	17.3	No	B
2	18.0	No	B
3	18.1	No	B
4	18.7	No	B
5	18.9	No	B
6	17.9	No	B
7	18.4	No	B
8	18.1	No	B
9	17.1	No	B
10	18.2	No	B
Average:	**18.1**	**No**	**B**

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4690**
1	17.3	No	B
2	18.0	No	B
3	18.1	No	B
4	18.7	No	B
5	18.9	No	B
6	17.9	No	B
7	18.4	No	B
8	18.1	No	B
9	17.1	No	B
10	18.2	No	B
Average:	**18.1**	**No**	**B**
Basic - Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD - NEB			**Segment: 4691**
1	24.1	No	C
2	23.2	No	C
3	23.3	No	C
4	23.1	No	C
5	22.6	No	C
6	23.1	No	C
7	23.0	No	C
8	23.0	No	C
9	23.8	No	C
10	23.3	No	C
Average:	**23.3**	**No**	**C**
Diverge - To WALES RD - NEB			**Segment: 4692**
1	17.5	No	B
2	18.9	No	B
3	19.3	No	B
4	19.3	No	B
5	19.8	No	B
6	18.7	No	B
7	19.4	No	B
8	19.1	No	B
9	17.6	No	B
10	18.8	No	B
Average:	**18.8**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
1	23.3	No	C
2	21.4	No	C
3	22.5	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	22.1	No	C
5	21.2	No	C
6	22.1	No	C
7	21.2	No	C
8	20.8	No	C
9	21.9	No	C
10	21.0	No	C
Average:	**21.8**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	25.1	No	C
2	25.4	No	C
3	25.1	No	C
4	23.7	No	C
5	25.7	No	C
6	24.4	No	C
7	25.8	No	C
8	26.9	No	C
9	24.6	No	C
10	26.4	No	C
Average:	**25.3**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	25.1	No	C
2	25.4	No	C
3	25.1	No	C
4	23.7	No	C
5	25.7	No	C
6	24.4	No	C
7	25.8	No	C
8	26.9	No	C
9	24.6	No	C
10	26.4	No	C
Average:	**25.3**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	25.1	No	C
2	25.4	No	C
3	25.1	No	C
4	23.7	No	C
5	25.7	No	C
6	24.4	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	25.8	No	C
	8	26.9	No	C
	9	24.6	No	C
	10	26.4	No	C
	Average:	**25.3**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	31.6	No	D
	2	34.7	No	D
	3	31.4	No	D
	4	28.9	No	D
	5	34.3	No	D
	6	31.7	No	D
	7	29.4	No	D
	8	36.4	No	E
	9	26.7	No	D
	10	29.8	No	D
	Average:	**31.5**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	24.5	No	C
	2	25.0	No	C
	3	25.8	No	C
	4	26.8	No	D
	5	26.0	No	D
	6	26.0	No	D
	7	24.1	No	C
	8	26.0	No	D
	9	24.9	No	C
	10	25.3	No	C
	Average:	**25.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	26.6	No	D
	2	26.0	No	D
	3	26.9	No	D
	4	25.6	No	C
	5	25.6	No	C
	6	24.8	No	C
	7	24.4	No	C
	8	24.8	No	C
	9	24.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	24.9	No	C
	Average:	**25.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	26.6	No	D
	2	26.0	No	D
	3	26.9	No	D
	4	25.6	No	C
	5	25.6	No	C
	6	24.8	No	C
	7	24.4	No	C
	8	24.8	No	C
	9	24.2	No	C
	10	24.9	No	C
	Average:	**25.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	26.6	No	D
	2	26.0	No	D
	3	26.9	No	D
	4	25.6	No	C
	5	25.6	No	C
	6	24.8	No	C
	7	24.4	No	C
	8	24.8	No	C
	9	24.2	No	C
	10	24.9	No	C
	Average:	**25.4**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	25.8	No	C
	2	24.1	No	C
	3	25.5	No	C
	4	25.8	No	C
	5	23.9	No	C
	6	26.3	No	D
	7	24.5	No	C
	8	22.9	No	C
	9	25.5	No	C
	10	24.0	No	C
	Average:	**24.8**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	25.8	No	C
	2	24.1	No	C
	3	25.5	No	C
	4	25.8	No	C
	5	23.9	No	C
	6	26.3	No	D
	7	24.5	No	C
	8	22.9	No	C
	9	25.5	No	C
	10	24.0	No	C
	Average:	**24.8**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	25.8	No	C
	2	24.1	No	C
	3	25.5	No	C
	4	25.8	No	C
	5	23.9	No	C
	6	26.3	No	D
	7	24.5	No	C
	8	22.9	No	C
	9	25.5	No	C
	10	24.0	No	C
	Average:	**24.8**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	8.0	No	A
	2	7.7	No	A
	3	7.4	No	A
	4	7.9	No	A
	5	8.3	No	A
	6	7.2	No	A
	7	8.2	No	A
	8	7.9	No	A
	9	7.8	No	A
	10	7.1	No	A
	Average:	**7.8**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	7.8	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	8.1	No	A
	3	8.6	No	A
	4	7.2	No	A
	5	7.7	No	A
	6	8.2	No	A
	7	7.7	No	A
	8	7.3	No	A
	9	7.8	No	A
	10	8.7	No	A
	Average:	**7.9**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.4	No	A
	2	7.9	No	A
	3	8.3	No	A
	4	9.0	No	A
	5	8.5	No	A
	6	8.7	No	A
	7	8.5	No	A
	8	8.1	No	A
	9	8.2	No	A
	10	8.2	No	A
	Average:	**8.4**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.9	No	A
	2	7.4	No	A
	3	8.6	No	A
	4	8.2	No	A
	5	7.5	No	A
	6	7.6	No	A
	7	7.7	No	A
	8	7.9	No	A
	9	7.5	No	A
	10	8.3	No	A
	Average:	**7.9**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	4.3	No	A
	2	3.3	No	A
	3	2.0	No	A
	4	1.6	No	A
	5	7.3	No	A
	6	6.1	No	A
	7	4.2	No	A
	8	6.1	No	A
	9	6.6	No	A
	10	5.8	No	A
	Average:	**4.7**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	6.3	No	A
	2	8.9	No	A
	3	8.2	No	A
	4	6.9	No	A
	5	9.6	No	A
	6	7.3	No	A
	7	6.4	No	A
	8	8.0	No	A
	9	7.8	No	A
	10	9.2	No	A
	Average:	**7.9**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	7.6	No	A
	2	4.6	No	A
	3	4.6	No	A
	4	9.9	No	A
	5	7.0	No	A
	6	3.8	No	A
	7	8.1	No	A
	8	5.3	No	A
	9	6.5	No	A
	10	8.6	No	A
	Average:	**6.6**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	18.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	17.2	No	B
	3	15.5	No	B
	4	15.4	No	B
	5	15.9	No	B
	6	17.0	No	B
	7	16.9	No	B
	8	16.8	No	B
	9	14.0	No	B
	10	17.2	No	B
	Average:	**16.4**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	24.6	No	C
	2	24.8	No	C
	3	24.3	No	C
	4	25.2	No	C
	5	25.2	No	C
	6	25.7	No	C
	7	24.1	No	C
	8	23.8	No	C
	9	24.6	No	C
	10	24.8	No	C
	Average:	**24.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.5	No	C
	2	24.3	No	C
	3	24.5	No	C
	4	23.8	No	C
	5	24.6	No	C
	6	24.4	No	C
	7	24.2	No	C
	8	25.2	No	C
	9	24.2	No	C
	10	23.9	No	C
	Average:	**24.4**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.5	No	C
	2	24.3	No	C
	3	24.5	No	C
	4	23.8	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	24.6	No	C
	6	24.4	No	C
	7	24.2	No	C
	8	25.2	No	C
	9	24.2	No	C
	10	23.9	No	C
	Average:	**24.4**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	25.0	No	C
	2	24.2	No	C
	3	24.3	No	C
	4	24.8	No	C
	5	23.7	No	C
	6	24.3	No	C
	7	26.1	No	D
	8	23.3	No	C
	9	24.3	No	C
	10	24.4	No	C
	Average:	**24.4**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	25.9	No	C
	2	28.1	No	D
	3	25.1	No	C
	4	24.7	No	C
	5	24.4	No	C
	6	24.8	No	C
	7	24.7	No	C
	8	25.2	No	C
	9	25.5	No	C
	10	25.0	No	C
	Average:	**25.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	34.0	No	D
	2	41.3	No	E
	3	36.9	No	E
	4	35.5	No	E
	5	36.1	No	E
	6	31.0	No	D
	7	32.6	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	30.7	No	D
	9	31.7	No	D
	10	30.2	No	D
	Average:	**34.0**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	37.2	No	E
	2	40.0	No	E
	3	27.7	No	C
	4	28.1	No	D
	5	28.5	No	D
	6	27.7	No	C
	7	27.6	No	C
	8	26.6	No	C
	9	27.1	No	C
	10	27.4	No	C
	Average:	**29.8**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	37.2	No	E
	2	40.0	No	E
	3	27.7	No	C
	4	28.1	No	D
	5	28.5	No	D
	6	27.7	No	C
	7	27.6	No	C
	8	26.6	No	C
	9	27.1	No	C
	10	27.4	No	C
	Average:	**29.8**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	37.2	No	E
	2	40.0	No	E
	3	27.7	No	C
	4	28.1	No	D
	5	28.5	No	D
	6	27.7	No	C
	7	27.6	No	C
	8	26.6	No	C
	9	27.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	27.4	No	C
	Average:	**29.8**	**No**	**D**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	43.5	No	E
	2	47.6	No	F
	3	18.8	No	C
	4	18.8	No	C
	5	18.4	No	C
	6	20.0	No	C
	7	19.1	No	C
	8	19.5	No	C
	9	23.8	No	C
	10	18.2	No	C
	Average:	**24.8**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	52.5	No	F
	2	61.8	No	F
	3	24.9	No	C
	4	32.2	No	D
	5	27.0	No	C
	6	34.2	No	D
	7	24.7	No	C
	8	28.1	No	D
	9	40.6	No	E
	10	27.5	No	C
	Average:	**35.4**	**No**	**E**
Basic - Between WALES RD and BUCK RD - SWB				**Segment: 4694**
	1	67.9	No	F
	2	80.1	Yes	F
	3	25.9	No	C
	4	49.6	No	F
	5	35.2	No	E
	6	46.8	No	F
	7	34.8	No	D
	8	47.1	No	F
	9	59.2	No	F
	10	42.9	No	E
	Average:	**49.0**	**No**	**F**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4695**
	1	61.2	Yes	F
	2	75.4	Yes	F
	3	39.4	No	E
	4	51.0	Yes	F
	5	50.9	Yes	F
	6	52.1	Yes	F
	7	44.9	No	E
	8	46.3	Yes	F
	9	59.8	Yes	F
	10	47.3	No	E
	Average:	**52.8**	**Yes**	**F**
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	61.2	Yes	F
	2	75.4	Yes	F
	3	39.4	No	E
	4	51.0	Yes	F
	5	50.9	Yes	F
	6	52.1	Yes	F
	7	44.9	No	E
	8	46.3	Yes	F
	9	59.8	Yes	F
	10	47.3	No	E
	Average:	**52.8**	**Yes**	**F**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	15.2	No	B
	2	15.3	No	B
	3	16.0	No	B
	4	15.7	No	B
	5	17.3	No	B
	6	15.7	No	B
	7	16.3	No	B
	8	16.5	No	B
	9	16.3	No	B
	10	15.2	No	B
	Average:	**16.0**	**No**	**B**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	12.2	No	B
	2	12.4	No	B
	3	14.4	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	13.1	No	B
5	14.0	No	B
6	12.5	No	B
7	13.7	No	B
8	13.1	No	B
9	12.5	No	B
10	13.4	No	B
Average:	**13.1**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	13.9	No	B
2	13.7	No	B
3	15.5	No	B
4	14.5	No	B
5	15.6	No	B
6	14.2	No	B
7	14.9	No	B
8	14.6	No	B
9	14.6	No	B
10	14.4	No	B
Average:	**14.6**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	14.5	No	B
2	10.2	No	A
3	13.2	No	B
4	12.8	No	B
5	13.0	No	B
6	12.0	No	B
7	15.1	No	B
8	12.1	No	B
9	12.0	No	B
10	14.6	No	B
Average:	**13.0**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	4.6	No	A
2	7.4	No	A
3	5.9	No	A
4	5.4	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	7.9	No	A
	6	6.2	No	A
	7	5.6	No	A
	8	6.8	No	A
	9	6.4	No	A
	10	5.0	No	A
	Average:	**6.1**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	6.2	No	A
	2	7.5	No	A
	3	8.1	No	A
	4	7.5	No	A
	5	7.0	No	A
	6	6.9	No	A
	7	8.0	No	A
	8	7.5	No	A
	9	7.9	No	A
	10	6.3	No	A
	Average:	**7.3**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	6.1	No	A
	2	5.8	No	A
	3	6.4	No	A
	4	6.1	No	A
	5	6.5	No	A
	6	6.0	No	A
	7	6.3	No	A
	8	6.3	No	A
	9	6.1	No	A
	10	6.1	No	A
	Average:	**6.2**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	5.7	No	A
	2	5.4	No	A
	3	5.1	No	A
	4	5.8	No	A
	5	5.3	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	5.5	No	A
	7	5.6	No	A
	8	6.1	No	A
	9	5.9	No	A
	10	5.3	No	A
	Average:	**5.6**	**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: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	10.3	0.8	9.2	11.5	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		5.5	0.3	5.0	5.9	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		20.9	0.2	20.7	21.3	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.2	0.5	14.3	15.8	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	15.2	0.5	14.3	15.8	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	19.4	0.3	19.0	19.9	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	19.4	0.3	19.0	19.9	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	20.4	0.6	19.8	21.6	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	18.1	0.6	17.1	18.9	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	18.1	0.6	17.1	18.9	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	23.3	0.4	22.6	24.1	10
4692	NE	Diverge	To WALES RD	18.8	0.8	17.5	19.8	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	21.8	0.8	20.8	23.3	10
4670	N	Merge	From WALES RD	25.3	1.0	23.7	26.9	10
4671	N	Merge	From WALES RD	25.3	1.0	23.7	26.9	10
4672	N	Merge	From WALES RD	25.3	1.0	23.7	26.9	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	31.5	3.0	26.7	36.4	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	25.4	0.8	24.1	26.8	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	25.4	0.9	24.2	26.9	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	25.4	0.9	24.2	26.9	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	25.4	0.9	24.2	26.9	10
4646	N	Basic	From WALES RD	24.8	1.1	22.9	26.3	10
4647	N	Basic	From WALES RD	24.8	1.1	22.9	26.3	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	24.8	1.1	22.9	26.3	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	7.8	0.4	7.1	8.3	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	7.9	0.5	7.2	8.7	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.4	0.3	7.9	9.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.9	0.4	7.4	8.6	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	4.7	2.0	1.6	7.3	10
10545	NW	Basic	To RAMP (NWB)	7.9	1.1	6.3	9.6	10
10542	E	Basic	From RAMP (EB)	6.6	2.0	3.8	9.9	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	16.4	1.2	14.0	18.4	10
4655	S	Basic	To SB I 75 (SB)	24.7	0.6	23.8	25.7	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	24.4	0.4	23.8	25.2	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	24.4	0.4	23.8	25.2	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	24.4	0.8	23.3	26.1	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	25.3	1.1	24.4	28.1	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	34.0	3.5	30.2	41.3	10
4676	S	Diverge	To WALES RD	29.8	4.7	26.6	40.0	10
4677	S	Diverge	To WALES RD	29.8	4.7	26.6	40.0	10
4678	S	Diverge	To WALES RD	29.8	4.7	26.6	40.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	24.8	11.1	18.2	47.6	10
4693	SW	Merge	From WALES RD	35.4	12.6	24.7	61.8	10
4694	SW	Basic	Between WALES RD and BUCK RD	49.0	16.3	25.9	80.1	10
4695	SW	Diverge	To BUCK RD	52.8	10.3	39.4	75.4	10
4696	SW	Diverge	To BUCK RD	52.8	10.3	39.4	75.4	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	16.0	0.7	15.2	17.3	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	13.1	0.7	12.2	14.4	10
4717	SW	Basic		14.6	0.6	13.7	15.6	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	13.0	1.5	10.2	15.1	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	6.1	1.0	4.6	7.9	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	7.3	0.7	6.2	8.1	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	6.2	0.2	5.8	6.5	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	5.6	0.3	5.1	6.1	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,971.0	5.01	9.2	A
2	1,958.0	5.06	9.3	A
3	1,969.0	4.76	8.7	A
4	1,960.0	4.85	8.9	A
5	1,980.0	5.21	9.5	A
6	1,957.0	5.20	9.6	A
7	1,965.0	5.07	9.3	A
8	1,967.0	4.85	8.9	A
9	1,963.0	5.43	10.0	A
10	1,959.0	5.82	10.7	B
Average:	**1,964.9**	**5.13**	**9.4**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,698.0	2.95	6.3	A
2	1,671.0	2.53	5.5	A
3	1,688.0	2.78	5.9	A
4	1,684.0	3.06	6.5	A
5	1,704.0	2.95	6.2	A
6	1,697.0	2.79	5.9	A
7	1,688.0	3.66	7.8	A
8	1,692.0	2.53	5.4	A
9	1,684.0	2.84	6.1	A
10	1,684.0	2.86	6.1	A
Average:	**1,689.0**	**2.90**	**6.2**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,655.0	3.94	8.6	A
2	1,637.0	3.65	8.0	A
3	1,650.0	4.69	10.2	B
4	1,636.0	3.90	8.6	A
5	1,663.0	4.43	9.6	A
6	1,641.0	4.34	9.5	A
7	1,650.0	4.17	9.1	A

8	1,647.0	3.59	7.9	A
9	1,654.0	4.09	8.9	A
10	1,641.0	4.49	9.9	A
Average:	**1,647.4**	**4.13**	**9.0**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,997.0	74.52	134.3	F
2	1,992.0	66.69	120.5	F
3	2,029.0	74.87	132.8	F
4	2,012.0	69.22	123.9	F
5	2,027.0	70.00	124.3	F
6	2,003.0	65.58	117.9	F
7	1,994.0	70.40	127.1	F
8	2,009.0	69.75	125.0	F
9	1,970.0	67.18	122.8	F
10	2,007.0	69.59	124.8	F
Average:	**2,004.0**	**69.78**	**125.3**	**F**

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	5.1	0.3	4.8	5.8	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	2.9	0.3	2.5	3.7	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	4.1	0.4	3.6	4.7	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	69.8	3.0	65.6	74.9	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	9.4	0.6	8.7	10.7	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	6.2	0.7	5.4	7.8	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	9.0	0.8	7.9	10.2	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	125.3	5.0	117.9	134.3	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	382.0	1.21	11.4	B
2	384.0	1.21	11.3	B
3	385.0	1.24	11.6	B
4	384.0	1.26	11.8	B
5	384.0	1.24	11.7	B
6	381.0	1.30	12.3	B
7	382.0	1.11	10.4	B
8	382.0	1.20	11.4	B
9	386.0	1.46	13.6	B
10	384.0	1.16	10.9	B
Average:	**383.0**	**1.24**	**11.6**	**B**
NWB R on BUCK RD: Lane ID 33640836				
1	544.0	1.06	7.0	A
2	535.0	1.05	7.1	A
3	546.0	0.95	6.2	A
4	532.0	1.01	6.8	A
5	550.0	1.21	7.9	A
6	539.0	1.03	6.9	A
7	540.0	1.10	7.3	A
8	540.0	1.06	7.1	A
9	543.0	1.19	7.9	A
10	534.0	1.11	7.5	A
Average:	**540.0**	**1.08**	**7.2**	**A**
SEB T on BUCK RD: Lane ID 33640840				
1	672.0	2.10	11.3	B
2	670.0	2.06	11.1	B
3	669.0	1.98	10.7	B
4	671.0	1.94	10.4	B
5	672.0	2.06	11.1	B
6	669.0	2.15	11.6	B
7	671.0	2.20	11.8	B
8	674.0	1.95	10.4	B
9	666.0	2.11	11.4	B
10	668.0	2.83	15.2	C
Average:	**670.0**	**2.14**	**11.5**	**B**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB T on LIME CITY RD: Lane ID 33640838				
1	373.0	0.63	6.1	A
2	369.0	0.74	7.2	A
3	369.0	0.59	5.7	A
4	373.0	0.64	6.2	A
5	374.0	0.69	6.7	A
6	368.0	0.72	7.1	A
7	372.0	0.66	6.4	A
8	371.0	0.63	6.1	A
9	368.0	0.67	6.5	A
10	373.0	0.72	7.0	A
Average:	**371.0**	**0.67**	**6.5**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	77.0	0.00	0.0	A
2	68.0	0.00	0.0	A
3	69.0	0.00	0.0	A
4	68.0	0.00	0.0	A
5	70.0	0.00	0.0	A
6	68.0	0.00	0.0	A
7	69.0	0.00	0.0	A
8	73.0	0.00	0.0	A
9	74.0	0.00	0.0	A
10	71.0	0.00	0.0	A
Average:	**70.0**	**0.00**	**0.0**	**A**
EB R on BUCK RD: Lane ID 33640862				
1	457.0	0.00	0.0	A
2	451.0	0.00	0.0	A
3	459.0	0.00	0.0	A
4	455.0	0.00	0.0	A
5	460.0	0.00	0.0	A
6	458.0	0.00	0.0	A
7	461.0	0.00	0.0	A
8	459.0	0.00	0.0	A
9	452.0	0.00	0.0	A
10	456.0	0.00	0.0	A
Average:	**456.0**	**0.00**	**0.0**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	158.0	0.39	9.0	A
2	158.0	0.31	7.0	A
3	158.0	0.32	7.3	A
4	163.0	0.33	7.2	A
5	161.0	0.34	7.7	A
6	166.0	0.32	7.0	A
7	162.0	0.41	9.2	A
8	159.0	0.26	5.9	A
9	163.0	0.30	6.7	A
10	158.0	0.29	6.6	A
Average:	**160.0**	**0.33**	**7.4**	**A**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	700.0	2.22	11.4	B
2	697.0	1.92	9.9	A
3	694.0	2.14	11.1	B
4	690.0	2.40	12.5	B
5	698.0	2.26	11.7	B
6	694.0	2.13	11.1	B
7	693.0	2.95	15.3	C
8	693.0	1.95	10.1	B
9	699.0	2.23	11.5	B
10	699.0	2.23	11.5	B
Average:	**695.0**	**2.24**	**11.6**	**B**
WB R on BUCK RD: Lane ID 33640858				
1	306.0	0.33	3.9	A
2	297.0	0.31	3.7	A
3	308.0	0.32	3.7	A
4	308.0	0.33	3.9	A
5	315.0	0.35	4.0	A
6	311.0	0.33	3.8	A
7	303.0	0.30	3.6	A
8	308.0	0.32	3.7	A
9	296.0	0.31	3.7	A
10	300.0	0.33	4.0	A
Average:	**305.0**	**0.32**	**3.8**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	249.0	1.05	15.2	C
2	242.0	0.85	12.6	B
3	238.0	1.21	18.3	C
4	237.0	1.03	15.6	C
5	251.0	1.20	17.2	C
6	243.0	1.16	17.1	C
7	236.0	1.03	15.8	C
8	250.0	0.88	12.7	B
9	251.0	1.00	14.4	B
10	255.0	1.25	17.6	C
Average:	**245.0**	**1.07**	**15.7**	**C**
EB T on BUCK RD: Lane ID 33640881				
1	529.0	2.20	15.0	B
2	539.0	2.12	14.1	B
3	539.0	2.78	18.5	C
4	534.0	2.07	13.9	B
5	533.0	2.55	17.2	C
6	521.0	2.53	17.4	C
7	543.0	2.42	16.0	C
8	526.0	2.00	13.7	B
9	527.0	2.37	16.2	C
10	522.0	2.54	17.5	C
Average:	**531.0**	**2.36**	**16.0**	**C**
NWB T on BUCK RD: Lane ID 33640877				
1	288.0	0.00	0.0	A
2	282.0	0.00	0.0	A
3	289.0	0.00	0.0	A
4	294.0	0.00	0.0	A
5	289.0	0.00	0.0	A
6	297.0	0.00	0.0	A
7	287.0	0.00	0.0	A
8	290.0	0.00	0.0	A
9	287.0	0.00	0.0	A
10	290.0	0.00	0.0	A
Average:	**289.0**	**0.00**	**0.0**	**A**
NWB T on BUCK RD: Lane ID 33640878				
1	132.0	0.00	0.0	A
2	130.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	130.0	0.00	0.0	A
4	126.0	0.00	0.0	A
5	141.0	0.00	0.0	A
6	134.0	0.00	0.0	A
7	133.0	0.00	0.0	A
8	130.0	0.00	0.0	A
9	129.0	0.00	0.0	A
10	125.0	0.00	0.0	A
Average:	**131.0**	**0.00**	**0.0**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835				
1	331.0	0.59	6.4	A
2	324.0	0.58	6.5	A
3	329.0	0.60	6.6	A
4	326.0	0.70	7.8	A
5	328.0	0.57	6.3	A
6	326.0	0.56	6.2	A
7	332.0	0.62	6.7	A
8	329.0	0.61	6.7	A
9	334.0	0.61	6.6	A
10	329.0	0.61	6.7	A
Average:	**328.0**	**0.61**	**6.7**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836				
1	126.0	0.10	3.0	A
2	120.0	0.10	3.1	A
3	125.0	0.10	3.0	A
4	119.0	0.10	3.0	A
5	121.0	0.11	3.2	A
6	120.0	0.10	2.9	A
7	119.0	0.10	3.1	A
8	122.0	0.10	3.0	A
9	126.0	0.10	3.0	A
10	120.0	0.09	2.8	A
Average:	**121.0**	**0.10**	**3.0**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	902.0	3.33	13.3	B
2	895.0	3.24	13.0	B
3	902.0	3.06	12.2	B

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	893.0	2.86	11.5	B
5	900.0	3.73	14.9	B
6	895.0	3.52	14.2	B
7	900.0	3.83	15.3	C
8	896.0	2.50	10.0	B
9	902.0	3.48	13.9	B
10	901.0	3.49	14.0	B
Average:	**898.0**	**3.30**	**13.2**	**B**

EB T on BUCK RD: Lane ID 33640909

1	252.0	0.21	3.0	A
2	252.0	0.21	3.0	A
3	249.0	0.19	2.8	A
4	252.0	0.20	2.9	A
5	259.0	0.27	3.7	A
6	249.0	0.25	3.6	A
7	253.0	0.17	2.5	A
8	249.0	0.22	3.1	A
9	250.0	0.19	2.8	A
10	256.0	0.26	3.6	A
Average:	**252.0**	**0.22**	**3.1**	**A**

NB T on GLENWOOD RD: Lane ID 33640904

1	286.0	14.45	181.8	F
2	316.0	13.53	154.2	F
3	329.0	16.90	184.9	F
4	324.0	14.84	164.9	F
5	278.0	16.31	211.2	F
6	282.0	12.68	161.8	F
7	287.0	13.73	172.2	F
8	316.0	14.13	160.9	F
9	258.0	14.81	206.6	F
10	310.0	16.69	193.8	F
Average:	**298.0**	**14.81**	**179.2**	**F**

SB T on GLENWOOD RD: Lane ID 33640901

1	179.0	0.23	4.6	A
2	182.0	0.22	4.4	A
3	180.0	0.31	6.2	A
4	179.0	0.25	5.1	A
5	180.0	0.21	4.3	A
6	179.0	0.23	4.6	A
7	181.0	0.24	4.7	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	181.0	0.23	4.5	A
9	180.0	0.22	4.4	A
10	180.0	0.23	4.7	A
Average:	**180.0**	**0.24**	**4.8**	**A**
WB T on 3RD ST: Lane ID 33640897				
1	332.0	50.84	551.3	F
2	303.0	44.32	526.6	F
3	324.0	49.11	545.7	F
4	320.0	46.18	519.6	F
5	360.0	44.73	447.3	F
6	349.0	44.14	455.3	F
7	328.0	47.31	519.3	F
8	323.0	47.54	529.8	F
9	334.0	43.68	470.8	F
10	315.0	44.19	505.0	F
Average:	**328.0**	**46.20**	**507.1**	**F**
WB T on 3RD ST: Lane ID 33640898				
1	46.0	5.47	428.3	F
2	44.0	5.16	422.3	F
3	45.0	5.31	424.7	F
4	44.0	4.88	399.6	F
5	50.0	4.75	341.7	F
6	49.0	4.76	349.5	F
7	45.0	5.12	409.8	F
8	44.0	5.14	421.0	F
9	46.0	4.79	375.2	F
10	45.0	4.72	377.8	F
Average:	**45.0**	**5.01**	**395.0**	**F**

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	1.1	0.1	1.0	1.2	10
SWB T	33640838	LIME CITY RD	0.7	0.0	0.6	0.7	10
SEB T	33640840	BUCK RD	2.1	0.3	1.9	2.8	10
NB T	33640842	LIME CITY RD	1.2	0.1	1.1	1.5	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.3	0.0	0.3	0.4	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.9	3.0	10
WB R	33640858	BUCK RD	0.3	0.0	0.3	0.4	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.6	0.0	0.6	0.7	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.1	0.0	0.1	0.1	10
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	1.1	0.1	0.9	1.3	10
EB T	33640881	BUCK RD	2.4	0.3	2.0	2.8	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	46.2	2.4	43.7	50.8	10
WB T	33640898	3RD ST	5.0	0.3	4.7	5.5	10
SB T	33640901	GLENWOOD RD	0.2	0.0	0.2	0.3	10
NB T	33640904	GLENWOOD RD	14.8	1.4	12.7	16.9	10
EB T	33640908	BUCK RD	3.3	0.4	2.5	3.8	10
EB T	33640909	BUCK RD	0.2	0.0	0.2	0.3	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	7.2	0.5	6.2	7.9	10
SWB T	33640838	LIME CITY RD	6.5	0.5	5.7	7.2	10
SEB T	33640840	BUCK RD	11.5	1.4	10.4	15.2	10
NB T	33640842	LIME CITY RD	11.6	0.9	10.4	13.6	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	7.4	1.0	5.9	9.2	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	11.6	1.5	9.9	15.3	10
WB R	33640858	BUCK RD	3.8	0.1	3.6	4.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	6.7	0.4	6.2	7.8	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	3.0	0.1	2.8	3.2	10
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	15.7	2.0	12.6	18.3	10
EB T	33640881	BUCK RD	16.0	1.7	13.7	18.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	507.1	36.9	447.3	551.3	10
WB T	33640898	3RD ST	395.0	32.1	341.7	428.3	10
SB T	33640901	GLENWOOD RD	4.8	0.6	4.3	6.2	10
NB T	33640904	GLENWOOD RD	179.2	19.8	154.2	211.2	10
EB T	33640908	BUCK RD	13.2	1.6	10.0	15.3	10
EB T	33640909	BUCK RD	3.1	0.4	2.5	3.7	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	16.5	0.6	88.2	3.0	0.0%
2	120.0	20.1	0.8	110.8	4.0	0.0%
3	120.0	21.3	0.8	88.1	3.0	0.0%
4	120.0	20.1	0.7	105.8	3.0	0.0%
5	120.0	19.8	0.7	87.2	3.0	0.0%
6	120.0	22.4	0.9	101.9	4.0	0.0%
7	120.0	16.3	0.7	86.8	3.0	0.0%
8	120.0	16.6	0.6	86.7	3.0	0.0%
9	120.0	24.6	0.8	114.5	3.0	0.0%
10	120.0	21.2	0.7	96.9	3.0	0.0%
Average:	**120.0**	**19.9**	**0.7**	**96.7**	**3.2**	**0.0%**
NWB R on BUCK RD - Lane ID 33640836						
1	120.0	15.3	0.6	111.3	3.0	0.0%
2	120.0	7.8	0.3	55.7	2.0	0.0%
3	120.0	6.8	0.3	54.6	2.0	0.0%
4	120.0	9.7	0.3	93.6	2.0	0.0%
5	120.0	13.8	0.5	70.4	3.0	0.0%
6	120.0	10.9	0.4	65.4	2.0	0.0%
7	120.0	13.2	0.5	111.3	2.0	0.0%
8	120.0	9.3	0.4	62.9	2.0	0.0%
9	120.0	11.7	0.5	52.2	2.0	0.0%
10	120.0	14.6	0.5	111.3	3.0	0.0%
Average:	**120.0**	**11.3**	**0.4**	**78.9**	**2.3**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	41.7	1.4	215.6	6.1	0.0%
2	120.0	29.2	1.0	125.4	5.0	0.0%
3	120.0	33.8	1.1	181.9	5.0	0.0%
4	120.0	20.9	0.7	112.5	3.0	0.0%
5	120.0	25.1	0.9	145.7	4.0	0.0%
6	120.0	29.7	1.0	127.9	4.0	0.0%
7	120.0	32.3	1.1	159.9	5.0	0.0%
8	120.0	29.2	1.0	157.2	5.0	0.0%
9	120.0	28.7	1.0	123.9	4.0	0.0%
10	120.0	48.3	1.4	313.9	9.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB T on BUCK RD - Lane ID 33640840						
Average:	**120.0**	**31.9**	**1.1**	**166.4**	**5.0**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	3.6	0.2	22.4	1.0	0.0%
2	120.0	6.9	0.2	49.9	2.0	0.0%
3	120.0	4.3	0.1	21.3	1.0	0.0%
4	120.0	4.5	0.2	36.7	1.0	0.0%
5	120.0	4.6	0.2	21.4	1.0	0.0%
6	120.0	7.4	0.2	70.7	2.0	0.0%
7	120.0	2.8	0.1	20.4	1.0	0.0%
8	120.0	3.2	0.2	18.9	1.0	0.0%
9	120.0	5.9	0.3	41.8	2.0	0.0%
10	120.0	5.5	0.2	45.5	2.0	0.0%
Average:	**120.0**	**4.9**	**0.2**	**34.9**	**1.4**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB R on BUCK RD - Lane ID 33640862						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.3	0.0	0.0	0.0	0.0%

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640862						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9841						
1	120.0	8.1	0.3	55.8	2.0	0.0%
2	120.0	4.0	0.1	18.5	1.0	0.0%
3	120.0	4.4	0.1	23.2	1.0	0.0%
4	120.0	6.2	0.2	49.1	1.0	0.0%
5	120.0	5.6	0.2	54.4	1.0	0.0%
6	120.0	6.4	0.2	49.4	1.0	0.0%
7	120.0	6.3	0.2	49.0	1.0	0.0%
8	120.0	3.9	0.1	16.9	1.0	0.0%
9	120.0	4.4	0.1	22.4	1.0	0.0%
10	120.0	4.1	0.2	21.3	1.0	0.0%
Average:	**120.0**	**5.3**	**0.2**	**36.0**	**1.1**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
1	120.0	25.3	0.9	147.0	4.0	0.0%
2	120.0	21.3	0.7	162.8	5.0	0.0%
3	120.0	17.6	0.5	113.2	3.0	0.0%
4	120.0	33.3	1.1	163.9	5.0	0.0%
5	120.0	30.1	0.8	170.3	4.0	0.0%
6	120.0	22.2	0.8	135.4	4.0	0.0%
7	120.0	46.3	1.3	184.3	5.0	0.0%
8	120.0	24.0	0.8	166.6	4.0	0.0%
9	120.0	28.1	0.9	168.5	4.0	0.0%
10	120.0	23.1	0.8	145.0	4.0	0.0%
Average:	**120.0**	**27.1**	**0.9**	**155.7**	**4.2**	**0.0%**
WB R on BUCK RD - Lane ID 33640858						
1	120.0	3.4	0.1	15.7	1.0	0.0%
2	120.0	6.2	0.1	59.6	1.0	0.0%
3	120.0	2.2	0.1	15.4	1.0	0.0%
4	120.0	1.6	0.1	0.7	0.0	0.0%
5	120.0	3.9	0.1	0.0	0.0	0.0%
6	120.0	3.1	0.1	17.7	1.0	0.0%
7	120.0	1.7	0.1	0.0	0.0	0.0%
8	120.0	2.2	0.1	0.0	0.0	0.0%
9	120.0	4.1	0.1	17.9	1.0	0.0%
10	120.0	3.5	0.1	16.2	1.0	0.0%
Average:	**120.0**	**3.2**	**0.1**	**14.3**	**0.6**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB R on BUCK RD - Lane ID 33640858						

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	17.6	0.7	100.6	4.0	0.0%
2	120.0	12.6	0.5	63.1	2.0	0.0%
3	120.0	17.6	0.8	91.5	3.0	0.0%
4	120.0	14.7	0.7	64.7	3.0	0.0%
5	120.0	21.1	0.8	111.7	4.0	0.0%
6	120.0	23.3	0.9	100.8	3.0	0.0%
7	120.0	18.9	0.8	94.9	3.0	0.0%
8	120.0	14.2	0.6	70.1	3.0	0.0%
9	120.0	16.5	0.7	72.9	3.0	0.0%
10	120.0	21.2	0.8	102.5	3.0	0.0%
Average:	**120.0**	**17.8**	**0.7**	**87.3**	**3.1**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	34.2	1.3	143.4	4.0	0.0%
2	120.0	35.3	1.5	120.1	5.0	0.0%
3	120.0	48.4	1.8	210.8	7.0	0.0%
4	120.0	29.4	1.2	125.2	4.0	0.0%
5	120.0	36.8	1.4	182.7	7.0	0.0%
6	120.0	49.1	1.8	213.4	6.0	0.0%
7	120.0	37.1	1.5	159.7	5.0	0.0%
8	120.0	33.8	1.4	162.6	6.0	0.0%
9	120.0	35.7	1.4	153.1	5.0	0.0%
10	120.0	48.7	1.7	205.3	7.0	0.0%
Average:	**120.0**	**38.9**	**1.5**	**167.6**	**5.6**	**0.0%**
NWB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640877						
NWB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9835						
1	120.0	7.3	0.3	45.9	2.0	0.0%
2	120.0	8.8	0.3	68.6	2.0	0.0%
3	120.0	10.1	0.3	59.9	2.0	0.0%
4	120.0	12.3	0.4	72.9	2.0	0.0%
5	120.0	7.3	0.2	53.1	1.0	0.0%
6	120.0	6.3	0.2	36.9	1.0	0.0%
7	120.0	12.6	0.3	75.2	2.0	0.0%
8	120.0	8.7	0.3	68.9	2.0	0.0%
9	120.0	7.1	0.2	50.4	2.0	0.0%
10	120.0	9.4	0.3	77.5	2.0	0.0%
Average:	**120.0**	**9.0**	**0.3**	**60.9**	**1.8**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	1.4	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.1	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
1	120.0	24.5	0.6	185.4	4.0	0.8%
2	120.0	18.4	0.6	149.8	3.0	0.0%
3	120.0	21.7	0.6	174.6	4.0	0.0%
4	120.0	21.5	0.7	151.2	5.0	0.0%
5	120.0	26.2	0.7	181.7	4.0	0.8%
6	120.0	26.1	0.8	183.3	5.0	2.5%
7	120.0	31.6	0.9	192.0	5.0	0.8%
8	120.0	12.9	0.5	93.7	3.0	0.0%
9	120.0	25.7	0.8	172.2	5.0	0.8%
10	120.0	20.4	0.7	144.2	4.0	0.8%
Average:	**120.0**	**22.9**	**0.7**	**162.8**	**4.2**	**0.7%**
EB T on BUCK RD - Lane ID 33640909						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	0.7	0.1	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	1.5	0.1	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	1.4	0.1	0.0	1.0	0.0%
9	120.0	0.3	0.1	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.0**	**0.1**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640904						
1	120.0	412.8	13.0	618.2	20.0	56.7%
2	120.0	355.3	11.6	591.8	21.0	45.8%
3	120.0	420.9	14.1	596.2	22.0	62.5%
4	120.0	413.2	13.9	597.7	22.0	55.8%
5	120.0	469.6	14.7	616.2	21.0	71.7%
6	120.0	382.0	11.9	600.2	20.0	54.2%
7	120.0	349.6	11.0	602.7	21.0	51.7%
8	120.0	377.7	12.4	593.8	21.0	46.7%
9	120.0	430.6	13.0	615.1	20.0	63.3%
10	120.0	442.3	14.5	595.3	21.0	68.3%
Average:	**120.0**	**405.4**	**13.0**	**602.7**	**20.9**	**57.7%**
SB T on GLENWOOD RD - Lane ID 33640901						
1	120.0	1.1	0.1	0.0	1.0	0.0%
2	120.0	1.4	0.1	0.0	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on GLENWOOD RD - Lane ID 33640901						
3	120.0	2.3	0.1	2.9	1.0	0.0%
4	120.0	1.8	0.1	5.5	1.0	0.0%
5	120.0	1.2	0.1	0.0	1.0	0.0%
6	120.0	0.9	0.1	0.0	1.0	0.0%
7	120.0	1.6	0.1	1.3	1.0	0.0%
8	120.0	1.8	0.1	0.0	1.0	0.0%
9	120.0	0.8	0.1	2.1	1.0	0.0%
10	120.0	1.3	0.2	0.5	1.0	0.0%
Average:	**120.0**	**1.4**	**0.1**	**1.2**	**1.0**	**0.0%**
WB T on 3RD ST - Lane ID 33640897						
1	120.0	1,333.8	41.5	2,296.2	77.0	46.7%
2	120.0	1,199.4	34.0	2,311.9	69.0	41.7%
3	120.0	1,278.9	39.7	2,306.1	76.0	45.8%
4	120.0	1,223.7	37.3	2,291.3	73.0	38.3%
5	120.0	1,087.0	32.3	2,287.8	71.0	34.2%
6	120.0	1,183.0	33.7	2,312.3	68.1	41.7%
7	120.0	1,242.9	36.5	2,291.1	71.0	42.5%
8	120.0	1,245.0	35.6	2,297.3	70.1	41.7%
9	120.0	1,018.5	29.0	2,287.1	70.0	33.3%
10	120.0	1,158.2	33.7	2,293.9	70.1	41.7%
Average:	**120.0**	**1,197.0**	**35.3**	**2,297.5**	**71.5**	**40.8%**
WB T on 3RD ST - Lane ID 33640898						
1	120.0	1.8	0.1	2.3	1.0	0.0%
2	120.0	0.4	0.1	0.0	1.0	0.0%
3	120.0	1.0	0.1	0.0	1.0	0.0%
4	120.0	0.9	0.1	0.0	1.0	0.0%
5	120.0	0.2	0.1	0.0	1.0	0.0%
6	120.0	1.9	0.1	0.4	1.0	0.0%
7	120.0	0.8	0.1	0.0	1.0	0.0%
8	120.0	0.4	0.1	0.0	1.0	0.0%
9	120.0	1.2	0.1	0.0	1.0	0.0%
10	120.0	0.5	0.1	0.0	1.0	0.0%
Average:	**120.0**	**0.9**	**0.1**	**0.3**	**1.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	2.3	0.1	16.3	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
2	120.0	5.1	0.2	41.0	1.0	0.0%
3	120.0	4.0	0.2	19.8	1.0	0.0%
4	120.0	3.1	0.1	16.6	1.0	0.0%
5	120.0	5.0	0.2	44.0	1.0	0.0%
6	120.0	2.6	0.1	15.3	1.0	0.0%
7	120.0	2.0	0.1	17.1	1.0	0.0%
8	120.0	3.5	0.1	17.4	1.0	0.0%
9	120.0	3.9	0.2	16.9	1.0	0.0%
10	120.0	6.3	0.2	25.8	1.0	0.0%
Average:	**120.0**	**3.8**	**0.2**	**23.0**	**1.0**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	2.8	0.1	0.8	0.0	0.0%
2	120.0	1.2	0.0	0.0	0.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	1.8	0.1	0.0	0.0	0.0%
5	120.0	1.7	0.0	0.0	0.0	0.0%
6	120.0	1.4	0.0	0.0	0.0	0.0%
7	120.0	1.2	0.0	0.0	0.0	0.0%
8	120.0	2.3	0.1	0.9	0.0	0.0%
9	120.0	2.4	0.1	0.7	0.0	0.0%
10	120.0	2.4	0.1	0.0	0.0	0.0%
Average:	**120.0**	**1.8**	**0.1**	**0.2**	**0.0**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	3.9	0.1	34.7	1.0	0.0%
2	120.0	3.3	0.1	25.1	1.0	0.0%
3	120.0	2.5	0.1	0.0	0.0	0.0%
4	120.0	3.0	0.1	2.2	0.0	0.0%
5	120.0	1.0	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	3.4	0.1	19.8	1.0	0.0%
8	120.0	1.0	0.0	0.0	0.0	0.0%
9	120.0	2.4	0.1	15.3	1.0	0.0%
10	120.0	3.5	0.1	17.3	1.0	0.0%
Average:	**120.0**	**2.5**	**0.1**	**11.4**	**0.5**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	21.7	0.8	96.9	3.0	0.0%
2	120.0	27.8	1.0	117.0	3.0	0.0%
3	120.0	21.4	0.9	91.5	3.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
4	120.0	25.3	0.9	92.5	3.0	0.0%
5	120.0	27.5	0.9	134.6	3.0	0.0%
6	120.0	25.6	0.8	104.6	3.0	0.0%
7	120.0	28.1	0.9	107.0	3.0	0.0%
8	120.0	22.5	0.8	88.9	3.0	0.0%
9	120.0	28.5	1.0	98.4	3.0	0.0%
10	120.0	22.5	0.8	74.8	3.0	0.0%
Average:	**120.0**	**25.1**	**0.9**	**100.6**	**3.0**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	9.4	0.3	54.4	1.0	0.0%
2	120.0	10.1	0.4	76.4	2.0	0.0%
3	120.0	12.8	0.4	72.8	2.0	0.0%
4	120.0	7.1	0.3	47.6	1.0	0.0%
5	120.0	7.1	0.3	45.6	2.0	0.0%
6	120.0	10.7	0.3	70.3	2.0	0.0%
7	120.0	11.8	0.4	76.2	2.0	0.0%
8	120.0	9.3	0.4	48.0	2.0	0.0%
9	120.0	8.5	0.3	50.6	2.0	0.0%
10	120.0	8.2	0.3	51.3	1.0	0.0%
Average:	**120.0**	**9.5**	**0.3**	**59.3**	**1.7**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.8	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.6	0.0	0.0	0.0	0.0%
5	120.0	1.3	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.9	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	1.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	26.7	1.0	153.6	5.0	0.0%
2	120.0	34.7	1.2	187.8	6.0	0.0%
3	120.0	25.9	1.1	131.8	5.0	0.0%
4	120.0	35.0	1.3	177.3	5.0	0.0%
5	120.0	89.2	3.0	349.5	11.0	1.7%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on WALES RD - Lane ID 33634092						
6	120.0	25.9	1.1	138.5	5.0	0.0%
7	120.0	25.8	1.0	140.9	5.0	0.0%
8	120.0	32.3	1.2	169.9	6.0	0.0%
9	120.0	24.3	1.0	134.5	5.0	0.0%
10	120.0	197.9	6.1	528.8	18.0	27.5%
Average:	**120.0**	**51.8**	**1.8**	**211.3**	**7.1**	**2.9%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	10.0	0.5	45.8	2.0	0.0%
2	120.0	9.5	0.5	47.6	2.0	0.0%
3	120.0	13.3	0.6	45.7	2.0	0.0%
4	120.0	12.1	0.6	46.0	2.0	0.0%
5	120.0	11.2	0.5	45.2	2.0	0.0%
6	120.0	12.6	0.6	46.5	2.0	0.0%
7	120.0	11.5	0.6	47.0	2.0	0.0%
8	120.0	13.6	0.7	45.7	2.0	0.0%
9	120.0	10.6	0.5	43.9	2.0	0.0%
10	120.0	10.5	0.5	45.2	2.0	0.0%
Average:	**120.0**	**11.5**	**0.6**	**45.9**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	9.6	0.4	50.9	2.0	0.0%
2	120.0	10.5	0.5	49.1	2.0	0.0%
3	120.0	8.6	0.5	40.9	2.0	0.0%
4	120.0	9.5	0.5	44.7	2.0	0.0%
5	120.0	9.7	0.5	44.9	2.0	0.0%
6	120.0	9.2	0.5	45.0	2.0	0.0%
7	120.0	10.7	0.5	46.9	2.0	0.0%
8	120.0	9.2	0.5	46.1	2.0	0.0%
9	120.0	7.8	0.4	45.3	2.0	0.0%
10	120.0	10.9	0.5	46.3	2.0	0.0%
Average:	**120.0**	**9.6**	**0.5**	**46.0**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	47.3	1.5	149.8	5.0	0.0%
2	120.0	47.4	1.5	176.5	5.0	0.0%
3	120.0	42.0	1.4	144.2	4.0	0.0%
4	120.0	41.6	1.5	148.1	4.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
5	120.0	51.8	1.6	158.4	4.0	0.0%
6	120.0	47.4	1.6	133.8	4.0	0.0%
7	120.0	55.8	1.8	181.7	5.0	0.0%
8	120.0	46.9	1.4	188.9	5.0	0.0%
9	120.0	46.5	1.5	147.3	4.0	0.0%
10	120.0	46.7	1.7	148.0	5.0	0.0%
Average:	**120.0**	**47.3**	**1.6**	**157.7**	**4.5**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	47.9	1.5	148.5	4.0	0.0%
2	120.0	47.5	1.6	175.8	6.0	0.0%
3	120.0	37.8	1.3	153.6	4.0	0.0%
4	120.0	40.4	1.4	130.0	5.0	0.0%
5	120.0	59.6	1.8	174.8	5.0	0.0%
6	120.0	46.0	1.5	155.5	5.0	0.0%
7	120.0	52.6	1.6	190.0	5.0	0.0%
8	120.0	44.6	1.5	155.7	5.0	0.0%
9	120.0	44.4	1.5	155.9	5.0	0.0%
10	120.0	55.2	1.8	178.8	5.0	0.0%
Average:	**120.0**	**47.6**	**1.6**	**161.9**	**4.9**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	132.5	4.3	413.8	14.0	0.0%
2	120.0	132.7	4.1	521.5	16.0	0.0%
3	120.0	46.1	1.5	205.8	6.0	0.0%
4	120.0	93.6	3.0	298.3	9.0	0.0%
5	120.0	178.2	5.4	538.9	15.0	0.8%
6	120.0	90.7	2.8	297.5	8.0	0.0%
7	120.0	49.9	1.7	204.4	6.1	0.0%
8	120.0	131.1	4.0	370.4	11.0	0.0%
9	120.0	82.2	2.7	276.1	9.0	0.0%
10	120.0	263.6	7.9	659.4	21.0	0.8%
Average:	**120.0**	**120.1**	**3.7**	**378.6**	**11.5**	**0.2%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	4.9	0.1	43.1	1.0	0.0%
2	120.0	3.8	0.1	16.8	1.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	1.7	0.1	15.1	1.0	0.0%
5	120.0	3.1	0.1	18.5	1.0	0.0%
6	120.0	2.7	0.1	15.0	1.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on WALES RD - Lane ID 33573867						
7	120.0	0.7	0.0	0.0	0.0	0.0%
8	120.0	1.1	0.1	15.3	1.0	0.0%
9	120.0	2.5	0.1	14.8	1.0	0.0%
10	120.0	6.9	0.3	46.9	1.0	0.0%
Average:	**120.0**	**2.8**	**0.1**	**18.6**	**0.8**	**0.0%**

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	11.3	2.9	6.8	15.3	10
SEB T	33640840	BUCK RD	31.9	7.9	20.9	48.3	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	4.9	1.5	2.8	7.4	10
NB T	33640842	LIME CITY RD	19.9	2.7	16.3	24.6	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	3.2	1.4	1.6	6.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.1	0.2	0.0	0.5	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	5.3	1.4	3.9	8.1	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	27.1	8.1	17.6	46.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	17.8	3.4	12.6	23.3	10
EB T	33640881	BUCK RD	38.9	7.1	29.4	49.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	9.0	2.2	6.3	12.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.3	0.4	0.0	1.4	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	1,197.0	92.0	1,018.5	1,333.8	10
WB T	33640898	3RD ST	0.9	0.6	0.2	1.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	22.9	5.1	12.9	31.6	10
EB T	33640909	BUCK RD	0.6	0.5	0.0	1.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.4	0.5	0.8	2.3	10
NB T	33640904	GLENWOOD RD	405.4	38.6	349.6	469.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	25.1	2.8	21.4	28.5	10
NB R	9799	NB I 75 TO WALES OFF RAMP	9.5	1.9	7.1	12.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.5	0.5	0.0	1.3	10
EB L	33573857	WALES RD	3.8	1.4	2.0	6.3	10
EB T	33573858	WALES RD	1.8	0.7	0.7	2.8	10
EB T	33573859	WALES RD	2.5	1.2	0.7	3.9	10
WB T	33634092	WALES RD	51.8	54.9	24.3	197.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	47.3	4.1	41.6	55.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	47.6	6.6	37.8	59.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	11.5	1.4	9.5	13.6	10
EB TR	33573865	WALES RD	9.6	1.0	7.8	10.9	10
WB L	33573866	WALES RD	120.1	64.8	46.1	263.6	10
WB T	33573867	WALES RD	2.8	2.0	0.3	6.9	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.4	0.1	0.3	0.6	10
SEB T	33640840	BUCK RD	1.1	0.2	0.7	1.4	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.7	0.1	0.6	0.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	0.1	0.0	0.1	0.1	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.2	0.1	0.1	0.3	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.9	0.2	0.5	1.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.7	0.1	0.5	0.9	10
EB T	33640881	BUCK RD	1.5	0.2	1.2	1.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.3	0.1	0.2	0.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	35.3	3.6	29.0	41.5	10
WB T	33640898	3RD ST	0.1	0.0	0.1	0.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.7	0.1	0.5	0.9	10
EB T	33640909	BUCK RD	0.0	0.1	0.0	0.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.1	0.0	0.1	0.2	10
NB T	33640904	GLENWOOD RD	13.0	1.3	11.0	14.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.1	0.8	1.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.3	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.2	0.1	0.1	0.2	10
EB T	33573858	WALES RD	0.1	0.1	0.0	0.1	10
EB T	33573859	WALES RD	0.1	0.0	0.0	0.1	10
WB T	33634092	WALES RD	1.8	1.6	1.0	6.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.4	1.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.6	0.2	1.3	1.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.6	0.1	0.5	0.7	10
EB TR	33573865	WALES RD	0.5	0.0	0.4	0.5	10
WB L	33573866	WALES RD	3.7	1.9	1.5	7.9	10
WB T	33573867	WALES RD	0.1	0.1	0.0	0.3	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	78.9	25.2	52.2	111.3	10
SEB T	33640840	BUCK RD	166.4	60.4	112.5	313.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	34.9	17.2	18.9	70.7	10
NB T	33640842	LIME CITY RD	96.7	10.9	86.7	114.5	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	14.3	17.9	0.0	59.6	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	36.0	16.6	16.9	55.8	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	155.7	20.7	113.2	184.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	87.3	17.8	63.1	111.7	10
EB T	33640881	BUCK RD	167.6	34.2	120.1	213.4	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	60.9	13.8	36.9	77.5	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2,297.5	9.4	2,287.1	2,312.3	10
WB T	33640898	3RD ST	0.3	0.7	0.0	2.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	162.8	29.4	93.7	192.0	10
EB T	33640909	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.2	1.8	0.0	5.5	10
NB T	33640904	GLENWOOD RD	602.7	10.0	591.8	618.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	100.6	16.5	74.8	134.6	10
NB R	9799	NB I 75 TO WALES OFF RAMP	59.3	12.9	45.6	76.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	23.0	10.7	15.3	44.0	10
EB T	33573858	WALES RD	0.2	0.4	0.0	0.9	10
EB T	33573859	WALES RD	11.4	12.7	0.0	34.7	10
WB T	33634092	WALES RD	211.3	128.7	131.8	528.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	157.7	18.3	133.8	188.9	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	161.9	17.7	130.0	190.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	45.9	1.0	43.9	47.6	10
EB TR	33573865	WALES RD	46.0	2.7	40.9	50.9	10
WB L	33573866	WALES RD	378.6	152.8	204.4	659.4	10
WB T	33573867	WALES RD	18.6	15.4	0.0	46.9	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	2.3	0.5	2.0	3.0	10
SEB T	33640840	BUCK RD	5.0	1.6	3.0	9.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.4	0.5	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.2	0.4	3.0	4.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	0.6	0.5	0.0	1.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	1.1	0.3	1.0	2.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	4.2	0.6	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	3.1	0.6	2.0	4.0	10
EB T	33640881	BUCK RD	5.6	1.2	4.0	7.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	1.8	0.4	1.0	2.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	71.5	2.9	68.1	77.0	10
WB T	33640898	3RD ST	1.0	0.0	1.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	4.2	0.8	3.0	5.0	10
EB T	33640909	BUCK RD	0.1	0.3	0.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.0	0.0	1.0	1.0	10
NB T	33640904	GLENWOOD RD	20.9	0.7	20.0	22.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	3.0	0.0	3.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.7	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.0	0.0	1.0	1.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.5	0.5	0.0	1.0	10
WB T	33634092	WALES RD	7.1	4.3	5.0	18.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.5	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.9	0.6	4.0	6.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	11.5	4.9	6.0	21.0	10
WB T	33573867	WALES RD	0.8	0.4	0.0	1.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB R	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.4	0.0	0.3	0.5	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640909	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640904	GLENWOOD RD	0.6	0.1	0.5	0.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.1	0.0	0.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.8	0.0	49.7	1.0	0.0	1.0
2	60.0	0.3	0.0	19.7	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.5	0.0	31.7	1.0	0.0	1.0
5	60.0	0.0	0.0	0.2	1.0	0.0	1.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	1.4	0.0	84.6	1.0	0.0	1.0
10	60.0	2.3	0.1	92.7	3.0	0.1	3.0
Average:	**60.0**	**0.5**	**0.0**	**27.9**	**0.8**	**0.0**	**0.8**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	18.2	0.7	219.3	9.0	0.7	9.0
2	60.0	18.2	0.8	134.6	6.0	0.8	6.0
3	60.0	41.7	1.7	257.7	11.0	1.7	11.0
4	60.0	18.4	0.8	130.0	5.0	0.8	5.0
5	60.0	39.0	1.6	307.3	13.0	1.6	13.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	43.9	1.7	324.5	12.0	1.7	12.0
7	60.0	23.5	0.9	239.9	8.0	0.9	8.0
8	60.0	24.6	0.9	181.3	5.0	0.9	5.0
9	60.0	27.9	1.1	244.0	8.0	1.1	8.0
10	60.0	37.7	1.4	257.0	10.0	1.4	10.0
Average:	**60.0**	**29.3**	**1.2**	**229.6**	**8.7**	**1.2**	**8.7**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	5.8	0.2	229.6	6.0	0.2	6.0
2	60.0	10.2	0.3	274.0	6.0	0.3	6.0
3	60.0	12.1	0.5	282.9	8.0	0.5	8.0
4	60.0	13.6	0.4	463.9	9.0	0.4	9.0
5	60.0	25.3	0.8	451.8	13.0	0.8	13.0
6	60.0	37.3	1.1	490.7	12.0	1.1	12.0
7	60.0	15.0	0.4	272.9	7.0	0.4	7.0
8	60.0	7.9	0.4	150.1	5.0	0.4	5.0
9	60.0	16.9	0.5	285.1	9.0	0.5	9.0
10	60.0	12.7	0.4	270.4	8.0	0.4	8.0
Average:	**60.0**	**15.7**	**0.5**	**317.1**	**8.3**	**0.5**	**8.3**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 3006

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	2.4	0.1	145.1	4.0	0.1	4.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	4.7	0.1	158.6	4.0	0.1	4.0
5	60.0	14.0	0.4	205.7	5.0	0.4	5.0
6	60.0	11.6	0.4	185.4	6.0	0.4	6.0
7	60.0	0.9	0.0	55.4	2.0	0.0	2.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	2.7	0.1	110.0	4.0	0.1	4.0
10	60.0	12.9	0.4	169.0	6.0	0.4	6.0
Average:	**60.0**	**4.9**	**0.2**	**102.9**	**3.1**	**0.2**	**3.1**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.2	0.0	10.5	1.0	0.0	1.0
2	60.0	3.0	0.1	179.8	5.0	0.1	5.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	4.3	0.1	140.8	2.0	0.1	2.0
5	60.0	7.2	0.2	245.7	7.0	0.2	7.0
6	60.0	6.7	0.2	185.9	5.0	0.2	5.0
7	60.0	5.4	0.2	103.6	4.0	0.2	4.0
8	60.0	5.6	0.2	169.4	5.0	0.2	5.0
9	60.0	2.7	0.1	120.9	5.0	0.1	5.0
10	60.0	3.2	0.1	189.4	4.0	0.1	4.0
Average:	**60.0**	**3.8**	**0.1**	**134.6**	**3.8**	**0.1**	**3.8**

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK TO NB I 75 ON RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.4	0.0	24.9	1.0	0.0	1.0
8	60.0	0.3	0.0	19.6	1.0	0.0	1.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**4.5**	**0.2**	**0.0**	**0.2**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	1.3	0.0	76.8	2.0	0.0	2.0
Average:	**60.0**	**0.1**	**0.0**	**7.7**	**0.2**	**0.0**	**0.2**
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	52.6	1.8	302.5	11.0	1.8	11.0
2	60.0	55.9	1.5	276.6	8.0	1.5	8.0
3	60.0	43.7	1.3	297.0	9.0	1.3	9.0
4	60.0	63.7	2.0	455.1	13.0	2.0	13.0
5	60.0	53.4	1.7	367.1	12.0	1.7	12.0
6	60.0	59.6	1.7	295.0	9.0	1.7	9.0
7	60.0	92.2	2.6	726.4	15.0	2.6	15.0
8	60.0	41.6	1.5	322.5	9.0	1.5	9.0
9	60.0	62.4	1.8	344.2	10.0	1.8	10.0
10	60.0	44.1	1.4	297.4	9.0	1.4	9.0
Average:	**60.0**	**56.9**	**1.7**	**368.4**	**10.5**	**1.7**	**10.5**
WB on BUCK RD							
1	60.0	4.5	0.1	101.3	2.0	0.1	2.0
2	60.0	5.7	0.2	74.6	3.0	0.2	3.0
3	60.0	0.7	0.0	27.1	1.0	0.0	1.0
4	60.0	2.3	0.1	71.2	1.0	0.1	1.0
5	60.0	2.9	0.1	79.6	1.0	0.1	1.0
6	60.0	0.6	0.0	21.6	1.0	0.0	1.0
7	60.0	0.6	0.0	35.0	2.0	0.0	2.0
8	60.0	0.5	0.0	17.8	1.0	0.0	1.0
9	60.0	3.9	0.1	136.2	2.0	0.1	2.0
10	60.0	6.6	0.2	144.3	4.0	0.2	4.0
Average:	**60.0**	**2.8**	**0.1**	**70.9**	**1.8**	**0.1**	**1.8**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	29.4	1.5	185.9	7.0	1.5	7.0
2	60.0	32.5	1.9	181.1	9.0	1.9	9.0
3	60.0	55.4	2.8	302.9	15.0	2.8	15.0
4	60.0	33.6	2.1	176.4	9.0	2.1	9.0
5	60.0	36.7	2.0	353.7	16.0	2.0	16.0
6	60.0	47.5	2.1	371.0	14.0	2.1	14.0
7	60.0	31.8	1.8	275.6	10.0	1.8	10.0
8	60.0	33.4	1.8	175.0	8.0	1.8	8.0
9	60.0	40.2	2.1	290.5	12.0	2.1	12.0
10	60.0	45.4	2.1	281.1	13.0	2.1	13.0
Average:	**60.0**	**38.6**	**2.0**	**259.3**	**11.3**	**2.0**	**11.3**
NWB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.7	0.0	43.0	2.0	0.0	2.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**4.3**	**0.2**	**0.0**	**0.2**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	17.1	0.6	240.7	5.0	0.6	5.0
2	60.0	11.0	0.3	123.0	3.0	0.3	3.0
3	60.0	20.1	0.5	204.6	5.0	0.5	5.0
4	60.0	16.2	0.4	177.6	4.0	0.4	4.0

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	14.4	0.5	196.3	4.0	0.5	4.0
6	60.0	4.9	0.2	123.8	3.0	0.2	3.0
7	60.0	13.3	0.4	101.1	3.0	0.4	3.0
8	60.0	11.3	0.4	130.9	5.0	0.4	5.0
9	60.0	11.7	0.4	223.9	5.0	0.4	5.0
10	60.0	9.9	0.3	121.5	4.0	0.3	4.0
Average:	**60.0**	**13.0**	**0.4**	**164.3**	**4.1**	**0.4**	**4.1**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.5	0.8	0.0	2.3	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	29.3	10.3	18.2	43.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	15.7	9.3	5.8	37.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.9	5.7	0.0	14.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.8	2.5	0.0	7.2	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.1	0.1	0.0	0.4	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.4	0.0	1.3	10
NE	NB I 75 TO BUCK OFF RAMP	56.9	14.7	41.6	92.2	10
W	BUCK RD	2.8	2.3	0.5	6.6	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	38.6	8.4	29.4	55.4	10
NW	BUCK RD	0.1	0.2	0.0	0.7	10
SW	SB I 75 TO BUCK OFF RAMP	13.0	4.3	4.9	20.1	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.4	0.7	1.7	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.3	0.2	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.2	0.0	0.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	1.7	0.4	1.3	2.6	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.0	0.3	1.5	2.8	10
NW	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.4	0.1	0.2	0.6	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.4	0.7	1.7	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.5	0.3	0.2	1.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.2	0.0	0.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NE	NB I 75 TO BUCK OFF RAMP	1.7	0.4	1.3	2.6	10
W	BUCK RD	0.1	0.1	0.0	0.2	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.0	0.3	1.5	2.8	10
NW	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.4	0.1	0.2	0.6	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	27.9	36.3	0.0	92.7	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	229.6	65.2	130.0	324.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	317.1	112.3	150.1	490.7	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	102.9	82.1	0.0	205.7	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	134.6	78.8	0.0	245.7	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	4.5	9.5	0.0	24.9	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.7	24.3	0.0	76.8	10
NE	NB I 75 TO BUCK OFF RAMP	368.4	136.1	276.6	726.4	10
W	BUCK RD	70.9	46.1	17.8	144.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	259.3	74.9	175.0	371.0	10
NW	BUCK RD	4.3	13.6	0.0	43.0	10
SW	SB I 75 TO BUCK OFF RAMP	164.3	50.0	101.1	240.7	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.8	0.9	0.0	3.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.7	2.8	5.0	13.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.3	2.6	5.0	13.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.1	2.4	0.0	6.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.8	2.1	0.0	7.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.2	0.4	0.0	1.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.6	0.0	2.0	10
NE	NB I 75 TO BUCK OFF RAMP	10.5	2.2	8.0	15.0	10
W	BUCK RD	1.8	1.0	1.0	4.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	11.3	3.1	7.0	16.0	10
NW	BUCK RD	0.2	0.6	0.0	2.0	10
SW	SB I 75 TO BUCK OFF RAMP	4.1	0.9	3.0	5.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.8	0.9	0.0	3.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.7	2.8	5.0	13.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.3	2.6	5.0	13.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 3006

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.1	2.4	0.0	6.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	3.8	2.1	0.0	7.0	10

BUCK TO NB I 75 ON RAMP & RAMP — NODE: 9352

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
W	BUCK TO NB I 75 ON RAMP	0.2	0.4	0.0	1.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.6	0.0	2.0	10
NE	NB I 75 TO BUCK OFF RAMP	10.5	2.2	8.0	15.0	10
W	BUCK RD	1.8	1.0	1.0	4.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	11.3	3.1	7.0	16.0	10
NW	BUCK RD	0.2	0.6	0.0	2.0	10
SW	SB I 75 TO BUCK OFF RAMP	4.1	0.9	3.0	5.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	7.4	No	A
	2	7.2	No	A
	3	7.4	No	A
	4	8.0	No	A
	5	7.6	No	A
	6	7.4	No	A
	7	6.8	No	A
	8	8.2	No	A
	9	6.9	No	A
	10	7.2	No	A
	Average:	**7.4**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	6.6	No	A
	2	6.8	No	A
	3	7.0	No	A
	4	6.8	No	A
	5	6.8	No	A
	6	6.9	No	A
	7	6.6	No	A
	8	6.8	No	A
	9	6.7	No	A
	10	7.2	No	A
	Average:	**6.8**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	18.1	No	C
	2	17.9	No	B
	3	18.1	No	C
	4	17.9	No	B
	5	18.0	No	C
	6	18.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	18.2	No	C
	8	18.0	No	B
	9	18.2	No	C
	10	18.1	No	C
	Average:	**18.1**	**No**	**C**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	14.7	No	B
	2	13.9	No	B
	3	13.5	No	B
	4	13.6	No	B
	5	14.1	No	B
	6	13.9	No	B
	7	13.9	No	B
	8	13.0	No	B
	9	13.9	No	B
	10	13.5	No	B
	Average:	**13.8**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	14.7	No	B
	2	13.9	No	B
	3	13.5	No	B
	4	13.6	No	B
	5	14.1	No	B
	6	13.9	No	B
	7	13.9	No	B
	8	13.0	No	B
	9	13.9	No	B
	10	13.5	No	B
	Average:	**13.8**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	17.4	No	B
	2	16.9	No	B
	3	17.7	No	B
	4	17.8	No	B
	5	17.2	No	B
	6	17.4	No	B
	7	17.6	No	B
	8	17.8	No	B
	9	17.6	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	17.9	No	B
Average:	**17.5**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	17.4	No	B
2	16.9	No	B
3	17.7	No	B
4	17.8	No	B
5	17.2	No	B
6	17.4	No	B
7	17.6	No	B
8	17.8	No	B
9	17.6	No	B
10	17.9	No	B
Average:	**17.5**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and RAMP - NEB			**Segment: 4698**
1	18.7	No	C
2	18.1	No	C
3	17.9	No	B
4	17.9	No	B
5	18.5	No	C
6	18.4	No	C
7	18.3	No	C
8	17.6	No	B
9	17.9	No	B
10	16.9	No	B
Average:	**18.0**	**No**	**C**
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4689**
1	15.6	No	B
2	15.3	No	B
3	16.9	No	B
4	15.7	No	B
5	15.8	No	B
6	16.2	No	B
7	16.3	No	B
8	16.2	No	B
9	16.2	No	B
10	16.4	No	B
Average:	**16.1**	**No**	**B**

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4690**
1	15.6	No	B
2	15.3	No	B
3	16.9	No	B
4	15.7	No	B
5	15.8	No	B
6	16.2	No	B
7	16.3	No	B
8	16.2	No	B
9	16.2	No	B
10	16.4	No	B
Average:	**16.1**	**No**	**B**
Basic - Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD - NEB			**Segment: 4691**
1	20.8	No	C
2	20.0	No	C
3	20.0	No	C
4	20.2	No	C
5	20.1	No	C
6	20.6	No	C
7	20.1	No	C
8	20.0	No	C
9	20.0	No	C
10	19.5	No	C
Average:	**20.1**	**No**	**C**
Diverge - To WALES RD - NEB			**Segment: 4692**
1	15.8	No	B
2	16.0	No	B
3	17.0	No	B
4	15.9	No	B
5	16.6	No	B
6	17.0	No	B
7	17.3	No	B
8	16.9	No	B
9	16.9	No	B
10	17.0	No	B
Average:	**16.6**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
1	19.2	No	C
2	19.0	No	C
3	17.9	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	18.6	No	C
5	18.3	No	C
6	18.8	No	C
7	18.5	No	C
8	18.3	No	C
9	17.7	No	B
10	18.2	No	C
Average:	**18.5**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	25.3	No	C
2	23.7	No	C
3	24.9	No	C
4	24.9	No	C
5	25.1	No	C
6	26.5	No	C
7	25.6	No	C
8	24.2	No	C
9	25.3	No	C
10	23.7	No	C
Average:	**24.9**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	25.3	No	C
2	23.7	No	C
3	24.9	No	C
4	24.9	No	C
5	25.1	No	C
6	26.5	No	C
7	25.6	No	C
8	24.2	No	C
9	25.3	No	C
10	23.7	No	C
Average:	**24.9**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	25.3	No	C
2	23.7	No	C
3	24.9	No	C
4	24.9	No	C
5	25.1	No	C
6	26.5	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	25.6	No	C
	8	24.2	No	C
	9	25.3	No	C
	10	23.7	No	C
	Average:	**24.9**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	29.4	No	D
	2	26.5	No	D
	3	29.0	No	D
	4	29.6	No	D
	5	29.4	No	D
	6	28.2	No	D
	7	28.4	No	D
	8	26.5	No	D
	9	29.7	No	D
	10	31.4	No	D
	Average:	**28.8**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	22.7	No	C
	2	22.8	No	C
	3	22.7	No	C
	4	21.8	No	C
	5	25.9	No	C
	6	22.1	No	C
	7	22.6	No	C
	8	22.9	No	C
	9	24.4	No	C
	10	23.8	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.8	No	C
	2	22.7	No	C
	3	23.7	No	C
	4	23.8	No	C
	5	23.2	No	C
	6	24.5	No	C
	7	23.6	No	C
	8	23.7	No	C
	9	21.8	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	23.7	No	C
	Average:	**23.5**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.8	No	C
	2	22.7	No	C
	3	23.7	No	C
	4	23.8	No	C
	5	23.2	No	C
	6	24.5	No	C
	7	23.6	No	C
	8	23.7	No	C
	9	21.8	No	C
	10	23.7	No	C
	Average:	**23.5**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.8	No	C
	2	22.7	No	C
	3	23.7	No	C
	4	23.8	No	C
	5	23.2	No	C
	6	24.5	No	C
	7	23.6	No	C
	8	23.7	No	C
	9	21.8	No	C
	10	23.7	No	C
	Average:	**23.5**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	24.1	No	C
	2	24.8	No	C
	3	23.0	No	C
	4	24.2	No	C
	5	22.9	No	C
	6	23.4	No	C
	7	22.4	No	C
	8	23.6	No	C
	9	22.9	No	C
	10	22.1	No	C
	Average:	**23.3**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	24.1	No	C
	2	24.8	No	C
	3	23.0	No	C
	4	24.2	No	C
	5	22.9	No	C
	6	23.4	No	C
	7	22.4	No	C
	8	23.6	No	C
	9	22.9	No	C
	10	22.1	No	C
	Average:	**23.3**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	24.1	No	C
	2	24.8	No	C
	3	23.0	No	C
	4	24.2	No	C
	5	22.9	No	C
	6	23.4	No	C
	7	22.4	No	C
	8	23.6	No	C
	9	22.9	No	C
	10	22.1	No	C
	Average:	**23.3**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	8.9	No	A
	2	9.9	No	A
	3	9.2	No	A
	4	9.1	No	A
	5	9.3	No	A
	6	9.8	No	A
	7	9.0	No	A
	8	8.7	No	A
	9	8.7	No	A
	10	8.9	No	A
	Average:	**9.2**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	13.0	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	11.8	No	B
	3	12.4	No	B
	4	13.3	No	B
	5	12.7	No	B
	6	12.6	No	B
	7	14.2	No	B
	8	12.2	No	B
	9	12.8	No	B
	10	12.5	No	B
	Average:	**12.8**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	8.3	No	A
	2	9.0	No	A
	3	8.9	No	A
	4	8.6	No	A
	5	9.1	No	A
	6	8.7	No	A
	7	8.3	No	A
	8	8.3	No	A
	9	8.4	No	A
	10	8.3	No	A
	Average:	**8.6**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	6.1	No	A
	2	5.8	No	A
	3	6.2	No	A
	4	6.3	No	A
	5	6.4	No	A
	6	5.3	No	A
	7	6.9	No	A
	8	6.6	No	A
	9	6.7	No	A
	10	6.5	No	A
	Average:	**6.3**	**No**	**A**

RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To RAMP (NWB) - NWB				**Segment: 10543**
	1	6.3	No	A
	2	2.8	No	A
	3	3.5	No	A
	4	4.7	No	A
	5	3.2	No	A
	6	3.0	No	A
	7	4.7	No	A
	8	3.7	No	A
	9	5.2	No	A
	10	5.0	No	A
	Average:	**4.2**	**No**	**A**
Basic - To RAMP (NWB) - NWB				**Segment: 10545**
	1	9.1	No	A
	2	6.9	No	A
	3	7.1	No	A
	4	4.6	No	A
	5	5.2	No	A
	6	6.0	No	A
	7	6.4	No	A
	8	8.7	No	A
	9	8.0	No	A
	10	6.7	No	A
	Average:	**6.9**	**No**	**A**
Basic - From RAMP (EB) - EB				**Segment: 10542**
	1	5.1	No	A
	2	6.5	No	A
	3	7.2	No	A
	4	6.1	No	A
	5	8.7	No	A
	6	8.1	No	A
	7	6.9	No	A
	8	6.5	No	A
	9	7.5	No	A
	10	7.8	No	A
	Average:	**7.0**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	15.9	No	B

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	2	15.3	No	B
	3	16.0	No	B
	4	14.2	No	B
	5	14.7	No	B
	6	15.6	No	B
	7	15.6	No	B
	8	14.3	No	B
	9	14.4	No	B
	10	13.8	No	B
	Average:	**15.0**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	22.8	No	C
	2	21.5	No	C
	3	20.6	No	C
	4	21.9	No	C
	5	22.3	No	C
	6	20.7	No	C
	7	21.4	No	C
	8	20.4	No	C
	9	22.4	No	C
	10	22.3	No	C
	Average:	**21.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	22.3	No	C
	2	21.5	No	C
	3	21.6	No	C
	4	21.8	No	C
	5	22.3	No	C
	6	21.9	No	C
	7	21.8	No	C
	8	22.6	No	C
	9	22.1	No	C
	10	22.2	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	22.3	No	C
	2	21.5	No	C
	3	21.6	No	C
	4	21.8	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	5	22.3	No	C
	6	21.9	No	C
	7	21.8	No	C
	8	22.6	No	C
	9	22.1	No	C
	10	22.2	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	21.1	No	C
	2	22.3	No	C
	3	22.6	No	C
	4	21.6	No	C
	5	22.5	No	C
	6	22.8	No	C
	7	22.3	No	C
	8	21.6	No	C
	9	22.0	No	C
	10	22.5	No	C
	Average:	**22.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	22.7	No	C
	2	22.0	No	C
	3	22.3	No	C
	4	22.1	No	C
	5	22.4	No	C
	6	22.4	No	C
	7	21.8	No	C
	8	22.2	No	C
	9	21.7	No	C
	10	22.6	No	C
	Average:	**22.2**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	29.0	No	D
	2	32.3	No	D
	3	25.8	No	C
	4	29.8	No	D
	5	27.2	No	D
	6	27.3	No	D
	7	29.5	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	8	25.7	No	C
	9	28.1	No	D
	10	24.6	No	C
	Average:	**27.9**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	24.3	No	C
	2	22.9	No	C
	3	22.8	No	C
	4	22.7	No	C
	5	23.3	No	C
	6	22.4	No	C
	7	23.0	No	C
	8	22.5	No	C
	9	23.4	No	C
	10	22.7	No	C
	Average:	**23.0**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	24.3	No	C
	2	22.9	No	C
	3	22.8	No	C
	4	22.7	No	C
	5	23.3	No	C
	6	22.4	No	C
	7	23.0	No	C
	8	22.5	No	C
	9	23.4	No	C
	10	22.7	No	C
	Average:	**23.0**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	24.3	No	C
	2	22.9	No	C
	3	22.8	No	C
	4	22.7	No	C
	5	23.3	No	C
	6	22.4	No	C
	7	23.0	No	C
	8	22.5	No	C
	9	23.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	22.7	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.2	No	C
	2	18.0	No	B
	3	17.9	No	B
	4	18.1	No	C
	5	18.5	No	C
	6	18.5	No	C
	7	18.2	No	C
	8	18.3	No	C
	9	18.0	No	B
	10	18.5	No	C
	Average:	**18.2**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	17.0	No	B
	2	17.5	No	B
	3	17.2	No	B
	4	16.9	No	B
	5	18.0	No	B
	6	16.0	No	B
	7	16.8	No	B
	8	16.1	No	B
	9	16.4	No	B
	10	16.8	No	B
	Average:	**16.9**	**No**	**B**
Basic - Between WALES RD and BUCK RD - SWB				**Segment: 4694**
	1	21.4	No	C
	2	21.1	No	C
	3	20.6	No	C
	4	21.3	No	C
	5	20.9	No	C
	6	21.2	No	C
	7	20.9	No	C
	8	20.9	No	C
	9	21.1	No	C
	10	21.1	No	C
	Average:	**21.1**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4695**
	1	18.2	No	B
	2	18.0	No	B
	3	18.1	No	B
	4	17.5	No	B
	5	18.7	No	B
	6	17.1	No	B
	7	17.5	No	B
	8	16.6	No	B
	9	17.5	No	B
	10	18.4	No	B
	Average:	**17.8**	**No**	**B**
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	18.2	No	B
	2	18.0	No	B
	3	18.1	No	B
	4	17.5	No	B
	5	18.7	No	B
	6	17.1	No	B
	7	17.5	No	B
	8	16.6	No	B
	9	17.5	No	B
	10	18.4	No	B
	Average:	**17.8**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	18.5	No	C
	2	18.4	No	C
	3	18.3	No	C
	4	17.9	No	B
	5	17.4	No	B
	6	18.3	No	C
	7	17.8	No	B
	8	17.8	No	B
	9	18.4	No	C
	10	17.6	No	B
	Average:	**18.0**	**No**	**C**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	17.4	No	B
	2	17.2	No	B
	3	17.1	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	17.5	No	B
5	18.3	No	C
6	17.4	No	B
7	17.4	No	B
8	17.4	No	B
9	17.4	No	B
10	17.7	No	B
Average:	**17.5**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	18.9	No	C
2	18.9	No	C
3	18.8	No	C
4	18.7	No	C
5	18.4	No	C
6	18.8	No	C
7	18.4	No	C
8	18.7	No	C
9	18.7	No	C
10	18.5	No	C
Average:	**18.7**	**No**	**C**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	18.8	No	C
2	18.8	No	C
3	19.8	No	C
4	20.5	No	C
5	19.0	No	C
6	20.6	No	C
7	19.4	No	C
8	19.2	No	C
9	20.1	No	C
10	21.6	No	C
Average:	**19.8**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	8.6	No	A
2	9.9	No	A
3	8.0	No	A
4	9.1	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	7.9	No	A
	6	8.0	No	A
	7	8.6	No	A
	8	9.5	No	A
	9	9.7	No	A
	10	7.9	No	A
	Average:	**8.7**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	14.0	No	B
	2	10.8	No	A
	3	13.7	No	B
	4	11.9	No	B
	5	12.8	No	B
	6	12.4	No	B
	7	12.7	No	B
	8	12.2	No	B
	9	13.9	No	B
	10	13.0	No	B
	Average:	**12.7**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	9.4	No	A
	2	9.5	No	A
	3	8.9	No	A
	4	9.5	No	A
	5	9.3	No	A
	6	9.1	No	A
	7	9.4	No	A
	8	9.5	No	A
	9	9.1	No	A
	10	9.4	No	A
	Average:	**9.3**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.4	No	A
	2	6.9	No	A
	3	6.8	No	A
	4	6.6	No	A
	5	6.8	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.5	No	A
	7	6.4	No	A
	8	6.5	No	A
	9	5.9	No	A
	10	6.6	No	A
	Average:	**6.5**	**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: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	7.4	0.4	6.8	8.2	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		6.8	0.2	6.6	7.2	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		18.1	0.1	17.9	18.2	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	13.8	0.4	13.0	14.7	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	13.8	0.4	13.0	14.7	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	17.5	0.3	16.9	17.9	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	17.5	0.3	16.9	17.9	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	18.0	0.5	16.9	18.7	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	16.1	0.5	15.3	16.9	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	16.1	0.5	15.3	16.9	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	20.1	0.4	19.5	20.8	10
4692	NE	Diverge	To WALES RD	16.6	0.5	15.8	17.3	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	18.5	0.5	17.7	19.2	10
4670	N	Merge	From WALES RD	24.9	0.9	23.7	26.5	10
4671	N	Merge	From WALES RD	24.9	0.9	23.7	26.5	10
4672	N	Merge	From WALES RD	24.9	0.9	23.7	26.5	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	28.8	1.5	26.5	31.4	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	23.2	1.2	21.8	25.9	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	23.5	0.7	21.8	24.5	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	23.5	0.7	21.8	24.5	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	23.5	0.7	21.8	24.5	10
4646	N	Basic	From WALES RD	23.3	0.8	22.1	24.8	10
4647	N	Basic	From WALES RD	23.3	0.8	22.1	24.8	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	23.3	0.8	22.1	24.8	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	9.2	0.4	8.7	9.9	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.8	0.7	11.8	14.2	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	8.6	0.3	8.3	9.1	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.3	0.5	5.3	6.9	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	4.2	1.1	2.8	6.3	10
10545	NW	Basic	To RAMP (NWB)	6.9	1.4	4.6	9.1	10
10542	E	Basic	From RAMP (EB)	7.0	1.1	5.1	8.7	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.0	0.8	13.8	16.0	10
4655	S	Basic	To SB I 75 (SB)	21.6	0.8	20.4	22.8	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.3	21.5	22.6	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.3	21.5	22.6	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	22.1	0.5	21.1	22.8	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.2	0.3	21.7	22.7	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	27.9	2.3	24.6	32.3	10
4676	S	Diverge	To WALES RD	23.0	0.6	22.4	24.3	10
4677	S	Diverge	To WALES RD	23.0	0.6	22.4	24.3	10
4678	S	Diverge	To WALES RD	23.0	0.6	22.4	24.3	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.2	0.2	17.9	18.5	10
4693	SW	Merge	From WALES RD	16.9	0.6	16.0	18.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	21.1	0.2	20.6	21.4	10
4695	SW	Diverge	To BUCK RD	17.8	0.6	16.6	18.7	10
4696	SW	Diverge	To BUCK RD	17.8	0.6	16.6	18.7	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	18.0	0.4	17.4	18.5	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	17.5	0.3	17.1	18.3	10
4717	SW	Basic		18.7	0.2	18.4	18.9	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	19.8	0.9	18.8	21.6	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.7	0.8	7.9	9.9	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	12.7	1.0	10.8	14.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	9.3	0.2	8.9	9.5	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.5	0.3	5.9	6.9	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed Double Roundabout
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10543	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10545	NW	Basic	To RAMP (NWB)	0.0	0.0	0.0	0.0	10
10542	E	Basic	From RAMP (EB)	0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4708**
	1	13.9	No	B
	2	14.1	No	B
	3	14.1	No	B
	4	14.3	No	B
	5	14.1	No	B
	6	13.8	No	B
	7	14.0	No	B
	8	13.9	No	B
	9	14.2	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB			**Segment: 4708**
10	13.9	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB			**Segment: 4709**
1	13.9	No	B
2	14.1	No	B
3	14.1	No	B
4	14.3	No	B
5	14.1	No	B
6	13.8	No	B
7	14.0	No	B
8	13.9	No	B
9	14.2	No	B
10	13.9	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	19.1	No	C
2	19.1	No	C
3	19.0	No	C
4	18.8	No	C
5	18.7	No	C
6	18.9	No	C
7	18.7	No	C
8	18.6	No	C
9	19.1	No	C
10	19.4	No	C
Average:	**18.9**	**No**	**C**
Merge - From BUCK RD - NEB			**Segment: 4689**
1	16.3	No	B
2	15.9	No	B
3	16.6	No	B
4	16.0	No	B
5	17.3	No	B
6	16.8	No	B
7	16.6	No	B
8	17.3	No	B
9	16.0	No	B
10	16.8	No	B
Average:	**16.6**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	16.3	No	B
	2	15.9	No	B
	3	16.6	No	B
	4	16.0	No	B
	5	17.3	No	B
	6	16.8	No	B
	7	16.6	No	B
	8	17.3	No	B
	9	16.0	No	B
	10	16.8	No	B
	Average:	**16.6**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	21.8	No	C
	2	22.2	No	C
	3	21.9	No	C
	4	21.8	No	C
	5	21.4	No	C
	6	21.8	No	C
	7	21.9	No	C
	8	21.5	No	C
	9	21.7	No	C
	10	21.9	No	C
	Average:	**21.8**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	17.5	No	B
	2	16.5	No	B
	3	17.4	No	B
	4	16.5	No	B
	5	18.2	No	B
	6	17.2	No	B
	7	17.1	No	B
	8	18.0	No	B
	9	17.0	No	B
	10	17.4	No	B
	Average:	**17.3**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	19.8	No	C
	2	20.3	No	C
	3	20.4	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	20.7	No	C
5	19.8	No	C
6	20.3	No	C
7	20.8	No	C
8	20.1	No	C
9	19.8	No	C
10	20.3	No	C
Average:	**20.2**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	23.9	No	C
2	23.9	No	C
3	23.7	No	C
4	22.9	No	C
5	24.1	No	C
6	24.1	No	C
7	22.6	No	C
8	22.4	No	C
9	23.1	No	C
10	23.4	No	C
Average:	**23.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	23.9	No	C
2	23.9	No	C
3	23.7	No	C
4	22.9	No	C
5	24.1	No	C
6	24.1	No	C
7	22.6	No	C
8	22.4	No	C
9	23.1	No	C
10	23.4	No	C
Average:	**23.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	23.9	No	C
2	23.9	No	C
3	23.7	No	C
4	22.9	No	C
5	24.1	No	C
6	24.1	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	22.6	No	C
	8	22.4	No	C
	9	23.1	No	C
	10	23.4	No	C
	Average:	**23.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	29.6	No	D
	2	27.2	No	D
	3	23.9	No	C
	4	25.0	No	C
	5	27.8	No	D
	6	30.7	No	D
	7	28.5	No	D
	8	27.6	No	D
	9	22.5	No	C
	10	29.2	No	D
	Average:	**27.2**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	23.7	No	C
	2	23.2	No	C
	3	23.4	No	C
	4	23.8	No	C
	5	23.6	No	C
	6	23.5	No	C
	7	24.4	No	C
	8	24.9	No	C
	9	24.5	No	C
	10	22.8	No	C
	Average:	**23.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.9	No	C
	2	23.6	No	C
	3	24.8	No	C
	4	24.1	No	C
	5	24.8	No	C
	6	25.2	No	C
	7	24.6	No	C
	8	22.9	No	C
	9	23.4	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	24.9	No	C
	Average:	**24.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.9	No	C
	2	23.6	No	C
	3	24.8	No	C
	4	24.1	No	C
	5	24.8	No	C
	6	25.2	No	C
	7	24.6	No	C
	8	22.9	No	C
	9	23.4	No	C
	10	24.9	No	C
	Average:	**24.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.9	No	C
	2	23.6	No	C
	3	24.8	No	C
	4	24.1	No	C
	5	24.8	No	C
	6	25.2	No	C
	7	24.6	No	C
	8	22.9	No	C
	9	23.4	No	C
	10	24.9	No	C
	Average:	**24.2**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	22.6	No	C
	2	24.3	No	C
	3	23.6	No	C
	4	25.0	No	C
	5	22.8	No	C
	6	23.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	23.1	No	C
	10	23.8	No	C
	Average:	**23.7**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	22.6	No	C
	2	24.3	No	C
	3	23.6	No	C
	4	25.0	No	C
	5	22.8	No	C
	6	23.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	23.1	No	C
	10	23.8	No	C
	Average:	**23.7**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	22.6	No	C
	2	24.3	No	C
	3	23.6	No	C
	4	25.0	No	C
	5	22.8	No	C
	6	23.5	No	C
	7	24.6	No	C
	8	23.4	No	C
	9	23.1	No	C
	10	23.8	No	C
	Average:	**23.7**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	7.6	No	A
	2	8.0	No	A
	3	7.8	No	A
	4	7.4	No	A
	5	7.7	No	A
	6	7.8	No	A
	7	7.4	No	A
	8	7.2	No	A
	9	7.9	No	A
	10	8.2	No	A
	Average:	**7.7**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	8.1	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	7.9	No	A
	3	8.1	No	A
	4	7.7	No	A
	5	8.0	No	A
	6	8.0	No	A
	7	8.5	No	A
	8	8.0	No	A
	9	8.2	No	A
	10	8.5	No	A
	Average:	**8.1**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	1.6	No	A
	2	1.8	No	A
	3	2.3	No	A
	4	2.2	No	A
	5	1.9	No	A
	6	2.1	No	A
	7	1.6	No	A
	8	2.2	No	A
	9	1.9	No	A
	10	2.0	No	A
	Average:	**2.0**	**No**	**A**

NB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	8.0	No	A
	2	7.9	No	A
	3	7.4	No	A
	4	7.2	No	A
	5	7.9	No	A
	6	7.5	No	A
	7	7.1	No	A
	8	7.5	No	A
	9	7.5	No	A
	10	6.6	No	A
	Average:	**7.5**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	17.9	No	B
	2	18.7	No	C
	3	16.0	No	B
	4	16.5	No	B
	5	17.8	No	B
	6	18.3	No	C
	7	18.0	No	B
	8	14.3	No	B
	9	15.8	No	B
	10	17.3	No	B
	Average:	**17.1**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	24.6	No	C
	2	24.3	No	C
	3	24.5	No	C
	4	24.6	No	C
	5	25.6	No	C
	6	24.6	No	C
	7	25.4	No	C
	8	25.9	No	C
	9	24.9	No	C
	10	24.4	No	C
	Average:	**24.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.6	No	C
	2	25.3	No	C
	3	24.4	No	C
	4	24.8	No	C
	5	24.6	No	C
	6	24.8	No	C
	7	24.4	No	C
	8	25.4	No	C
	9	24.6	No	C
	10	24.8	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.6	No	C
	2	25.3	No	C
	3	24.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	24.8	No	C
	5	24.6	No	C
	6	24.8	No	C
	7	24.4	No	C
	8	25.4	No	C
	9	24.6	No	C
	10	24.8	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	24.6	No	C
	2	24.3	No	C
	3	24.3	No	C
	4	24.2	No	C
	5	24.5	No	C
	6	23.9	No	C
	7	25.4	No	C
	8	23.0	No	C
	9	25.0	No	C
	10	24.0	No	C
	Average:	**24.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	25.1	No	C
	2	24.6	No	C
	3	25.5	No	C
	4	25.0	No	C
	5	24.3	No	C
	6	24.9	No	C
	7	24.6	No	C
	8	25.2	No	C
	9	24.3	No	C
	10	24.7	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	33.6	No	D
	2	30.0	No	D
	3	33.5	No	D
	4	29.5	No	D
	5	38.4	No	E
	6	29.0	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	33.4	No	D
	8	33.9	No	D
	9	32.1	No	D
	10	31.7	No	D
	Average:	**32.5**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	27.2	No	C
	2	27.7	No	C
	3	26.8	No	C
	4	27.6	No	C
	5	27.5	No	C
	6	26.7	No	C
	7	27.9	No	C
	8	26.9	No	C
	9	27.1	No	C
	10	28.3	No	D
	Average:	**27.4**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	27.2	No	C
	2	27.7	No	C
	3	26.8	No	C
	4	27.6	No	C
	5	27.5	No	C
	6	26.7	No	C
	7	27.9	No	C
	8	26.9	No	C
	9	27.1	No	C
	10	28.3	No	D
	Average:	**27.4**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	27.2	No	C
	2	27.7	No	C
	3	26.8	No	C
	4	27.6	No	C
	5	27.5	No	C
	6	26.7	No	C
	7	27.9	No	C
	8	26.9	No	C
	9	27.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	28.3	No	D
	Average:	**27.4**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	19.2	No	C
	2	19.8	No	C
	3	19.4	No	C
	4	18.4	No	C
	5	18.7	No	C
	6	19.0	No	C
	7	19.3	No	C
	8	18.9	No	C
	9	19.2	No	C
	10	18.3	No	C
	Average:	**19.0**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	17.3	No	B
	2	17.0	No	B
	3	16.4	No	B
	4	17.2	No	B
	5	17.4	No	B
	6	17.6	No	B
	7	17.1	No	B
	8	17.0	No	B
	9	16.6	No	B
	10	17.7	No	B
	Average:	**17.1**	**No**	**B**
Basic - Between WALES RD and BUCK RD (WB) - SWB				**Segment: 4694**
	1	21.3	No	C
	2	22.0	No	C
	3	21.7	No	C
	4	20.9	No	C
	5	21.3	No	C
	6	21.3	No	C
	7	21.2	No	C
	8	21.3	No	C
	9	21.3	No	C
	10	21.1	No	C
	Average:	**21.3**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (WB) - SWB				**Segment: 4695**
	1	18.7	No	B
	2	18.6	No	B
	3	17.9	No	B
	4	18.8	No	B
	5	18.8	No	B
	6	18.8	No	B
	7	18.9	No	B
	8	18.0	No	B
	9	19.0	No	B
	10	19.4	No	B
	Average:	**18.7**	**No**	**B**
Diverge - To BUCK RD (WB) - SWB				**Segment: 4696**
	1	18.7	No	B
	2	18.6	No	B
	3	17.9	No	B
	4	18.8	No	B
	5	18.8	No	B
	6	18.8	No	B
	7	18.9	No	B
	8	18.0	No	B
	9	19.0	No	B
	10	19.4	No	B
	Average:	**18.7**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	16.9	No	B
	2	16.7	No	B
	3	16.9	No	B
	4	16.3	No	B
	5	17.1	No	B
	6	17.5	No	B
	7	16.0	No	B
	8	16.5	No	B
	9	17.2	No	B
	10	17.0	No	B
	Average:	**16.8**	**No**	**B**
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	14.2	No	B
	2	14.5	No	B
	3	14.0	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	14.6	No	B
5	14.1	No	B
6	14.1	No	B
7	15.0	No	B
8	14.5	No	B
9	13.8	No	B
10	14.2	No	B
Average:	**14.3**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	15.9	No	B
2	16.2	No	B
3	16.1	No	B
4	15.6	No	B
5	16.1	No	B
6	16.4	No	B
7	15.8	No	B
8	15.9	No	B
9	16.2	No	B
10	16.0	No	B
Average:	**16.0**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	12.2	No	B
2	13.0	No	B
3	15.5	No	B
4	13.4	No	B
5	15.3	No	B
6	14.4	No	B
7	14.3	No	B
8	14.0	No	B
9	15.1	No	B
10	13.0	No	B
Average:	**14.0**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	7.5	No	A
2	7.6	No	A
3	4.9	No	A
4	6.7	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	7.8	No	A
	6	6.1	No	A
	7	4.6	No	A
	8	6.7	No	A
	9	7.1	No	A
	10	6.3	No	A
	Average:	**6.5**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	8.7	No	A
	2	7.7	No	A
	3	7.9	No	A
	4	7.8	No	A
	5	7.8	No	A
	6	7.6	No	A
	7	9.2	No	A
	8	8.1	No	A
	9	7.0	No	A
	10	8.4	No	A
	Average:	**8.0**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	3.6	No	A
	2	3.5	No	A
	3	3.7	No	A
	4	3.8	No	A
	5	3.9	No	A
	6	3.9	No	A
	7	3.6	No	A
	8	3.8	No	A
	9	3.8	No	A
	10	3.8	No	A
	Average:	**3.7**	**No**	**A**

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.3	No	A
	2	5.4	No	A
	3	6.7	No	A
	4	6.3	No	A
	5	6.1	No	A

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.2	No	A
	7	6.2	No	A
	8	5.9	No	A
	9	5.9	No	A
	10	5.8	No	A
	Average:	**6.1**	**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: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	14.0	0.2	13.8	14.3	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	14.0	0.2	13.8	14.3	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	18.9	0.2	18.6	19.4	10
4689	NE	Merge	From BUCK RD	16.6	0.5	15.9	17.3	10
4690	NE	Merge	From BUCK RD	16.6	0.5	15.9	17.3	10
4691	NE	Basic	Between BUCK RD and WALES RD	21.8	0.2	21.4	22.2	10
4692	NE	Diverge	To WALES RD	17.3	0.6	16.5	18.2	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	20.2	0.4	19.8	20.8	10
4670	N	Merge	From WALES RD	23.4	0.6	22.4	24.1	10
4671	N	Merge	From WALES RD	23.4	0.6	22.4	24.1	10
4672	N	Merge	From WALES RD	23.4	0.6	22.4	24.1	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	27.2	2.6	22.5	30.7	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	23.8	0.6	22.8	24.9	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	24.2	0.8	22.9	25.2	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	24.2	0.8	22.9	25.2	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	24.2	0.8	22.9	25.2	10
4646	N	Basic	From WALES RD	23.7	0.8	22.6	25.0	10
4647	N	Basic	From WALES RD	23.7	0.8	22.6	25.0	10
4648	N	Basic	From WALES RD	23.7	0.8	22.6	25.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	7.7	0.3	7.2	8.2	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	8.1	0.2	7.7	8.5	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	2.0	0.2	1.6	2.3	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.5	0.4	6.6	8.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	17.1	1.4	14.3	18.7	10
4655	S	Basic	To SB I 75 (SB)	24.9	0.6	24.3	25.9	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	24.8	0.3	24.4	25.4	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	24.8	0.3	24.4	25.4	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	24.3	0.6	23.0	25.4	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	24.8	0.4	24.3	25.5	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	32.5	2.8	29.0	38.4	10
4676	S	Diverge	To WALES RD	27.4	0.5	26.7	28.3	10
4677	S	Diverge	To WALES RD	27.4	0.5	26.7	28.3	10
4678	S	Diverge	To WALES RD	27.4	0.5	26.7	28.3	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	19.0	0.5	18.3	19.8	10
4693	SW	Merge	From WALES RD	17.1	0.4	16.4	17.7	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	21.3	0.3	20.9	22.0	10
4695	SW	Diverge	To BUCK RD (WB)	18.7	0.4	17.9	19.4	10
4696	SW	Diverge	To BUCK RD (WB)	18.7	0.4	17.9	19.4	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	16.8	0.4	16.0	17.5	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	14.3	0.3	13.8	15.0	10
4717	SW	Basic		16.0	0.2	15.6	16.4	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	14.0	1.1	12.2	15.5	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	6.5	1.1	4.6	7.8	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	8.0	0.6	7.0	9.2	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	3.7	0.1	3.5	3.9	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.1	0.4	5.4	6.7	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	960.0	3.96	14.8	B
2	971.0	3.91	14.5	B
3	969.0	3.71	13.8	B
4	958.0	3.67	13.8	B
5	974.0	4.04	14.9	B
6	978.0	4.06	15.0	B
7	967.0	3.87	14.4	B
8	981.0	3.83	14.1	B
9	966.0	3.88	14.5	B
10	973.0	3.94	14.6	B
Average:	**969.7**	**3.89**	**14.4**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	990.0	4.20	15.3	B
2	986.0	4.08	14.9	B
3	991.0	4.19	15.2	B
4	980.0	4.20	15.4	B
5	997.0	3.95	14.3	B
6	1,019.0	4.44	15.7	B
7	991.0	4.21	15.3	B
8	1,005.0	4.33	15.5	B
9	988.0	4.12	15.0	B
10	1,004.0	4.40	15.8	B
Average:	**995.1**	**4.21**	**15.2**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,528.0	5.21	12.3	B
2	1,533.0	5.31	12.5	B
3	1,527.0	5.11	12.0	B
4	1,529.0	5.29	12.5	B
5	1,542.0	5.35	12.5	B
6	1,559.0	5.38	12.4	B
7	1,538.0	5.54	13.0	B
8	1,546.0	5.22	12.2	B
9	1,532.0	5.22	12.3	B

10	1,550.0	5.47	12.7	B
Average:	**1,538.4**	**5.31**	**12.4**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	374.0	0.00	0.0	A
2	367.0	0.00	0.0	A
3	374.0	0.00	0.0	A
4	367.0	0.00	0.0	A
5	367.0	0.00	0.0	A
6	370.0	0.00	0.0	A
7	364.0	0.00	0.0	A
8	367.0	0.00	0.0	A
9	367.0	0.00	0.0	A
10	370.0	0.00	0.0	A
Average:	**368.7**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,344.0	4.22	11.3	B
2	1,342.0	4.14	11.1	B
3	1,349.0	4.13	11.0	B
4	1,335.0	4.12	11.1	B
5	1,340.0	4.11	11.0	B
6	1,348.0	4.47	11.9	B
7	1,333.0	3.87	10.5	B
8	1,340.0	3.94	10.6	B
9	1,343.0	4.27	11.5	B
10	1,346.0	4.28	11.5	B
Average:	**1,342.0**	**4.16**	**11.2**	**B**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	335.0	0.00	0.0	A
2	350.0	0.00	0.0	A
3	336.0	0.00	0.0	A
4	335.0	0.00	0.0	A
5	355.0	0.00	0.0	A
6	357.0	0.00	0.0	A
7	350.0	0.00	0.0	A
8	364.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	351.0	0.00	0.0	A
Average:	**347.4**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,696.0	3.99	8.5	A
2	1,711.0	4.04	8.5	A
3	1,710.0	3.89	8.2	A
4	1,695.0	5.51	11.7	B
5	1,706.0	3.73	7.9	A
6	1,711.0	3.98	8.4	A
7	1,716.0	5.28	11.1	B
8	1,713.0	3.65	7.7	A
9	1,711.0	4.34	9.1	A
10	1,695.0	8.02	17.0	B
Average:	**1,706.4**	**4.64**	**9.8**	**A**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,510.0	17.61	42.0	D
2	1,521.0	18.94	44.8	D
3	1,525.0	17.73	41.8	D
4	1,502.0	21.86	52.4	D
5	1,525.0	14.27	33.7	C
6	1,516.0	18.66	44.3	D
7	1,513.0	17.60	41.9	D
8	1,529.0	16.04	37.8	D
9	1,520.0	21.84	51.7	D
10	1,500.0	23.20	55.7	E
Average:	**1,516.1**	**18.78**	**44.6**	**D**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	3.9	0.1	3.7	4.1	10
25	BUCK RD	Actuated	4.2	0.1	4.0	4.4	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	5.3	0.1	5.1	5.5	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	4.2	0.2	3.9	4.5	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	4.6	1.3	3.7	8.0	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	18.8	2.8	14.3	23.2	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	14.4	0.4	13.8	15.0	10
25	BUCK RD	Actuated	15.2	0.4	14.3	15.8	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	12.4	0.3	12.0	13.0	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	11.2	0.4	10.5	11.9	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	9.8	2.9	7.7	17.0	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	44.6	6.8	33.7	55.7	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	335.0	1.37	14.7	B
2	350.0	1.37	14.1	B
3	336.0	1.35	14.5	B
4	335.0	1.29	13.9	B
5	355.0	1.31	13.3	B
6	359.0	1.51	15.1	B
7	350.0	1.40	14.4	B
8	364.0	1.35	13.3	B
9	341.0	1.30	13.7	B
10	351.0	1.64	16.9	B
Average:	**347.6**	**1.39**	**14.4**	**B**
WB on BUCK RD: Superlink ID 720509766				
1	625.0	2.59	14.9	B
2	621.0	2.53	14.7	B
3	633.0	2.36	13.4	B
4	623.0	2.38	13.7	B
5	619.0	2.73	15.9	B
6	619.0	2.55	14.9	B
7	617.0	2.47	14.4	B
8	617.0	2.48	14.5	B
9	625.0	2.58	14.9	B
10	622.0	2.30	13.3	B
Average:	**622.1**	**2.50**	**14.5**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509762				
1	617.0	2.61	15.2	B
2	620.0	2.38	13.8	B
3	617.0	2.58	15.0	B
4	613.0	2.49	14.6	B
5	630.0	2.49	14.2	B
6	649.0	2.85	15.8	B
7	627.0	2.57	14.7	B
8	638.0	2.70	15.3	B

BUCK RD -- SIGNALIZED NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	621.0	2.60	15.0	B
10	634.0	2.71	15.4	B
Average:	**626.6**	**2.60**	**14.9**	**B**
WB on BUCK RD: Superlink ID 720495035				
1	373.0	1.60	15.4	B
2	366.0	1.70	16.7	B
3	374.0	1.61	15.5	B
4	367.0	1.71	16.8	B
5	367.0	1.46	14.4	B
6	370.0	1.59	15.5	B
7	364.0	1.64	16.3	B
8	367.0	1.62	15.9	B
9	367.0	1.53	15.0	B
10	370.0	1.69	16.5	B
Average:	**368.5**	**1.62**	**15.8**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509748				
1	617.0	0.01	0.0	A
2	618.0	0.00	0.0	A
3	617.0	0.02	0.1	A
4	613.0	0.01	0.0	A
5	630.0	0.22	1.3	A
6	649.0	0.01	0.0	A
7	627.0	0.05	0.3	A
8	638.0	0.00	0.0	A
9	621.0	0.01	0.0	A
10	634.0	0.01	0.1	A
Average:	**626.4**	**0.03**	**0.2**	**A**
NB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	911.0	5.20	20.6	C
2	915.0	5.31	20.9	C
3	910.0	5.09	20.1	C
4	916.0	5.28	20.8	C
5	912.0	5.13	20.2	C
6	910.0	5.38	21.3	C
7	911.0	5.50	21.7	C
8	908.0	5.22	20.7	C
9	911.0	5.21	20.6	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	916.0	5.46	21.5	C
Average:	**912.0**	**5.28**	**20.8**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB on BUCK RD: Superlink ID 720509747				
1	374.0	0.00	0.0	A
2	367.0	0.00	0.0	A
3	374.0	0.00	0.0	A
4	367.0	0.00	0.0	A
5	367.0	0.00	0.0	A
6	370.0	0.00	0.0	A
7	364.0	0.00	0.0	A
8	367.0	0.00	0.0	A
9	367.0	0.00	0.0	A
10	370.0	0.00	0.0	A
Average:	**368.7**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	718.0	4.21	21.1	C
2	719.0	4.07	20.4	C
3	715.0	4.13	20.8	C
4	712.0	4.12	20.8	C
5	720.0	4.11	20.5	C
6	729.0	4.47	22.1	C
7	716.0	3.87	19.5	B
8	722.0	3.94	19.6	B
9	717.0	4.27	21.5	C
10	723.0	4.28	21.3	C
Average:	**719.1**	**4.15**	**20.8**	**C**
WB on BUCK RD: Superlink ID 720509750				
1	626.0	0.00	0.0	A
2	623.0	0.07	0.4	A
3	634.0	0.00	0.0	A
4	623.0	0.00	0.0	A
5	620.0	0.00	0.0	A
6	619.0	0.00	0.0	A
7	617.0	0.00	0.0	A
8	618.0	0.00	0.0	A
9	626.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	623.0	0.00	0.0	A
Average:	**622.9**	**0.01**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509749				
1	335.0	0.00	0.0	A
2	350.0	0.00	0.0	A
3	336.0	0.00	0.0	A
4	335.0	0.00	0.0	A
5	355.0	0.00	0.0	A
6	357.0	0.00	0.0	A
7	350.0	0.00	0.0	A
8	364.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	351.0	0.00	0.0	A
Average:	**347.4**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	1,068.0	1.31	4.4	A
2	1,073.0	1.45	4.9	A
3	1,073.0	1.45	4.9	A
4	1,069.0	1.52	5.1	A
5	1,071.0	1.28	4.3	A
6	1,071.0	1.39	4.7	A
7	1,079.0	1.49	5.0	A
8	1,071.0	1.24	4.2	A
9	1,072.0	1.48	5.0	A
10	1,071.0	1.54	5.2	A
Average:	**1,071.8**	**1.42**	**4.8**	**A**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	264.0	1.36	18.5	B
2	266.0	1.23	16.7	B
3	267.0	1.24	16.8	B
4	266.0	1.35	18.3	B
5	264.0	1.35	18.4	B
6	269.0	1.40	18.7	B
7	265.0	1.37	18.6	B
8	267.0	1.39	18.7	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	266.0	1.34	18.1	B
10	268.0	1.38	18.6	B
Average:	**266.2**	**1.34**	**18.1**	**B**
WB on WALES RD: Superlink ID 720495029				
1	364.0	1.32	13.0	B
2	372.0	1.35	13.1	B
3	370.0	1.20	11.7	B
4	360.0	2.64	26.4	C
5	371.0	1.11	10.7	B
6	371.0	1.19	11.5	B
7	372.0	2.41	23.4	C
8	375.0	1.02	9.8	A
9	373.0	1.53	14.7	B
10	356.0	5.10	51.6	D
Average:	**368.4**	**1.89**	**18.6**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	269.0	1.78	23.8	C
2	270.0	1.94	25.9	C
3	265.0	1.87	25.4	C
4	266.0	1.78	24.0	C
5	266.0	1.94	26.2	C
6	267.0	1.91	25.7	C
7	268.0	1.88	25.3	C
8	267.0	1.80	24.2	C
9	266.0	1.81	24.6	C
10	267.0	1.85	25.0	C
Average:	**267.1**	**1.86**	**25.0**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	876.0	7.65	31.4	C
2	879.0	7.11	29.1	C
3	880.0	7.00	28.6	C
4	876.0	8.73	35.9	D
5	881.0	6.83	27.9	C
6	876.0	7.56	31.0	C
7	880.0	6.86	28.1	C
8	878.0	8.71	35.7	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	881.0	8.15	33.3	C
10	877.0	7.16	29.4	C
Average:	**878.4**	**7.58**	**31.0**	**C**
WB on WALES RD: Superlink ID 720495030				
1	365.0	8.18	80.7	F
2	372.0	9.89	95.7	F
3	380.0	8.86	83.9	F
4	360.0	11.36	113.6	F
5	378.0	5.51	52.5	D
6	373.0	9.19	88.7	F
7	365.0	8.86	87.4	F
8	384.0	5.53	51.8	D
9	373.0	11.88	114.7	F
10	356.0	14.18	143.4	F
Average:	**370.6**	**9.34**	**91.2**	**F**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	1.4	0.1	1.3	1.6	10
W	BUCK RD	720509766	2.5	0.1	2.3	2.7	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509762	2.6	0.1	2.4	2.9	10
W	BUCK RD	720495035	1.6	0.1	1.5	1.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.0	0.1	0.0	0.2	10
N	NB I 75 TO BUCK OFF RAMP	14412	5.3	0.1	5.1	5.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509761	4.1	0.2	3.9	4.5	10
W	BUCK RD	720509750	0.0	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	1.4	0.1	1.2	1.5	10
N	NB I 75 TO WALES OFF RAMP	4226	1.3	0.1	1.2	1.4	10
W	WALES RD	720495029	1.9	1.3	1.0	5.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.9	0.1	1.8	1.9	10
S	SB I 75 TO WALES OFF RAMP	13720	7.6	0.7	6.8	8.7	10
W	WALES RD	720495030	9.3	2.7	5.5	14.2	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	14.4	1.1	13.3	16.9	10
W	BUCK RD	720509766	14.5	0.8	13.3	15.9	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509762	14.9	0.6	13.8	15.8	10
W	BUCK RD	720495035	15.8	0.8	14.4	16.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.2	0.4	0.0	1.3	10
N	NB I 75 TO BUCK OFF RAMP	14412	20.8	0.5	20.1	21.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509761	20.8	0.8	19.5	22.1	10
W	BUCK RD	720509750	0.0	0.1	0.0	0.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	4.8	0.4	4.2	5.2	10
N	NB I 75 TO WALES OFF RAMP	4226	18.1	0.8	16.7	18.7	10
W	WALES RD	720495029	18.6	12.9	9.8	51.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	25.0	0.8	23.8	26.2	10
S	SB I 75 TO WALES OFF RAMP	13720	31.0	3.0	27.9	35.9	10
W	WALES RD	720495030	91.2	28.0	51.8	143.4	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	335.0	1.37	14.7	B
2	350.0	1.37	14.1	B
3	336.0	1.35	14.5	B
4	335.0	1.29	13.9	B
5	355.0	1.31	13.3	B
6	359.0	1.51	15.1	B
7	350.0	1.40	14.4	B
8	364.0	1.35	13.3	B
9	341.0	1.30	13.7	B
10	351.0	1.64	16.9	B
Average:	**347.6**	**1.39**	**14.4**	**B**
WB T on BUCK RD: Superlink ID 720509766				
1	625.0	2.59	14.9	B
2	621.0	2.53	14.7	B
3	633.0	2.36	13.4	B
4	623.0	2.38	13.7	B
5	619.0	2.73	15.9	B
6	619.0	2.55	14.9	B
7	617.0	2.47	14.4	B
8	617.0	2.48	14.5	B
9	625.0	2.58	14.9	B
10	622.0	2.30	13.3	B
Average:	**622.1**	**2.50**	**14.5**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509762				
1	617.0	2.61	15.2	B
2	620.0	2.38	13.8	B
3	617.0	2.58	15.0	B
4	613.0	2.49	14.6	B
5	630.0	2.49	14.2	B
6	649.0	2.85	15.8	B
7	627.0	2.57	14.7	B
8	638.0	2.70	15.3	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	621.0	2.60	15.0	B
10	634.0	2.71	15.4	B
Average:	**626.6**	**2.60**	**14.9**	**B**
WB T on BUCK RD: Superlink ID 720495035				
1	373.0	1.60	15.4	B
2	366.0	1.70	16.7	B
3	374.0	1.61	15.5	B
4	367.0	1.71	16.8	B
5	367.0	1.46	14.4	B
6	370.0	1.59	15.5	B
7	364.0	1.64	16.3	B
8	367.0	1.62	15.9	B
9	367.0	1.53	15.0	B
10	370.0	1.69	16.5	B
Average:	**368.5**	**1.62**	**15.8**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509748				
1	617.0	0.01	0.0	A
2	618.0	0.00	0.0	A
3	617.0	0.02	0.1	A
4	613.0	0.01	0.0	A
5	630.0	0.22	1.3	A
6	649.0	0.01	0.0	A
7	627.0	0.05	0.3	A
8	638.0	0.00	0.0	A
9	621.0	0.01	0.0	A
10	634.0	0.01	0.1	A
Average:	**626.4**	**0.03**	**0.2**	**A**
NB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	474.0	2.68	20.3	C
2	478.0	2.68	20.2	C
3	473.0	2.65	20.2	C
4	474.0	2.69	20.4	C
5	473.0	2.56	19.5	B
6	473.0	2.66	20.3	C
7	471.0	2.62	20.1	C
8	471.0	2.50	19.1	B
9	472.0	2.58	19.7	B
10	474.0	2.66	20.2	C

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**473.3**	**2.63**	**20.0**	**B**
NWB L on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	437.0	2.53	20.8	C
2	437.0	2.63	21.6	C
3	437.0	2.44	20.1	C
4	442.0	2.60	21.2	C
5	439.0	2.56	21.0	C
6	437.0	2.71	22.4	C
7	440.0	2.87	23.5	C
8	437.0	2.71	22.3	C
9	439.0	2.64	21.6	C
10	442.0	2.81	22.9	C
Average:	**438.7**	**2.65**	**21.7**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Superlink ID 720509747				
1	374.0	0.00	0.0	A
2	367.0	0.00	0.0	A
3	374.0	0.00	0.0	A
4	367.0	0.00	0.0	A
5	367.0	0.00	0.0	A
6	370.0	0.00	0.0	A
7	364.0	0.00	0.0	A
8	367.0	0.00	0.0	A
9	367.0	0.00	0.0	A
10	370.0	0.00	0.0	A
Average:	**368.7**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	484.0	2.99	22.2	C
2	482.0	2.93	21.9	C
3	477.0	2.84	21.4	C
4	480.0	3.02	22.7	C
5	483.0	2.98	22.2	C
6	488.0	3.12	23.0	C
7	480.0	2.62	19.6	B
8	482.0	2.91	21.7	C
9	486.0	2.99	22.2	C
10	486.0	2.96	21.9	C

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**482.8**	**2.94**	**21.9**	**C**
SWB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	234.0	1.23	18.9	B
2	237.0	1.14	17.3	B
3	238.0	1.29	19.5	B
4	232.0	1.09	17.0	B
5	237.0	1.13	17.2	B
6	241.0	1.35	20.2	C
7	236.0	1.26	19.2	B
8	240.0	1.03	15.4	B
9	231.0	1.28	19.9	B
10	237.0	1.33	20.2	C
Average:	**236.3**	**1.21**	**18.5**	**B**
WB T on BUCK RD: Superlink ID 720509750				
1	626.0	0.00	0.0	A
2	623.0	0.07	0.4	A
3	634.0	0.00	0.0	A
4	623.0	0.00	0.0	A
5	620.0	0.00	0.0	A
6	619.0	0.00	0.0	A
7	617.0	0.00	0.0	A
8	618.0	0.00	0.0	A
9	626.0	0.00	0.0	A
10	623.0	0.00	0.0	A
Average:	**622.9**	**0.01**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509749				
1	335.0	0.00	0.0	A
2	350.0	0.00	0.0	A
3	336.0	0.00	0.0	A
4	335.0	0.00	0.0	A
5	355.0	0.00	0.0	A
6	357.0	0.00	0.0	A
7	350.0	0.00	0.0	A
8	364.0	0.00	0.0	A
9	341.0	0.00	0.0	A
10	351.0	0.00	0.0	A
Average:	**347.4**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	128.0	0.43	12.0	B
2	127.0	0.45	12.8	B
3	127.0	0.45	12.9	B
4	127.0	0.57	16.2	B
5	127.0	0.45	12.7	B
6	127.0	0.44	12.5	B
7	126.0	0.44	12.6	B
8	129.0	0.43	11.9	B
9	127.0	0.46	13.1	B
10	128.0	0.62	17.4	B
Average:	**127.3**	**0.47**	**13.4**	**B**
EB T on WALES RD: Superlink ID 720495030				
1	940.0	0.89	3.4	A
2	946.0	1.00	3.8	A
3	946.0	1.00	3.8	A
4	942.0	0.95	3.6	A
5	944.0	0.83	3.1	A
6	944.0	0.95	3.6	A
7	953.0	1.05	4.0	A
8	942.0	0.82	3.1	A
9	945.0	1.01	3.9	A
10	943.0	0.92	3.5	A
Average:	**944.5**	**0.94**	**3.6**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	100.0	0.83	29.8	C
2	105.0	0.84	28.7	C
3	111.0	0.79	25.7	C
4	101.0	0.84	29.9	C
5	110.0	0.87	28.5	C
6	108.0	0.88	29.4	C
7	105.0	0.87	29.9	C
8	103.0	0.92	32.1	C
9	106.0	0.89	30.2	C
10	108.0	0.89	29.7	C
Average:	**105.7**	**0.86**	**29.4**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	164.0	0.53	11.7	B
2	161.0	0.39	8.8	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	156.0	0.45	10.4	B
4	165.0	0.51	11.2	B
5	154.0	0.48	11.1	B
6	161.0	0.52	11.6	B
7	160.0	0.50	11.2	B
8	164.0	0.47	10.3	B
9	160.0	0.45	10.1	B
10	160.0	0.49	11.1	B
Average:	**160.5**	**0.48**	**10.8**	**B**
WB T on WALES RD: Superlink ID 720495029				
1	364.0	1.32	13.0	B
2	372.0	1.35	13.1	B
3	370.0	1.20	11.7	B
4	360.0	2.64	26.4	C
5	371.0	1.11	10.7	B
6	371.0	1.19	11.5	B
7	372.0	2.41	23.4	C
8	375.0	1.02	9.8	A
9	373.0	1.53	14.7	B
10	356.0	5.10	51.6	D
Average:	**368.4**	**1.89**	**18.6**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	134.0	0.89	24.0	C
2	145.0	0.97	24.0	C
3	137.0	0.90	23.7	C
4	140.0	0.92	23.8	C
5	128.0	0.97	27.4	C
6	132.0	1.04	28.5	C
7	134.0	0.93	25.0	C
8	129.0	0.89	24.8	C
9	142.0	0.97	24.7	C
10	142.0	0.99	25.1	C
Average:	**136.3**	**0.95**	**25.1**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	135.0	0.89	23.6	C
2	125.0	0.97	28.0	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	128.0	0.97	27.2	C
4	126.0	0.85	24.3	C
5	138.0	0.96	25.1	C
6	135.0	0.86	23.1	C
7	134.0	0.95	25.6	C
8	138.0	0.91	23.7	C
9	124.0	0.84	24.4	C
10	125.0	0.86	24.8	C
Average:	**130.8**	**0.91**	**25.0**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	452.0	4.01	32.0	C
2	445.0	3.58	29.0	C
3	433.0	3.46	28.7	C
4	421.0	4.38	37.4	D
5	433.0	3.46	28.8	C
6	423.0	3.82	32.5	C
7	446.0	3.54	28.6	C
8	448.0	4.41	35.5	D
9	438.0	4.25	34.9	C
10	423.0	3.50	29.8	C
Average:	**436.2**	**3.84**	**31.7**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	424.0	3.64	30.9	C
2	434.0	3.53	29.3	C
3	447.0	3.54	28.5	C
4	455.0	4.35	34.4	C
5	448.0	3.37	27.1	C
6	453.0	3.73	29.7	C
7	434.0	3.32	27.5	C
8	430.0	4.30	36.0	D
9	443.0	3.90	31.7	C
10	454.0	3.66	29.0	C
Average:	**442.2**	**3.73**	**30.4**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	283.0	7.31	92.9	F
2	287.0	8.74	109.6	F
3	295.0	7.96	97.1	F
4	282.0	9.96	127.1	F
5	294.0	5.08	62.2	E

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	290.0	8.18	101.6	F
7	283.0	7.82	99.5	F
8	299.0	5.07	61.1	E
9	289.0	10.39	129.5	F
10	276.0	12.15	158.5	F
Average:	**287.8**	**8.27**	**103.9**	**F**

WB T on WALES RD: Superlink ID 720495030

1	82.0	0.88	38.5	D
2	85.0	1.14	48.5	D
3	85.0	0.90	38.0	D
4	78.0	1.41	64.9	E
5	84.0	0.43	18.3	B
6	83.0	1.01	43.9	D
7	82.0	1.03	45.4	D
8	85.0	0.46	19.3	B
9	84.0	1.49	63.8	E
10	80.0	2.03	91.3	F
Average:	**82.8**	**1.08**	**47.2**	**D**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.4	0.1	1.3	1.6	10
WB T	BUCK RD	720509766	2.5	0.1	2.3	2.7	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509762	2.6	0.1	2.4	2.9	10
WB T	BUCK RD	720495035	1.6	0.1	1.5	1.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.0	0.1	0.0	0.2	10
NB R	NB I 75 TO BUCK OFF RAMP	14412	2.6	0.1	2.5	2.7	10
NWB L	NB I 75 TO BUCK OFF RAMP	14412	2.7	0.1	2.4	2.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509761	2.9	0.1	2.6	3.1	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509761	1.2	0.1	1.0	1.4	10
WB T	BUCK RD	720509750	0.0	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.5	0.1	0.4	0.6	10
EB T	WALES RD	720495030	0.9	0.1	0.8	1.1	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	0.9	0.0	0.8	0.9	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.5	0.0	0.4	0.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	WALES RD	720495029	1.9	1.3	1.0	5.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.9	0.0	0.9	1.0	10
EB TR	WALES RD	720506516	0.9	0.1	0.8	1.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	3.8	0.4	3.5	4.4	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	3.7	0.4	3.3	4.4	10
WB L	WALES RD	720495030	8.3	2.2	5.1	12.2	10
WB T	WALES RD	720495030	1.1	0.5	0.4	2.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	14.4	1.1	13.3	16.9	10
WB T	BUCK RD	720509766	14.5	0.8	13.3	15.9	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509762	14.9	0.6	13.8	15.8	10
WB T	BUCK RD	720495035	15.8	0.8	14.4	16.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.2	0.4	0.0	1.3	10
NB R	NB I 75 TO BUCK OFF RAMP	14412	20.0	0.4	19.1	20.4	10
NWB L	NB I 75 TO BUCK OFF RAMP	14412	21.7	1.0	20.1	23.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509761	21.9	0.9	19.6	23.0	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509761	18.5	1.6	15.4	20.2	10
WB T	BUCK RD	720509750	0.0	0.1	0.0	0.4	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	13.4	1.8	11.9	17.4	10
EB T	WALES RD	720495030	3.6	0.3	3.1	4.0	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	29.4	1.6	25.7	32.1	10
NB R	NB I 75 TO WALES OFF RAMP	4226	10.8	0.9	8.8	11.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	WALES RD	720495029	18.6	12.9	9.8	51.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	25.1	1.6	23.7	28.5	10
EB TR	WALES RD	720506516	25.0	1.6	23.1	28.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	31.7	3.3	28.6	37.4	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	30.4	2.9	27.1	36.0	10
WB L	WALES RD	720495030	103.9	29.8	61.1	158.5	10
WB T	WALES RD	720495030	47.2	21.9	18.3	91.3	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

BUCK RD -- SIGNALIZED

NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640861				
1	196.0	0.84	15.4	B
2	204.0	0.82	14.6	B
3	193.0	0.75	14.0	B
4	207.0	0.77	13.4	B
5	194.0	0.74	13.7	B
6	217.0	0.88	14.6	B
7	196.0	0.81	14.8	B
8	217.0	0.80	13.2	B
9	207.0	0.75	13.1	B
10	198.0	0.91	16.6	B
Average:	**202.0**	**0.81**	**14.3**	**B**
EB T on BUCK RD: Lane ID 33640862				
1	139.0	0.53	13.7	B
2	146.0	0.55	13.6	B
3	143.0	0.60	15.2	B
4	128.0	0.52	14.6	B
5	161.0	0.57	12.8	B
6	142.0	0.63	15.9	B
7	154.0	0.60	14.0	B
8	147.0	0.55	13.5	B
9	134.0	0.55	14.7	B
10	153.0	0.73	17.2	B
Average:	**144.0**	**0.58**	**14.5**	**B**
WB T on BUCK RD: Lane ID 33640858				
1	265.0	1.10	15.0	B
2	246.0	0.94	13.8	B
3	258.0	0.88	12.3	B
4	250.0	0.91	13.1	B
5	266.0	1.06	14.4	B
6	252.0	0.98	14.0	B
7	254.0	0.92	13.0	B
8	258.0	1.03	14.4	B
9	260.0	1.07	14.8	B
10	236.0	0.91	13.9	B
Average:	**254.0**	**0.98**	**13.9**	**B**

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640941				
1	360.0	1.49	14.9	B
2	375.0	1.59	15.3	B
3	375.0	1.47	14.1	B
4	373.0	1.47	14.1	B
5	353.0	1.67	17.0	B
6	367.0	1.57	15.4	B
7	363.0	1.55	15.4	B
8	359.0	1.45	14.6	B
9	365.0	1.51	14.9	B
10	386.0	1.39	12.9	B
Average:	**367.0**	**1.52**	**14.9**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640859				
1	258.0	1.07	15.0	B
2	255.0	0.95	13.4	B
3	258.0	1.01	14.1	B
4	248.0	1.02	14.8	B
5	250.0	0.92	13.3	B
6	270.0	1.20	16.0	B
7	266.0	1.05	14.3	B
8	258.0	1.03	14.4	B
9	266.0	1.10	14.9	B
10	276.0	1.13	14.7	B
Average:	**260.0**	**1.05**	**14.5**	**B**
EB T on BUCK RD: Lane ID 33640860				
1	359.0	1.53	15.4	B
2	365.0	1.43	14.1	B
3	359.0	1.57	15.7	B
4	365.0	1.47	14.5	B
5	380.0	1.56	14.8	B
6	379.0	1.64	15.6	B
7	361.0	1.51	15.1	B
8	380.0	1.67	15.9	B
9	355.0	1.50	15.2	B
10	358.0	1.58	15.9	B
Average:	**366.0**	**1.55**	**15.2**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640855				
1	220.0	0.90	14.8	B
2	200.0	1.02	18.3	B
3	206.0	0.96	16.9	B
4	216.0	1.00	16.7	B
5	216.0	0.90	15.0	B
6	220.0	0.92	15.0	B
7	208.0	0.91	15.7	B
8	216.0	0.94	15.7	B
9	212.0	0.98	16.7	B
10	204.0	0.98	17.3	B
Average:	**211.0**	**0.95**	**16.2**	**B**
WB T on BUCK RD: Lane ID 33640856				
1	153.0	0.69	16.3	B
2	166.0	0.68	14.8	B
3	168.0	0.65	13.9	B
4	151.0	0.70	16.8	B
5	151.0	0.56	13.4	B
6	150.0	0.68	16.2	B
7	156.0	0.74	17.0	B
8	151.0	0.68	16.2	B
9	155.0	0.54	12.7	B
10	166.0	0.71	15.4	B
Average:	**156.0**	**0.66**	**15.3**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	252.0	0.00	0.0	A
2	252.0	0.00	0.0	A
3	255.0	0.00	0.0	A
4	248.0	0.00	0.0	A
5	250.0	0.22	3.1	A
6	269.0	0.00	0.0	A
7	265.0	0.00	0.0	A
8	258.0	0.00	0.0	A
9	265.0	0.00	0.0	A
10	273.0	0.00	0.0	A
Average:	**258.0**	**0.02**	**0.3**	**A**
EB T on BUCK RD: Lane ID 33640881				
1	365.0	0.00	0.0	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	366.0	0.00	0.0	A
3	362.0	0.02	0.2	A
4	365.0	0.01	0.1	A
5	380.0	0.00	0.0	A
6	380.0	0.01	0.1	A
7	362.0	0.04	0.4	A
8	380.0	0.00	0.0	A
9	356.0	0.00	0.0	A
10	361.0	0.01	0.1	A
Average:	**367.0**	**0.01**	**0.1**	**A**
NB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640879				
1	474.0	2.68	20.3	C
2	478.0	2.68	20.2	C
3	473.0	2.65	20.2	C
4	474.0	2.69	20.4	C
5	473.0	2.56	19.5	B
6	473.0	2.66	20.3	C
7	471.0	2.62	20.1	C
8	471.0	2.50	19.1	B
9	472.0	2.58	19.7	B
10	474.0	2.66	20.2	C
Average:	**473.0**	**2.63**	**20.0**	**B**
NWB L on NB I 75 TO BUCK OFF RAMP: Lane ID 33640882				
1	437.0	2.53	20.8	C
2	437.0	2.63	21.6	C
3	437.0	2.44	20.1	C
4	442.0	2.60	21.2	C
5	439.0	2.56	21.0	C
6	437.0	2.71	22.4	C
7	440.0	2.87	23.5	C
8	437.0	2.71	22.3	C
9	439.0	2.64	21.6	C
10	442.0	2.81	22.9	C
Average:	**438.0**	**2.65**	**21.7**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640883				
1	221.0	0.00	0.0	A
2	201.0	0.00	0.0	A
3	206.0	0.00	0.0	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	216.0	0.00	0.0	A
5	216.0	0.00	0.0	A
6	220.0	0.00	0.0	A
7	208.0	0.00	0.0	A
8	216.0	0.00	0.0	A
9	212.0	0.00	0.0	A
10	204.0	0.00	0.0	A
Average:	**212.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640884				
1	153.0	0.00	0.0	A
2	166.0	0.00	0.0	A
3	168.0	0.00	0.0	A
4	151.0	0.00	0.0	A
5	151.0	0.00	0.0	A
6	150.0	0.00	0.0	A
7	156.0	0.00	0.0	A
8	151.0	0.00	0.0	A
9	155.0	0.00	0.0	A
10	166.0	0.00	0.0	A
Average:	**156.0**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Lane ID 33640876				
1	484.0	2.99	22.2	C
2	482.0	2.93	21.9	C
3	477.0	2.84	21.4	C
4	480.0	3.02	22.7	C
5	483.0	2.98	22.2	C
6	488.0	3.12	23.0	C
7	480.0	2.62	19.6	B
8	482.0	2.91	21.7	C
9	486.0	2.99	22.2	C
10	486.0	2.96	21.9	C
Average:	**482.0**	**2.94**	**21.9**	**C**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640875				
1	234.0	1.23	18.9	B
2	237.0	1.14	17.3	B
3	238.0	1.29	19.5	B
4	232.0	1.09	17.0	B
5	237.0	1.13	17.2	B

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	241.0	1.35	20.2	C
7	236.0	1.26	19.2	B
8	240.0	1.03	15.4	B
9	231.0	1.28	19.9	B
10	237.0	1.33	20.2	C
Average:	**236.0**	**1.21**	**18.5**	**B**
WB T on BUCK RD: Lane ID 33640863				
1	263.0	0.00	0.0	A
2	247.0	0.00	0.0	A
3	247.0	0.00	0.0	A
4	249.0	0.00	0.0	A
5	257.0	0.00	0.0	A
6	247.0	0.00	0.0	A
7	244.0	0.00	0.0	A
8	243.0	0.00	0.0	A
9	250.0	0.00	0.0	A
10	225.0	0.00	0.0	A
Average:	**247.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640942				
1	363.0	0.00	0.0	A
2	376.0	0.07	0.7	A
3	387.0	0.00	0.0	A
4	374.0	0.00	0.0	A
5	363.0	0.00	0.0	A
6	372.0	0.00	0.0	A
7	373.0	0.00	0.0	A
8	375.0	0.00	0.0	A
9	376.0	0.00	0.0	A
10	398.0	0.00	0.0	A
Average:	**375.0**	**0.01**	**0.1**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640877				
1	196.0	0.00	0.0	A
2	204.0	0.00	0.0	A
3	193.0	0.00	0.0	A
4	207.0	0.00	0.0	A
5	194.0	0.00	0.0	A
6	216.0	0.00	0.0	A
7	196.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	217.0	0.00	0.0	A
9	207.0	0.00	0.0	A
10	198.0	0.00	0.0	A
Average:	**202.0**	**0.00**	**0.0**	**A**
EB T on BUCK RD: Lane ID 33640878				
1	139.0	0.00	0.0	A
2	146.0	0.00	0.0	A
3	143.0	0.00	0.0	A
4	128.0	0.00	0.0	A
5	161.0	0.00	0.0	A
6	141.0	0.00	0.0	A
7	154.0	0.00	0.0	A
8	147.0	0.00	0.0	A
9	134.0	0.00	0.0	A
10	153.0	0.00	0.0	A
Average:	**144.0**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	128.0	0.43	12.0	B
2	127.0	0.45	12.8	B
3	127.0	0.45	12.9	B
4	127.0	0.57	16.2	B
5	127.0	0.45	12.7	B
6	127.0	0.44	12.5	B
7	126.0	0.44	12.6	B
8	129.0	0.43	11.9	B
9	127.0	0.46	13.1	B
10	128.0	0.62	17.4	B
Average:	**127.0**	**0.47**	**13.4**	**B**
EB T on WALES RD: Lane ID 33573858				
1	471.0	0.43	3.3	A
2	487.0	0.53	3.9	A
3	465.0	0.42	3.3	A
4	436.0	0.47	3.9	A
5	439.0	0.38	3.1	A
6	448.0	0.45	3.6	A
7	464.0	0.50	3.9	A
8	466.0	0.37	2.9	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	460.0	0.50	3.9	A
10	455.0	0.45	3.6	A
Average:	**459.0**	**0.45**	**3.5**	**A**
EB T on WALES RD: Lane ID 33573859				
1	469.0	0.46	3.5	A
2	459.0	0.47	3.7	A
3	481.0	0.58	4.3	A
4	506.0	0.48	3.4	A
5	505.0	0.44	3.1	A
6	496.0	0.50	3.6	A
7	489.0	0.55	4.0	A
8	476.0	0.44	3.4	A
9	485.0	0.52	3.8	A
10	488.0	0.47	3.4	A
Average:	**485.0**	**0.49**	**3.6**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	100.0	0.83	29.8	C
2	105.0	0.84	28.7	C
3	111.0	0.79	25.7	C
4	101.0	0.84	29.9	C
5	110.0	0.87	28.5	C
6	108.0	0.88	29.4	C
7	105.0	0.87	29.9	C
8	103.0	0.92	32.1	C
9	106.0	0.89	30.2	C
10	108.0	0.89	29.7	C
Average:	**105.0**	**0.86**	**29.4**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	164.0	0.53	11.7	B
2	161.0	0.39	8.8	A
3	156.0	0.45	10.4	B
4	165.0	0.51	11.2	B
5	154.0	0.48	11.1	B
6	161.0	0.52	11.6	B
7	160.0	0.50	11.2	B
8	164.0	0.47	10.3	B
9	160.0	0.45	10.1	B
10	160.0	0.49	11.1	B
Average:	**160.0**	**0.48**	**10.8**	**B**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on WALES RD: Lane ID 33634092				
1	364.0	1.32	13.0	B
2	372.0	1.35	13.1	B
3	370.0	1.20	11.7	B
4	360.0	2.64	26.4	C
5	371.0	1.11	10.7	B
6	371.0	1.19	11.5	B
7	372.0	2.41	23.4	C
8	375.0	1.02	9.8	A
9	373.0	1.53	14.7	B
10	356.0	5.10	51.6	D
Average:	**368.0**	**1.89**	**18.6**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	134.0	0.89	24.0	C
2	145.0	0.97	24.0	C
3	137.0	0.90	23.7	C
4	140.0	0.92	23.8	C
5	128.0	0.97	27.4	C
6	132.0	1.04	28.5	C
7	134.0	0.93	25.0	C
8	129.0	0.89	24.8	C
9	142.0	0.97	24.7	C
10	142.0	0.99	25.1	C
Average:	**136.0**	**0.95**	**25.1**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	135.0	0.89	23.6	C
2	125.0	0.97	28.0	C
3	128.0	0.97	27.2	C
4	126.0	0.85	24.3	C
5	138.0	0.96	25.1	C
6	135.0	0.86	23.1	C
7	134.0	0.95	25.6	C
8	138.0	0.91	23.7	C
9	124.0	0.84	24.4	C
10	125.0	0.86	24.8	C
Average:	**130.0**	**0.91**	**25.0**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	452.0	4.01	32.0	C
2	445.0	3.58	29.0	C
3	433.0	3.46	28.7	C
4	421.0	4.38	37.4	D
5	433.0	3.46	28.8	C
6	423.0	3.82	32.5	C
7	446.0	3.54	28.6	C
8	448.0	4.41	35.5	D
9	438.0	4.25	34.9	C
10	423.0	3.50	29.8	C
Average:	**436.0**	**3.84**	**31.7**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	424.0	3.64	30.9	C
2	434.0	3.53	29.3	C
3	447.0	3.54	28.5	C
4	455.0	4.35	34.4	C
5	448.0	3.37	27.1	C
6	453.0	3.73	29.7	C
7	434.0	3.32	27.5	C
8	430.0	4.30	36.0	D
9	443.0	3.90	31.7	C
10	454.0	3.66	29.0	C
Average:	**442.0**	**3.73**	**30.4**	**C**
WB L on WALES RD: Lane ID 33573866				
1	283.0	7.31	92.9	F
2	287.0	8.74	109.6	F
3	295.0	7.96	97.1	F
4	282.0	9.96	127.1	F
5	294.0	5.08	62.2	E
6	290.0	8.18	101.6	F
7	283.0	7.82	99.5	F
8	299.0	5.07	61.1	E
9	289.0	10.39	129.5	F
10	276.0	12.15	158.5	F
Average:	**287.0**	**8.27**	**103.9**	**F**
WB T on WALES RD: Lane ID 33573867				
1	82.0	0.88	38.5	D
2	85.0	1.14	48.5	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	85.0	0.90	38.0	D
4	78.0	1.41	64.9	E
5	84.0	0.43	18.3	B
6	83.0	1.01	43.9	D
7	82.0	1.03	45.4	D
8	85.0	0.46	19.3	B
9	84.0	1.49	63.8	E
10	80.0	2.03	91.3	F
Average:	**82.0**	**1.08**	**47.2**	**D**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	1.0	0.1	0.9	1.1	10
EB T	33640861	BUCK RD	0.8	0.1	0.7	0.9	10
EB T	33640862	BUCK RD	0.6	0.1	0.5	0.7	10
WB T	33640941	BUCK RD	1.5	0.1	1.4	1.7	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	1.0	0.0	0.9	1.0	10
WB T	33640856	BUCK RD	0.7	0.1	0.5	0.7	10
EB T	33640859	BUCK RD	1.0	0.1	0.9	1.2	10
EB T	33640860	BUCK RD	1.5	0.1	1.4	1.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	2.6	0.1	2.5	2.7	10
EB T	33640880	BUCK RD	0.0	0.1	0.0	0.2	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	2.7	0.1	2.4	2.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	1.2	0.1	1.0	1.4	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	2.9	0.1	2.6	3.1	10
WB T	33640942	BUCK RD	0.0	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.0	0.8	0.9	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.5	0.0	0.4	0.5	10
EB L	33573857	WALES RD	0.5	0.1	0.4	0.6	10
EB T	33573858	WALES RD	0.5	0.1	0.4	0.5	10
EB T	33573859	WALES RD	0.5	0.0	0.4	0.6	10
WB T	33634092	WALES RD	1.9	1.3	1.0	5.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	3.8	0.4	3.5	4.4	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	3.7	0.4	3.3	4.4	10
EB T	33573864	WALES RD	0.9	0.0	0.9	1.0	10
EB TR	33573865	WALES RD	0.9	0.1	0.8	1.0	10
WB L	33573866	WALES RD	8.3	2.2	5.1	12.2	10
WB T	33573867	WALES RD	1.1	0.5	0.4	2.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	13.9	0.9	12.3	15.0	10
EB T	33640861	BUCK RD	14.3	1.1	13.1	16.6	10
EB T	33640862	BUCK RD	14.5	1.3	12.8	17.2	10
WB T	33640941	BUCK RD	14.9	1.1	12.9	17.0	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	16.2	1.2	14.8	18.3	10
WB T	33640856	BUCK RD	15.3	1.5	12.7	17.0	10
EB T	33640859	BUCK RD	14.5	0.8	13.3	16.0	10
EB T	33640860	BUCK RD	15.2	0.6	14.1	15.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	20.0	0.4	19.1	20.4	10
EB T	33640880	BUCK RD	0.3	1.0	0.0	3.1	10
EB T	33640881	BUCK RD	0.1	0.1	0.0	0.4	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	21.7	1.0	20.1	23.5	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	18.5	1.6	15.4	20.2	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	21.9	0.9	19.6	23.0	10
WB T	33640942	BUCK RD	0.1	0.2	0.0	0.7	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	29.4	1.6	25.7	32.1	10
NB R	9799	NB I 75 TO WALES OFF RAMP	10.8	0.9	8.8	11.7	10
EB L	33573857	WALES RD	13.4	1.8	11.9	17.4	10
EB T	33573858	WALES RD	3.5	0.4	2.9	3.9	10
EB T	33573859	WALES RD	3.6	0.3	3.1	4.3	10
WB T	33634092	WALES RD	18.6	12.9	9.8	51.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	31.7	3.3	28.6	37.4	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	30.4	2.9	27.1	36.0	10
EB T	33573864	WALES RD	25.1	1.6	23.7	28.5	10
EB TR	33573865	WALES RD	25.0	1.6	23.1	28.0	10
WB L	33573866	WALES RD	103.9	29.8	61.1	158.5	10
WB T	33573867	WALES RD	47.2	21.9	18.3	91.3	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,118.0	2.69	4.6	A
2	2,124.0	2.70	4.6	A
3	2,119.0	2.86	4.9	A
4	2,116.0	2.74	4.7	A
5	2,134.0	2.94	5.0	A
6	2,146.0	2.77	4.7	A
7	2,130.0	2.82	4.8	A
8	2,139.0	2.59	4.4	A
9	2,124.0	2.78	4.7	A
10	2,141.0	3.29	5.5	A
Average:	**2,129.1**	**2.82**	**4.8**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,022.0	40.07	71.3	F
2	2,039.0	21.36	37.7	E
3	2,040.0	31.94	56.4	F
4	2,019.0	42.42	75.6	F
5	2,062.0	20.19	35.2	E
6	2,083.0	13.74	23.7	C
7	2,050.0	32.70	57.4	F
8	2,085.0	12.50	21.6	C
9	2,033.0	33.64	59.6	F
10	2,062.0	22.04	38.5	E
Average:	**2,049.5**	**27.06**	**47.7**	**E**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	2.8	0.2	2.6	3.3	10
6	BUCK RD & LIME CITY RD	Roundabout	27.1	10.5	12.5	42.4	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	4.8	0.3	4.4	5.5	10
6	BUCK RD & LIME CITY RD	Roundabout	47.7	19.0	21.6	75.6	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640896				
1	454.0	0.34	2.7	A
2	452.0	0.33	2.6	A
3	454.0	0.33	2.6	A
4	457.0	0.32	2.5	A
5	474.0	0.36	2.8	A
6	472.0	0.34	2.6	A
7	466.0	0.38	2.9	A
8	461.0	0.31	2.4	A
9	466.0	0.34	2.6	A
10	479.0	0.35	2.7	A
Average:	**463.0**	**0.34**	**2.6**	**A**
EB T on BUCK RD: Lane ID 33640897				
1	638.0	0.37	2.1	A
2	643.0	0.36	2.0	A
3	633.0	0.35	2.0	A
4	631.0	0.35	2.0	A
5	633.0	0.34	1.9	A
6	646.0	0.32	1.8	A
7	631.0	0.35	2.0	A
8	647.0	0.34	1.9	A
9	624.0	0.31	1.8	A
10	628.0	0.38	2.2	A
Average:	**635.0**	**0.35**	**2.0**	**A**
NB T on GLENWOOD RD: Lane ID 33640892				
1	359.0	1.01	10.1	B
2	361.0	0.96	9.6	A
3	364.0	1.08	10.7	B
4	358.0	0.97	9.8	A
5	360.0	1.15	11.5	B
6	360.0	1.14	11.4	B
7	364.0	1.02	10.0	B
8	362.0	0.97	9.6	A
9	362.0	1.02	10.2	B
10	361.0	1.38	13.8	B
Average:	**361.0**	**1.07**	**10.7**	**B**

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB T on 3RD ST: Lane ID 33640888				
1	143.0	0.19	4.9	A
2	154.0	0.22	5.1	A
3	141.0	0.24	6.1	A
4	155.0	0.24	5.5	A
5	148.0	0.19	4.6	A
6	149.0	0.20	4.7	A
7	142.0	0.19	4.9	A
8	158.0	0.23	5.3	A
9	143.0	0.23	5.9	A
10	151.0	0.21	5.0	A
Average:	**148.0**	**0.21**	**5.2**	**A**
NWB T on 3RD ST: Lane ID 33640889				
1	227.0	0.25	4.0	A
2	217.0	0.27	4.4	A
3	231.0	0.30	4.6	A
4	218.0	0.31	5.1	A
5	222.0	0.32	5.2	A
6	223.0	0.27	4.4	A
7	231.0	0.29	4.6	A
8	214.0	0.25	4.3	A
9	230.0	0.29	4.6	A
10	222.0	0.26	4.2	A
Average:	**223.0**	**0.28**	**4.5**	**A**
SB T on GLENWOOD RD: Lane ID 33640900				
1	297.0	0.53	6.4	A
2	297.0	0.57	6.9	A
3	296.0	0.57	6.9	A
4	297.0	0.55	6.7	A
5	297.0	0.57	6.9	A
6	296.0	0.51	6.1	A
7	296.0	0.60	7.3	A
8	297.0	0.49	5.9	A
9	299.0	0.59	7.1	A
10	300.0	0.70	8.4	A
Average:	**297.0**	**0.57**	**6.9**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	479.0	1.49	11.2	B
2	478.0	1.31	9.9	A
3	479.0	1.38	10.4	B
4	478.0	1.50	11.3	B
5	481.0	1.48	11.1	B
6	480.0	1.48	11.1	B
7	478.0	1.32	9.9	A
8	482.0	1.62	12.1	B
9	478.0	1.40	10.5	B
10	475.0	1.64	12.5	B
Average:	**478.0**	**1.46**	**11.0**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	721.0	1.19	5.9	A
2	720.0	1.05	5.3	A
3	733.0	1.03	5.1	A
4	717.0	1.09	5.5	A
5	713.0	1.08	5.5	A
6	731.0	1.09	5.4	A
7	721.0	1.09	5.4	A
8	716.0	1.11	5.6	A
9	721.0	1.09	5.5	A
10	726.0	1.03	5.1	A
Average:	**721.0**	**1.09**	**5.4**	**A**
NWB T on BUCK RD: Lane ID 33640925				
1	139.0	0.09	2.3	A
2	137.0	0.07	1.9	A
3	141.0	0.07	1.7	A
4	141.0	0.09	2.2	A
5	145.0	0.07	1.8	A
6	137.0	0.07	1.7	A
7	136.0	0.07	1.8	A
8	140.0	0.06	1.6	A
9	138.0	0.09	2.3	A
10	138.0	0.08	2.2	A
Average:	**139.0**	**0.08**	**2.0**	**A**
SEB T on BUCK RD: Lane ID 33640840				
1	385.0	0.87	8.1	A
2	385.0	0.66	6.1	A
3	381.0	0.66	6.2	A

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	381.0	0.75	7.1	A
5	381.0	0.79	7.5	A
6	386.0	0.82	7.6	A
7	382.0	0.67	6.3	A
8	384.0	0.73	6.9	A
9	384.0	0.66	6.2	A
10	387.0	0.81	7.5	A
Average:	**383.0**	**0.74**	**7.0**	**A**
SWB T on LIME CITY RD: Lane ID 33640838				
1	298.0	36.42	440.0	F
2	319.0	18.27	206.2	F
3	306.0	28.79	338.7	F
4	302.0	38.99	464.8	F
5	342.0	16.76	176.4	F
6	349.0	10.28	106.1	F
7	333.0	29.55	319.5	F
8	363.0	8.98	89.0	F
9	312.0	30.40	350.8	F
10	336.0	18.48	198.0	F
Average:	**326.0**	**23.69**	**269.0**	**F**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.2	0.0	0.2	0.2	10
NWB T	33640889	3RD ST	0.3	0.0	0.3	0.3	10
NB T	33640892	GLENWOOD RD	1.1	0.1	1.0	1.4	10
EB T	33640896	BUCK RD	0.3	0.0	0.3	0.4	10
EB T	33640897	BUCK RD	0.3	0.0	0.3	0.4	10
SB T	33640900	GLENWOOD RD	0.6	0.1	0.5	0.7	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.1	0.0	1.0	1.2	10
SWB T	33640838	LIME CITY RD	23.7	10.6	9.0	39.0	10
SEB T	33640840	BUCK RD	0.7	0.1	0.7	0.9	10
NB T	33640842	LIME CITY RD	1.5	0.1	1.3	1.6	10
NWB T	33640925	BUCK RD	0.1	0.0	0.1	0.1	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	5.2	0.5	4.6	6.1	10
NWB T	33640889	3RD ST	4.5	0.4	4.0	5.2	10
NB T	33640892	GLENWOOD RD	10.7	1.3	9.6	13.8	10
EB T	33640896	BUCK RD	2.6	0.1	2.4	2.9	10
EB T	33640897	BUCK RD	2.0	0.1	1.8	2.2	10
SB T	33640900	GLENWOOD RD	6.9	0.7	5.9	8.4	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	5.4	0.2	5.1	5.9	10
SWB T	33640838	LIME CITY RD	269.0	132.6	89.0	464.8	10
SEB T	33640840	BUCK RD	7.0	0.7	6.1	8.1	10
NB T	33640842	LIME CITY RD	11.0	0.9	9.9	12.5	10
NWB T	33640925	BUCK RD	2.0	0.3	1.6	2.3	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640896						
1	120.0	4.9	0.3	33.9	2.0	20.8%
2	120.0	4.9	0.3	32.9	1.0	23.3%
3	120.0	3.8	0.2	33.5	1.0	11.7%
4	120.0	5.5	0.3	37.6	2.0	23.3%
5	120.0	6.2	0.3	37.1	2.0	24.2%
6	120.0	5.4	0.3	34.9	2.0	21.7%
7	120.0	5.8	0.3	39.9	2.0	16.7%
8	120.0	3.6	0.3	25.7	1.0	19.2%
9	120.0	6.6	0.4	39.0	2.0	25.0%
10	120.0	4.1	0.2	32.0	2.0	16.7%
Average:	**120.0**	**5.1**	**0.3**	**34.7**	**1.7**	**20.3%**
EB T on BUCK RD - Lane ID 33640897						
1	120.0	4.6	0.3	35.6	2.0	17.5%
2	120.0	4.0	0.3	31.2	2.0	19.2%
3	120.0	3.6	0.2	29.3	2.0	15.0%
4	120.0	5.3	0.4	28.6	2.0	23.3%
5	120.0	4.9	0.3	33.5	2.0	18.3%
6	120.0	4.1	0.3	29.1	2.0	14.2%
7	120.0	4.3	0.3	30.0	2.0	18.3%
8	120.0	6.0	0.3	43.2	1.0	23.3%
9	120.0	6.3	0.3	46.1	1.0	22.5%
10	120.0	6.5	0.3	41.3	2.0	20.8%
Average:	**120.0**	**5.0**	**0.3**	**34.8**	**1.8**	**19.2%**
NB T on GLENWOOD RD - Lane ID 33640892						
1	120.0	11.8	0.5	65.6	2.0	0.0%
2	120.0	8.6	0.4	60.5	2.0	0.0%
3	120.0	16.2	0.6	98.4	3.0	0.0%
4	120.0	15.2	0.5	124.2	3.0	0.0%
5	120.0	18.9	0.7	139.8	4.0	0.0%
6	120.0	9.0	0.4	56.5	3.0	0.0%
7	120.0	19.3	0.7	127.8	4.0	0.0%
8	120.0	11.1	0.5	60.6	3.0	0.0%
9	120.0	14.3	0.6	82.7	3.0	0.0%
10	120.0	26.7	0.9	148.0	4.0	0.0%

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on GLENWOOD RD - Lane ID 33640892						
Average:	**120.0**	**15.1**	**0.6**	**96.4**	**3.1**	**0.0%**
NWB T on 3RD ST - Lane ID 33640888						
1	120.0	1.6	0.1	5.8	1.0	0.0%
2	120.0	5.1	0.2	52.7	1.0	0.0%
3	120.0	4.2	0.1	53.7	1.0	0.0%
4	120.0	3.4	0.1	7.8	1.0	0.0%
5	120.0	1.1	0.1	0.3	0.0	0.0%
6	120.0	1.3	0.1	6.0	1.0	0.0%
7	120.0	1.4	0.1	6.3	1.0	0.0%
8	120.0	1.6	0.1	7.6	1.0	0.0%
9	120.0	2.6	0.1	9.3	1.0	0.0%
10	120.0	3.5	0.1	33.4	1.0	0.0%
Average:	**120.0**	**2.6**	**0.1**	**18.3**	**0.9**	**0.0%**
NWB T on 3RD ST - Lane ID 33640889						
1	120.0	3.5	0.2	34.8	1.0	0.0%
2	120.0	4.0	0.2	39.9	1.0	0.0%
3	120.0	6.7	0.2	42.9	1.0	0.0%
4	120.0	4.8	0.2	36.5	1.0	0.0%
5	120.0	4.9	0.2	54.7	2.0	0.0%
6	120.0	5.0	0.2	37.5	1.0	0.0%
7	120.0	2.5	0.1	7.1	1.0	0.0%
8	120.0	0.9	0.1	0.0	1.0	0.0%
9	120.0	2.6	0.1	9.5	1.0	0.0%
10	120.0	3.2	0.2	35.7	1.0	0.0%
Average:	**120.0**	**3.8**	**0.2**	**29.9**	**1.1**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640900						
1	120.0	4.3	0.3	27.7	2.0	0.0%
2	120.0	4.8	0.3	33.3	2.0	0.0%
3	120.0	5.5	0.4	30.5	2.0	0.0%
4	120.0	5.5	0.3	32.2	1.0	0.0%
5	120.0	6.4	0.3	46.3	1.0	0.0%
6	120.0	4.7	0.2	31.3	1.0	0.0%
7	120.0	9.2	0.4	56.9	2.0	0.0%
8	120.0	3.1	0.2	10.1	1.0	0.0%
9	120.0	5.0	0.3	37.5	1.0	0.0%
10	120.0	8.9	0.4	60.2	2.0	0.0%
Average:	**120.0**	**5.7**	**0.3**	**36.6**	**1.5**	**0.0%**

BUCK RD NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640861						
1	120.0	17.9	0.7	70.9	3.0	0.0%
2	120.0	15.5	0.7	87.8	3.0	0.0%
3	120.0	19.5	0.8	86.7	3.0	0.0%
4	120.0	16.8	0.7	95.7	3.0	0.0%
5	120.0	13.8	0.6	71.5	2.0	0.0%
6	120.0	16.6	0.7	67.6	3.0	0.0%
7	120.0	11.9	0.6	65.2	3.0	0.0%
8	120.0	14.7	0.6	73.6	3.0	0.0%
9	120.0	14.5	0.6	80.9	3.0	0.0%
10	120.0	17.6	0.8	76.0	3.0	0.0%
Average:	**120.0**	**15.9**	**0.7**	**77.6**	**2.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640862						
1	120.0	11.2	0.5	52.3	2.0	0.0%
2	120.0	9.8	0.5	48.4	2.0	0.0%
3	120.0	12.8	0.6	50.3	2.0	0.0%
4	120.0	10.3	0.5	46.0	2.0	0.0%
5	120.0	12.9	0.6	61.0	2.0	0.0%
6	120.0	9.5	0.4	50.5	2.0	0.0%
7	120.0	10.1	0.5	44.3	2.0	0.0%
8	120.0	11.9	0.5	60.3	2.0	0.0%
9	120.0	9.7	0.4	49.5	2.0	0.0%
10	120.0	13.1	0.6	70.7	3.0	0.0%
Average:	**120.0**	**11.1**	**0.5**	**53.3**	**2.1**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	22.6	0.8	103.1	4.0	0.0%
2	120.0	18.3	0.7	97.5	4.0	0.0%
3	120.0	17.4	0.7	103.3	3.0	0.0%
4	120.0	22.9	0.8	126.9	4.0	0.0%
5	120.0	21.8	0.9	101.0	4.0	0.0%
6	120.0	23.2	0.8	138.0	5.0	0.0%
7	120.0	24.1	0.9	124.1	4.0	0.0%
8	120.0	21.1	0.8	109.4	4.0	0.0%
9	120.0	24.9	0.9	138.0	3.0	0.0%
10	120.0	20.7	0.8	100.4	4.0	0.0%
Average:	**120.0**	**21.7**	**0.8**	**114.2**	**3.9**	**0.0%**
WB T on BUCK RD - Lane ID 33640941						
1	120.0	36.8	1.1	155.2	5.0	0.0%
2	120.0	33.9	1.3	147.0	5.0	0.0%

BUCK RD — NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640941						
3	120.0	29.5	1.1	142.4	5.0	0.0%
4	120.0	32.6	1.1	155.3	5.0	0.0%
5	120.0	38.4	1.4	161.0	6.0	0.0%
6	120.0	35.2	1.2	179.0	6.0	0.0%
7	120.0	36.8	1.3	152.9	5.0	0.0%
8	120.0	39.4	1.4	170.3	5.0	0.0%
9	120.0	34.5	1.2	152.9	5.0	0.0%
10	120.0	30.5	1.2	153.7	6.0	0.0%
Average:	**120.0**	**34.8**	**1.2**	**157.0**	**5.3**	**0.0%**

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640859						
1	120.0	25.2	0.8	129.4	4.0	0.0%
2	120.0	18.1	0.6	103.5	3.0	0.0%
3	120.0	30.0	0.9	159.0	4.0	0.0%
4	120.0	22.6	0.8	117.1	4.0	0.0%
5	120.0	22.1	0.8	106.4	4.0	0.0%
6	120.0	28.8	0.9	159.7	5.0	0.0%
7	120.0	22.9	0.8	151.8	4.0	0.0%
8	120.0	27.9	0.8	159.2	4.0	0.0%
9	120.0	25.3	0.8	134.4	4.0	0.0%
10	120.0	26.5	0.8	169.2	5.0	0.0%
Average:	**120.0**	**24.9**	**0.8**	**139.0**	**4.1**	**0.0%**
EB T on BUCK RD - Lane ID 33640860						
1	120.0	34.9	1.2	158.6	5.0	0.0%
2	120.0	34.5	1.1	179.1	5.0	0.0%
3	120.0	43.1	1.4	203.2	6.0	0.0%
4	120.0	32.9	1.1	166.9	5.0	0.0%
5	120.0	38.1	1.2	179.6	5.0	0.0%
6	120.0	38.4	1.3	182.5	6.0	0.0%
7	120.0	31.1	1.1	177.5	5.0	0.0%
8	120.0	35.9	1.3	181.0	6.0	0.0%
9	120.0	38.0	1.1	173.9	5.0	0.0%
10	120.0	33.4	1.1	174.3	5.0	0.0%
Average:	**120.0**	**36.0**	**1.2**	**177.7**	**5.3**	**0.0%**
WB T on BUCK RD - Lane ID 33640855						
1	120.0	19.8	0.6	78.8	3.0	0.0%

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640855						
2	120.0	24.3	0.8	109.7	3.0	0.0%
3	120.0	23.4	0.8	101.5	3.0	0.0%
4	120.0	23.9	0.8	119.5	3.0	0.0%
5	120.0	21.6	0.7	104.3	4.0	0.0%
6	120.0	26.3	0.8	115.4	3.0	0.0%
7	120.0	24.0	0.8	100.5	3.0	0.0%
8	120.0	25.4	0.8	130.7	3.0	0.0%
9	120.0	25.3	0.9	115.5	4.0	0.0%
10	120.0	25.5	0.8	122.8	4.0	0.0%
Average:	**120.0**	**24.0**	**0.8**	**109.9**	**3.3**	**0.0%**
WB T on BUCK RD - Lane ID 33640856						
1	120.0	15.1	0.5	86.5	3.0	0.0%
2	120.0	17.5	0.6	102.4	2.0	0.0%
3	120.0	13.0	0.5	73.1	2.0	0.0%
4	120.0	16.7	0.6	98.5	3.0	0.0%
5	120.0	15.3	0.5	92.7	2.0	0.0%
6	120.0	15.8	0.5	75.3	2.0	0.0%
7	120.0	20.3	0.6	99.7	3.0	0.0%
8	120.0	13.6	0.6	73.6	2.0	0.0%
9	120.0	14.3	0.5	85.9	2.0	0.0%
10	120.0	17.1	0.5	69.3	2.0	0.0%
Average:	**120.0**	**15.9**	**0.5**	**85.7**	**2.3**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	19.6	0.7	101.5	4.0	0.0%
2	120.0	15.9	0.5	112.3	3.0	0.0%
3	120.0	18.3	0.6	124.4	4.0	0.0%
4	120.0	24.8	0.9	119.3	4.0	0.0%
5	120.0	22.7	0.8	137.5	4.0	0.0%
6	120.0	17.2	0.6	101.6	4.0	0.0%
7	120.0	13.7	0.5	91.7	3.0	0.0%
8	120.0	25.9	0.9	156.4	4.0	0.0%
9	120.0	16.2	0.6	102.1	3.0	0.0%
10	120.0	32.6	1.1	152.2	5.0	0.0%
Average:	**120.0**	**20.7**	**0.7**	**119.9**	**3.8**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	24.9	0.8	77.3	3.0	34.2%
2	120.0	25.6	0.8	79.0	3.0	35.0%
3	120.0	19.1	0.6	76.4	3.0	24.2%
4	120.0	23.6	0.7	74.6	3.0	32.5%
5	120.0	22.0	0.7	71.9	3.0	32.5%
6	120.0	25.5	0.8	89.7	3.0	33.3%
7	120.0	26.2	0.8	84.9	3.0	35.0%
8	120.0	23.2	0.8	78.8	3.0	33.3%
9	120.0	19.6	0.6	74.7	3.0	26.7%
10	120.0	18.3	0.6	75.1	3.0	24.2%
Average:	**120.0**	**22.8**	**0.7**	**78.2**	**3.0**	**31.1%**
NWB T on BUCK RD - Lane ID 33640925						
1	120.0	0.7	0.0	0.0	0.0	0.8%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	1.2	0.1	11.0	1.0	0.8%
5	120.0	1.3	0.0	0.0	0.0	2.5%
6	120.0	0.5	0.0	0.0	0.0	0.8%
7	120.0	0.4	0.0	0.0	0.0	0.8%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	1.5	0.0	0.0	0.0	2.5%
10	120.0	2.2	0.1	10.1	1.0	4.2%
Average:	**120.0**	**0.9**	**0.0**	**2.1**	**0.2**	**1.2%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	12.9	0.4	92.5	3.0	0.0%
2	120.0	8.7	0.3	53.1	2.0	0.0%
3	120.0	12.8	0.4	92.2	3.0	0.0%
4	120.0	9.0	0.4	49.4	2.0	0.0%
5	120.0	13.9	0.5	92.5	3.0	0.0%
6	120.0	12.7	0.4	84.4	2.0	0.0%
7	120.0	9.6	0.3	60.7	1.0	0.0%
8	120.0	10.4	0.4	64.3	3.0	0.0%
9	120.0	7.9	0.3	47.6	2.0	0.0%
10	120.0	9.1	0.3	45.0	2.0	0.0%
Average:	**120.0**	**10.7**	**0.4**	**68.2**	**2.3**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	1,141.8	38.2	2,506.6	83.0	0.0%
2	120.0	586.8	20.0	1,441.1	49.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on LIME CITY RD - Lane ID 33640838						
3	120.0	754.7	25.9	1,856.8	66.1	0.0%
4	120.0	1,107.8	37.8	2,051.4	74.0	0.0%
5	120.0	414.2	14.0	976.6	34.0	0.0%
6	120.0	248.8	8.9	493.8	17.0	0.0%
7	120.0	706.0	24.7	1,503.9	54.0	0.0%
8	120.0	206.0	7.2	505.9	17.0	0.0%
9	120.0	835.4	27.9	1,904.8	61.1	0.0%
10	120.0	446.3	15.4	1,028.0	35.1	0.0%
Average:	**120.0**	**644.8**	**22.0**	**1,426.9**	**49.0**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
1	120.0	48.9	1.9	172.5	6.0	0.0%

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
2	120.0	44.9	1.8	172.8	6.0	0.0%
3	120.0	45.6	1.8	175.2	7.0	0.0%
4	120.0	50.3	2.0	187.4	7.0	0.0%
5	120.0	47.5	1.9	181.1	6.0	0.0%
6	120.0	54.1	2.1	187.5	7.0	0.0%
7	120.0	56.2	2.2	174.2	7.0	0.0%
8	120.0	53.2	2.0	195.5	7.0	0.0%
9	120.0	49.7	1.9	185.8	6.0	0.0%
10	120.0	56.0	2.1	216.2	8.0	0.0%
Average:	**120.0**	**50.6**	**2.0**	**184.8**	**6.7**	**0.0%**
NWB L on NB I 75 TO BUCK OFF RAMP - Lane ID 33640882						
1	120.0	46.4	1.8	182.0	7.0	0.0%
2	120.0	44.0	1.7	165.8	6.0	0.0%
3	120.0	49.4	2.0	180.8	7.0	0.0%
4	120.0	51.9	1.9	167.2	6.0	0.0%
5	120.0	50.1	2.0	172.7	7.0	0.0%
6	120.0	44.6	1.8	165.3	6.0	0.0%
7	120.0	52.0	2.0	183.0	6.0	0.0%
8	120.0	52.1	1.9	174.3	6.0	0.0%
9	120.0	45.4	1.8	171.3	6.0	0.0%
10	120.0	51.4	2.0	166.9	6.0	0.0%
Average:	**120.0**	**48.7**	**1.9**	**172.9**	**6.3**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640883						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640884						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SB I 75 TO BUCK OFF RAMP - Lane ID 33640876						
1	120.0	58.2	1.8	239.0	7.0	0.0%
2	120.0	69.3	2.0	267.7	7.0	0.0%
3	120.0	62.1	1.7	261.8	6.0	0.0%
4	120.0	68.2	2.0	309.6	7.0	0.0%
5	120.0	67.0	1.9	266.4	6.0	0.0%
6	120.0	68.4	2.1	241.4	7.0	0.0%
7	120.0	64.3	1.9	264.6	7.0	0.0%
8	120.0	81.2	2.3	283.0	8.0	0.0%
9	120.0	71.4	2.1	270.9	7.0	0.0%
10	120.0	74.5	1.9	280.6	7.0	0.0%
Average:	**120.0**	**68.5**	**2.0**	**268.5**	**6.9**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	7.0	0.3	21.4	1.0	0.0%
2	120.0	7.0	0.3	21.8	1.0	0.0%
3	120.0	11.3	0.4	64.4	2.0	0.0%
4	120.0	14.5	0.5	74.3	2.0	0.0%
5	120.0	10.3	0.4	45.6	2.0	0.0%
6	120.0	8.2	0.3	73.9	1.0	0.0%
7	120.0	9.2	0.4	46.5	2.0	0.0%
8	120.0	8.2	0.3	44.4	1.0	0.0%
9	120.0	9.7	0.4	52.6	1.0	0.0%
10	120.0	16.2	0.6	75.2	2.0	0.0%
Average:	**120.0**	**10.2**	**0.4**	**52.0**	**1.5**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	5.2	0.2	35.2	2.0	0.0%
2	120.0	5.7	0.3	51.0	2.0	0.0%
3	120.0	7.1	0.3	49.6	2.0	0.0%
4	120.0	6.3	0.2	50.5	2.0	0.0%
5	120.0	2.9	0.1	15.8	1.0	0.0%
6	120.0	5.9	0.2	53.6	1.0	0.0%
7	120.0	6.7	0.3	44.4	2.0	0.0%
8	120.0	6.2	0.2	47.8	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
9	120.0	5.2	0.2	43.8	1.0	0.0%
10	120.0	6.1	0.3	43.8	2.0	0.0%
Average:	**120.0**	**5.7**	**0.2**	**43.6**	**1.7**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	5.8	0.2	50.3	2.0	0.0%
2	120.0	7.2	0.3	46.3	2.0	0.0%
3	120.0	7.9	0.4	46.8	2.0	0.0%
4	120.0	6.3	0.3	47.2	2.0	0.0%
5	120.0	4.7	0.2	40.7	2.0	0.0%
6	120.0	5.0	0.2	42.0	1.0	0.0%
7	120.0	7.5	0.3	46.1	2.0	0.0%
8	120.0	3.4	0.2	17.0	1.0	0.0%
9	120.0	8.3	0.3	71.5	2.0	0.0%
10	120.0	5.1	0.2	39.8	2.0	0.0%
Average:	**120.0**	**6.1**	**0.3**	**44.8**	**1.8**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	15.4	0.7	61.1	2.0	0.0%
2	120.0	16.5	0.7	65.9	2.0	0.0%
3	120.0	17.5	0.8	77.3	2.0	0.0%
4	120.0	18.0	0.8	74.2	2.0	0.0%
5	120.0	16.8	0.8	51.4	2.0	0.0%
6	120.0	17.4	0.8	63.3	2.0	0.0%
7	120.0	20.8	0.9	82.7	3.0	0.0%
8	120.0	17.1	0.8	82.3	3.0	0.0%
9	120.0	13.8	0.7	51.1	2.0	0.0%
10	120.0	19.2	0.8	73.7	3.0	0.0%
Average:	**120.0**	**17.3**	**0.8**	**68.3**	**2.3**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	6.4	0.3	26.6	1.0	0.0%
2	120.0	6.0	0.3	41.4	1.0	0.0%
3	120.0	7.4	0.3	44.0	2.0	0.0%
4	120.0	6.8	0.3	24.6	1.0	0.0%
5	120.0	6.7	0.3	37.1	1.0	0.0%
6	120.0	7.9	0.4	41.4	2.0	0.0%
7	120.0	8.0	0.4	40.3	2.0	0.0%
8	120.0	7.5	0.3	41.3	1.0	0.0%
9	120.0	9.8	0.4	46.9	2.0	0.0%
10	120.0	8.4	0.3	48.0	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
Average:	**120.0**	**7.5**	**0.3**	**39.2**	**1.5**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	25.7	0.8	163.5	4.0	1.7%
2	120.0	30.9	0.9	152.7	4.0	1.7%
3	120.0	18.8	0.7	115.9	3.0	0.0%
4	120.0	60.5	1.9	279.7	8.0	14.2%
5	120.0	20.9	0.7	113.8	3.0	0.8%
6	120.0	22.9	0.8	111.3	3.0	0.0%
7	120.0	44.4	1.5	227.6	8.0	5.8%
8	120.0	21.4	0.8	123.1	3.0	0.0%
9	120.0	32.6	1.1	167.3	5.0	3.3%
10	120.0	125.6	3.3	298.2	8.0	35.8%
Average:	**120.0**	**40.4**	**1.3**	**175.3**	**4.9**	**6.3%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	16.8	0.7	72.6	2.0	0.0%
2	120.0	16.9	0.7	67.0	2.0	0.0%
3	120.0	18.1	0.7	76.0	2.0	0.0%
4	120.0	16.6	0.7	71.1	2.0	0.0%
5	120.0	16.4	0.8	51.6	2.0	0.0%
6	120.0	21.1	0.8	93.8	2.0	0.0%
7	120.0	18.7	0.8	71.7	2.0	0.0%
8	120.0	17.1	0.8	55.4	2.0	0.0%
9	120.0	19.5	0.9	72.8	3.0	0.0%
10	120.0	16.8	0.8	67.2	2.0	0.0%
Average:	**120.0**	**17.8**	**0.8**	**69.9**	**2.1**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	18.1	0.8	68.2	3.0	0.0%
2	120.0	16.5	0.7	66.8	2.0	0.0%
3	120.0	18.5	0.7	82.8	2.0	0.0%
4	120.0	12.3	0.6	45.3	2.0	0.0%
5	120.0	16.5	0.7	71.7	2.0	0.0%
6	120.0	19.9	0.8	73.7	3.0	0.0%
7	120.0	21.0	0.9	81.0	3.0	0.0%
8	120.0	17.2	0.8	76.8	3.0	0.0%
9	120.0	14.2	0.6	50.1	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on WALES RD - Lane ID 33573865						
10	120.0	15.0	0.7	63.7	2.0	0.0%
Average:	**120.0**	**16.9**	**0.7**	**68.0**	**2.4**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	73.5	2.2	262.2	8.0	0.0%
2	120.0	69.8	2.3	214.0	6.0	0.0%
3	120.0	83.0	2.4	276.4	7.0	0.0%
4	120.0	106.2	3.0	377.0	9.0	0.0%
5	120.0	90.0	2.6	272.4	7.0	0.0%
6	120.0	78.1	2.3	264.7	7.0	0.0%
7	120.0	76.8	2.4	227.3	8.0	0.0%
8	120.0	81.8	2.3	294.9	8.0	0.0%
9	120.0	90.0	2.7	324.0	9.0	0.0%
10	120.0	85.6	2.3	274.3	6.0	0.0%
Average:	**120.0**	**83.5**	**2.5**	**278.7**	**7.5**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	66.1	1.8	250.8	6.0	0.0%
2	120.0	75.6	2.2	253.3	7.0	0.0%
3	120.0	77.4	2.3	224.1	7.0	0.0%
4	120.0	98.7	2.8	350.7	9.0	0.0%
5	120.0	81.9	2.4	266.5	7.0	0.0%
6	120.0	81.2	2.5	253.7	8.0	0.0%
7	120.0	75.6	2.3	248.0	6.0	0.0%
8	120.0	90.8	2.4	332.0	9.0	0.0%
9	120.0	81.3	2.3	299.9	8.0	0.0%
10	120.0	75.7	2.4	292.4	8.0	0.0%
Average:	**120.0**	**80.4**	**2.3**	**277.1**	**7.5**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	251.2	6.7	625.8	15.0	0.8%
2	120.0	249.9	6.6	605.3	17.0	0.0%
3	120.0	202.3	5.5	559.6	14.0	0.8%
4	120.0	311.2	7.9	779.4	20.0	6.7%
5	120.0	135.1	3.8	424.8	10.0	0.0%
6	120.0	248.5	6.6	651.9	16.0	0.0%
7	120.0	209.3	5.8	722.4	21.0	3.3%
8	120.0	144.3	4.2	486.0	11.0	0.0%
9	120.0	282.9	8.0	650.4	19.0	0.8%
10	120.0	354.3	9.2	763.5	22.0	4.2%
Average:	**120.0**	**238.9**	**6.4**	**626.9**	**16.5**	**1.7%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on WALES RD - Lane ID 33573866						
WB T on WALES RD - Lane ID 33573867						
1	120.0	8.8	0.3	62.8	1.0	0.0%
2	120.0	6.5	0.2	40.2	1.0	0.0%
3	120.0	7.6	0.3	47.8	1.0	0.0%
4	120.0	2.9	0.2	16.3	1.0	0.0%
5	120.0	3.8	0.2	17.2	1.0	0.0%
6	120.0	5.8	0.2	48.2	1.0	0.0%
7	120.0	4.7	0.2	18.9	1.0	0.0%
8	120.0	7.4	0.2	52.0	1.0	0.0%
9	120.0	9.9	0.3	67.3	1.0	0.0%
10	120.0	10.5	0.3	68.1	1.0	0.0%
Average:	**120.0**	**6.8**	**0.2**	**43.9**	**1.0**	**0.0%**

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	2.6	1.4	1.1	5.1	10
NWB T	33640889	3RD ST	3.8	1.6	0.9	6.7	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	5.1	1.0	3.6	6.6	10
EB T	33640897	BUCK RD	5.0	1.0	3.6	6.5	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	15.1	5.5	8.6	26.7	10
SB T	33640900	GLENWOOD RD	5.7	1.9	3.1	9.2	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	21.7	2.4	17.4	24.9	10
EB T	33640861	BUCK RD	15.9	2.2	11.9	19.5	10
EB T	33640862	BUCK RD	11.1	1.4	9.5	13.1	10
WB T	33640941	BUCK RD	34.8	3.2	29.5	39.4	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	24.0	2.0	19.8	26.3	10
WB T	33640856	BUCK RD	15.9	2.1	13.0	20.3	10
EB T	33640859	BUCK RD	24.9	3.6	18.1	30.0	10
EB T	33640860	BUCK RD	36.0	3.5	31.1	43.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	22.8	2.9	18.3	26.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	10.7	2.2	7.9	13.9	10
NWB T	33640925	BUCK RD	0.9	0.7	0.1	2.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	644.8	326.4	206.0	1,141.8	10
NB T	33640842	LIME CITY RD	20.7	5.8	13.7	32.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	50.6	4.1	44.9	56.2	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	48.7	3.3	44.0	52.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	68.5	6.4	58.2	81.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	17.3	1.9	13.8	20.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	7.5	1.1	6.0	9.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	10.2	3.1	7.0	16.2	10
EB T	33573858	WALES RD	5.7	1.2	2.9	7.1	10
EB T	33573859	WALES RD	6.1	1.6	3.4	8.3	10
WB T	33634092	WALES RD	40.4	32.6	18.8	125.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	83.5	10.4	69.8	106.2	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	80.4	9.0	66.1	98.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	17.8	1.5	16.4	21.1	10
EB TR	33573865	WALES RD	16.9	2.6	12.3	21.0	10
WB L	33573866	WALES RD	238.9	68.9	135.1	354.3	10
WB T	33573867	WALES RD	6.8	2.5	2.9	10.5	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.1	0.0	0.1	0.2	10
NWB T	33640889	3RD ST	0.2	0.0	0.1	0.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.3	0.1	0.2	0.4	10
EB T	33640897	BUCK RD	0.3	0.0	0.2	0.4	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	0.6	0.2	0.4	0.9	10
SB T	33640900	GLENWOOD RD	0.3	0.1	0.2	0.4	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.8	0.1	0.7	0.9	10
EB T	33640861	BUCK RD	0.7	0.1	0.6	0.8	10
EB T	33640862	BUCK RD	0.5	0.1	0.4	0.6	10
WB T	33640941	BUCK RD	1.2	0.1	1.1	1.4	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.8	0.1	0.6	0.9	10
WB T	33640856	BUCK RD	0.5	0.1	0.5	0.6	10
EB T	33640859	BUCK RD	0.8	0.1	0.6	0.9	10
EB T	33640860	BUCK RD	1.2	0.1	1.1	1.4	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.7	0.1	0.6	0.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	0.4	0.1	0.3	0.5	10
NWB T	33640925	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	22.0	10.9	7.2	38.2	10
NB T	33640842	LIME CITY RD	0.7	0.2	0.5	1.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	2.0	0.1	1.8	2.2	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	1.9	0.1	1.7	2.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	2.0	0.2	1.7	2.3	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.8	0.1	0.7	0.9	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.0	0.3	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.4	0.1	0.3	0.6	10
EB T	33573858	WALES RD	0.2	0.1	0.1	0.3	10
EB T	33573859	WALES RD	0.3	0.1	0.2	0.4	10
WB T	33634092	WALES RD	1.3	0.8	0.7	3.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.5	0.2	2.2	3.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.3	0.3	1.8	2.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.8	0.1	0.7	0.9	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.9	10
WB L	33573866	WALES RD	6.4	1.7	3.8	9.2	10
WB T	33573867	WALES RD	0.2	0.1	0.2	0.3	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	18.3	20.4	0.3	53.7	10
NWB T	33640889	3RD ST	29.9	17.9	0.0	54.7	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	34.7	4.1	25.7	39.9	10
EB T	33640897	BUCK RD	34.8	6.5	28.6	46.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	96.4	35.9	56.5	148.0	10
SB T	33640900	GLENWOOD RD	36.6	14.7	10.1	60.2	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	114.2	16.0	97.5	138.0	10
EB T	33640861	BUCK RD	77.6	9.9	65.2	95.7	10
EB T	33640862	BUCK RD	53.3	8.2	44.3	70.7	10
WB T	33640941	BUCK RD	157.0	10.8	142.4	179.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	109.9	14.6	78.8	130.7	10
WB T	33640856	BUCK RD	85.7	12.3	69.3	102.4	10
EB T	33640859	BUCK RD	139.0	24.1	103.5	169.2	10
EB T	33640860	BUCK RD	177.7	11.5	158.6	203.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	78.2	5.3	71.9	89.7	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	68.2	20.1	45.0	92.5	10
NWB T	33640925	BUCK RD	2.1	4.5	0.0	11.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1,426.9	671.3	493.8	2,506.6	10
NB T	33640842	LIME CITY RD	119.9	22.5	91.7	156.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	184.8	13.5	172.5	216.2	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	172.9	6.9	165.3	183.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	268.5	20.3	239.0	309.6	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	68.3	11.6	51.1	82.7	10
NB R	9799	NB I 75 TO WALES OFF RAMP	39.2	7.8	24.6	48.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	52.0	20.1	21.4	75.2	10
EB T	33573858	WALES RD	43.6	11.1	15.8	53.6	10
EB T	33573859	WALES RD	44.8	13.2	17.0	71.5	10
WB T	33634092	WALES RD	175.3	69.6	111.3	298.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	278.7	46.4	214.0	377.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	277.1	40.5	224.1	350.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	69.9	11.5	51.6	93.8	10
EB TR	33573865	WALES RD	68.0	12.3	45.3	82.8	10
WB L	33573866	WALES RD	626.9	114.5	424.8	779.4	10
WB T	33573867	WALES RD	43.9	20.3	16.3	68.1	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.9	0.3	0.0	1.0	10
NWB T	33640889	3RD ST	1.1	0.3	1.0	2.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	1.7	0.5	1.0	2.0	10
EB T	33640897	BUCK RD	1.8	0.4	1.0	2.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	3.1	0.7	2.0	4.0	10
SB T	33640900	GLENWOOD RD	1.5	0.5	1.0	2.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	3.9	0.6	3.0	5.0	10
EB T	33640861	BUCK RD	2.9	0.3	2.0	3.0	10
EB T	33640862	BUCK RD	2.1	0.3	2.0	3.0	10
WB T	33640941	BUCK RD	5.3	0.5	5.0	6.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	3.3	0.5	3.0	4.0	10
WB T	33640856	BUCK RD	2.3	0.5	2.0	3.0	10
EB T	33640859	BUCK RD	4.1	0.6	3.0	5.0	10
EB T	33640860	BUCK RD	5.3	0.5	5.0	6.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.0	0.0	3.0	3.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	2.3	0.7	1.0	3.0	10
NWB T	33640925	BUCK RD	0.2	0.4	0.0	1.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	49.0	22.9	17.0	83.0	10
NB T	33640842	LIME CITY RD	3.8	0.6	3.0	5.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	6.7	0.7	6.0	8.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	6.3	0.5	6.0	7.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	6.9	0.6	6.0	8.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.3	0.5	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.5	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	1.5	0.5	1.0	2.0	10
EB T	33573858	WALES RD	1.7	0.5	1.0	2.0	10
EB T	33573859	WALES RD	1.8	0.4	1.0	2.0	10
WB T	33634092	WALES RD	4.9	2.2	3.0	8.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	7.5	1.1	6.0	9.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	7.5	1.1	6.0	9.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.1	0.3	2.0	3.0	10
EB TR	33573865	WALES RD	2.4	0.5	2.0	3.0	10
WB L	33573866	WALES RD	16.5	4.1	10.0	22.0	10
WB T	33573867	WALES RD	1.0	0.0	1.0	1.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.0	0.0	0.0	0.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.2	0.0	0.1	0.3	10
EB T	33640897	BUCK RD	0.2	0.0	0.1	0.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	0.0	0.0	0.0	0.0	10
SB T	33640900	GLENWOOD RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640941	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640856	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640859	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.3	0.0	0.2	0.4	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640925	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.1	0.1	0.0	0.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	12.5	0.3	241.5	7.0	0.3	7.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**1.3**	**0.0**	**24.2**	**0.7**	**0.0**	**0.7**

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	20.9	1.2	116.2	6.0	1.2	6.0
2	60.0	15.1	1.0	90.5	5.0	1.0	5.0
3	60.0	19.6	1.1	93.1	6.0	1.1	6.0
4	60.0	19.5	1.2	131.6	7.0	1.2	7.0
5	60.0	23.5	1.4	212.4	12.0	1.4	12.0

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	23.2	1.4	153.4	10.0	1.4	10.0
7	60.0	22.7	1.5	122.5	9.0	1.5	9.0
8	60.0	14.3	0.9	79.6	5.0	0.9	5.0
9	60.0	17.1	1.0	102.4	5.0	1.0	5.0
10	60.0	17.3	1.2	103.2	8.0	1.2	8.0
Average:	**60.0**	**19.3**	**1.2**	**120.5**	**7.3**	**1.2**	**7.3**
WB on BUCK RD							
1	60.0	49.0	2.4	200.3	9.0	2.4	9.0
2	60.0	35.8	1.8	203.0	10.0	1.8	10.0
3	60.0	33.1	2.0	219.6	8.0	2.0	8.0
4	60.0	38.9	2.1	197.3	9.0	2.1	9.0
5	60.0	51.7	2.7	242.7	10.0	2.7	10.0
6	60.0	52.7	2.8	189.4	10.0	2.8	10.0
7	60.0	25.3	1.5	164.0	10.0	1.5	10.0
8	60.0	37.9	1.9	246.8	9.0	1.9	9.0
9	60.0	38.8	2.2	209.5	8.0	2.2	8.0
10	60.0	33.8	1.9	184.8	9.0	1.9	9.0
Average:	**60.0**	**39.7**	**2.1**	**205.7**	**9.2**	**2.1**	**9.2**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	50.6	2.3	246.7	9.0	2.3	9.0
2	60.0	35.2	1.9	205.6	11.0	1.9	11.0
3	60.0	37.5	2.1	204.6	10.0	2.1	10.0
4	60.0	46.2	2.3	246.7	10.0	2.3	10.0
5	60.0	45.6	2.0	226.7	10.0	2.0	10.0
6	60.0	49.6	2.5	328.2	15.0	2.5	15.0
7	60.0	50.3	2.6	254.1	10.0	2.6	10.0
8	60.0	36.3	1.7	233.3	11.0	1.7	11.0
9	60.0	35.6	1.6	311.0	9.0	1.6	9.0
10	60.0	35.8	1.7	289.9	13.0	1.7	13.0
Average:	**60.0**	**42.3**	**2.1**	**254.7**	**10.8**	**2.1**	**10.8**
WB on BUCK RD							
1	60.0	29.7	1.4	162.8	6.0	1.4	6.0
2	60.0	30.7	1.4	243.5	7.0	1.4	7.0
3	60.0	29.6	1.4	151.9	5.0	1.4	5.0
4	60.0	38.5	1.9	276.8	10.0	1.9	10.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	28.8	1.2	145.0	6.0	1.2	6.0
6	60.0	39.0	1.6	253.4	8.0	1.6	8.0
7	60.0	23.7	1.2	123.4	7.0	1.2	7.0
8	60.0	36.8	1.7	281.3	8.0	1.7	8.0
9	60.0	31.7	1.3	172.2	6.0	1.3	6.0
10	60.0	32.2	1.5	171.7	7.0	1.5	7.0
Average:	**60.0**	**32.1**	**1.5**	**198.2**	**7.0**	**1.5**	**7.0**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	6.4	0.3	113.5	3.0	0.3	3.0
2	60.0	8.6	0.4	166.3	8.0	0.4	8.0
3	60.0	8.3	0.4	102.4	5.0	0.4	5.0
4	60.0	9.3	0.5	122.4	8.0	0.5	8.0
5	60.0	9.5	0.5	252.3	9.0	0.5	9.0
6	60.0	10.9	0.6	253.6	10.0	0.6	10.0
7	60.0	7.0	0.3	259.0	8.0	0.3	8.0
8	60.0	13.3	0.5	167.6	6.0	0.5	6.0
9	60.0	8.5	0.3	159.5	4.0	0.3	4.0
10	60.0	17.1	0.6	159.0	6.0	0.6	6.0
Average:	**60.0**	**9.9**	**0.4**	**175.6**	**6.7**	**0.4**	**6.7**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	94.5	2.5	424.8	10.0	2.5	10.0
2	60.0	88.9	2.3	471.8	14.0	2.3	14.0
3	60.0	45.2	1.3	337.8	10.0	1.3	10.0
4	60.0	58.1	1.6	393.4	10.0	1.6	10.0
5	60.0	67.2	1.9	424.4	13.0	1.9	13.0
6	60.0	45.8	1.4	287.0	10.0	1.4	10.0
7	60.0	84.2	2.4	461.6	14.0	2.4	14.0
8	60.0	60.4	1.8	271.7	8.0	1.8	8.0
9	60.0	52.7	1.6	289.3	10.0	1.6	10.0
10	60.0	43.9	1.2	301.6	7.0	1.2	7.0
Average:	**60.0**	**64.1**	**1.8**	**366.3**	**10.6**	**1.8**	**10.6**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	6.3	0.2	86.9	2.0	0.2	2.0
2	60.0	2.9	0.1	128.3	2.0	0.1	2.0
3	60.0	1.8	0.1	44.8	2.0	0.1	2.0
4	60.0	3.4	0.2	86.9	2.0	0.2	2.0
5	60.0	3.6	0.2	66.9	2.0	0.2	2.0
6	60.0	7.2	0.3	168.5	7.0	0.3	7.0
7	60.0	7.9	0.3	94.4	6.0	0.3	6.0
8	60.0	3.9	0.2	73.5	3.0	0.2	3.0
9	60.0	4.2	0.1	151.3	2.0	0.1	2.0
10	60.0	4.7	0.2	130.1	6.0	0.2	6.0
Average:	**60.0**	**4.6**	**0.2**	**103.2**	**3.4**	**0.2**	**3.4**

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	6.1	0.4	74.0	4.0	0.4	4.0
2	60.0	2.5	0.2	63.9	4.0	0.2	4.0
3	60.0	2.4	0.1	80.5	3.0	0.1	3.0
4	60.0	4.0	0.3	58.3	4.0	0.3	4.0
5	60.0	8.8	0.4	103.7	4.0	0.4	4.0
6	60.0	4.8	0.3	50.4	2.0	0.3	2.0
7	60.0	3.5	0.2	112.6	5.0	0.2	5.0
8	60.0	7.1	0.3	107.7	4.0	0.3	4.0
9	60.0	1.9	0.1	70.5	3.0	0.1	3.0
10	60.0	2.1	0.1	45.7	2.0	0.1	2.0
Average:	**60.0**	**4.3**	**0.2**	**76.7**	**3.5**	**0.2**	**3.5**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
2	60.0	0.9	0.1	50.8	2.0	0.1	2.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.3	0.0	15.5	1.0	0.0	1.0
5	60.0	3.5	0.2	96.2	5.0	0.2	5.0
6	60.0	1.7	0.1	37.2	2.0	0.1	2.0
7	60.0	0.1	0.0	6.4	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.7**	**0.0**	**20.6**	**1.1**	**0.0**	**1.1**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NB on NB I 75 TO BUCK OFF RAMP							
1	60.0	61.5	2.3	248.0	8.0	2.3	8.0
2	60.0	54.9	2.1	240.3	10.0	2.1	10.0
3	60.0	47.9	1.9	170.1	7.0	1.9	7.0
4	60.0	68.0	2.6	244.6	10.0	2.6	10.0
5	60.0	66.3	2.4	251.7	9.0	2.4	9.0
6	60.0	71.3	2.6	253.3	8.0	2.6	8.0
7	60.0	44.7	1.7	204.2	7.0	1.7	7.0
8	60.0	66.1	2.3	292.3	9.0	2.3	9.0
9	60.0	55.7	2.1	243.5	7.0	2.1	7.0
10	60.0	54.6	2.0	173.2	6.0	2.0	6.0
Average:	**60.0**	**59.1**	**2.2**	**232.1**	**8.1**	**2.2**	**8.1**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	47.5	1.8	261.5	9.0	1.8	9.0
2	60.0	44.3	1.8	182.2	6.0	1.8	6.0
3	60.0	42.8	1.7	199.6	7.0	1.7	7.0
4	60.0	56.5	2.0	295.6	10.0	2.0	10.0
5	60.0	45.7	1.8	252.0	9.0	1.8	9.0
6	60.0	48.8	1.9	248.3	9.0	1.9	9.0
7	60.0	53.5	2.1	242.3	7.0	2.1	7.0
8	60.0	43.6	1.6	200.6	8.0	1.6	8.0
9	60.0	47.4	1.9	414.5	14.0	1.9	14.0
10	60.0	43.6	1.8	341.1	13.0	1.8	13.0
Average:	**60.0**	**47.4**	**1.8**	**263.8**	**9.2**	**1.8**	**9.2**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	80.7	2.3	361.1	9.0	2.3	9.0
2	60.0	71.0	1.9	339.1	7.0	1.9	7.0
3	60.0	76.3	2.1	417.0	11.0	2.1	11.0

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
4	60.0	80.8	2.3	421.7	9.0	2.3	9.0
5	60.0	89.4	2.4	441.5	10.0	2.4	10.0
6	60.0	93.1	2.7	500.3	11.0	2.7	11.0
7	60.0	52.5	1.5	253.4	7.0	1.5	7.0
8	60.0	69.7	2.1	286.0	7.0	2.1	7.0
9	60.0	74.0	2.1	276.5	7.0	2.1	7.0
10	60.0	77.3	2.1	367.9	9.0	2.1	9.0
Average:	**60.0**	**76.5**	**2.2**	**366.5**	**8.7**	**2.2**	**8.7**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.3	4.0	0.0	12.5	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	19.3	3.3	14.3	23.5	10
W	BUCK RD	39.7	8.9	25.3	52.7	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	42.3	6.7	35.2	50.6	10
W	BUCK RD	32.1	4.8	23.7	39.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	9.9	3.2	6.4	17.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	64.1	19.0	43.9	94.5	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	4.6	2.0	1.8	7.9	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	4.3	2.4	1.9	8.8	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.7	1.1	0.0	3.5	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	59.1	8.9	44.7	71.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	47.4	4.5	42.8	56.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	76.5	11.2	52.5	93.1	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.1	0.0	0.3	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.2	0.9	1.5	10
W	BUCK RD	2.1	0.4	1.5	2.8	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.1	0.3	1.6	2.6	10
W	BUCK RD	1.5	0.2	1.2	1.9	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.1	0.3	0.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.8	0.5	1.2	2.5	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.1	0.3	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.2	0.1	0.1	0.4	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.7	2.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.8	0.1	1.6	2.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	2.2	0.3	1.5	2.7	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.1	0.0	0.3	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.2	0.2	0.9	1.5	10
W	BUCK RD	2.1	0.4	1.5	2.8	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.1	0.3	1.6	2.6	10
W	BUCK RD	1.5	0.2	1.2	1.9	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.1	0.3	0.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.8	0.5	1.2	2.5	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.1	0.3	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.2	0.1	0.1	0.4	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.7	2.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.8	0.1	1.6	2.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	2.2	0.3	1.5	2.7	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	24.2	76.4	0.0	241.5	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	120.5	38.9	79.6	212.4	10
W	BUCK RD	205.7	25.4	164.0	246.8	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	254.7	42.3	204.6	328.2	10
W	BUCK RD	198.2	59.1	123.4	281.3	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	175.6	59.3	102.4	259.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	366.3	77.4	271.7	471.8	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	103.2	39.7	44.8	168.5	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	76.7	24.0	45.7	112.6	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	20.6	32.1	0.0	96.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	232.1	38.2	170.1	292.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	263.8	71.0	182.2	414.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	366.5	79.8	253.4	500.3	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.7	2.2	0.0	7.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.3	2.4	5.0	12.0	10
W	BUCK RD	9.2	0.8	8.0	10.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.8	1.9	9.0	15.0	10
W	BUCK RD	7.0	1.4	5.0	10.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	6.7	2.3	3.0	10.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	10.6	2.4	7.0	14.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.4	2.1	2.0	7.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	3.5	1.0	2.0	5.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.1	1.6	0.0	5.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	8.1	1.4	6.0	10.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	9.2	2.6	6.0	14.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	8.7	1.6	7.0	11.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.7	2.2	0.0	7.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	7.3	2.4	5.0	12.0	10
W	BUCK RD	9.2	0.8	8.0	10.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.8	1.9	9.0	15.0	10
W	BUCK RD	7.0	1.4	5.0	10.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	6.7	2.3	3.0	10.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	10.6	2.4	7.0	14.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.4	2.1	2.0	7.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	3.5	1.0	2.0	5.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.1	1.6	0.0	5.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	8.1	1.4	6.0	10.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	9.2	2.6	6.0	14.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	8.7	1.6	7.0	11.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
8:00 AM	1	11,768	36,558.7	698.6	147.6	66.6	7,769	3.1	3.6	58.6
8:00 AM	2	11,792	36,582.5	683.4	132.5	49.1	7,701	3.1	3.5	58.6
8:00 AM	3	11,803	36,653.1	692.0	139.2	57.1	7,615	3.1	3.5	58.6
8:00 AM	4	11,748	36,462.3	703.5	153.7	72.4	7,968	3.1	3.6	58.4
8:00 AM	5	11,829	36,727.7	679.5	125.1	43.9	7,356	3.1	3.4	58.8
8:00 AM	6	11,832	36,737.0	677.9	123.2	41.5	7,320	3.1	3.4	58.7
8:00 AM	7	11,806	36,671.8	694.0	140.8	59.7	7,592	3.1	3.5	58.6
8:00 AM	8	11,818	36,684.1	671.8	117.7	36.9	6,989	3.1	3.4	59.0
8:00 AM	9	11,794	36,612.4	696.6	144.3	64.0	8,048	3.1	3.5	58.6
8:00 AM	10	11,789	36,632.6	695.1	142.0	57.3	8,482	3.1	3.5	58.2
En Route Start	1	667	2,497.2	44.4	7.3	1.9	412	3.7	4.0	59.7
En Route Start	2	652	2,445.4	43.2	7.0	1.7	343	3.8	4.0	59.8
En Route Start	3	662	2,505.7	43.3	6.3	1.6	342	3.8	3.9	61.1
En Route Start	4	672	2,535.9	44.3	6.7	1.7	310	3.8	4.0	60.4
En Route Start	5	661	2,465.7	43.3	6.7	1.7	360	3.7	3.9	60.5
En Route Start	6	709	2,672.1	48.2	8.3	2.4	439	3.8	4.1	59.2
En Route Start	7	706	2,665.1	47.6	8.0	2.3	412	3.8	4.0	59.5
En Route Start	8	681	2,546.7	45.0	7.1	2.0	363	3.7	4.0	60.0
En Route Start	9	679	2,555.8	44.9	7.0	1.8	343	3.8	4.0	60.3
En Route Start	10	705	2,632.8	47.3	8.1	2.3	417	3.7	4.0	59.3
En Route End	1	802	1,408.4	37.9	16.3	14.0	479	1.8	2.8	58.0
En Route End	2	778	1,431.7	32.4	10.8	7.8	448	1.8	2.5	58.8
En Route End	3	768	1,402.9	33.0	11.8	9.5	362	1.8	2.6	59.0
En Route End	4	817	1,453.3	38.1	16.0	12.5	638	1.8	2.8	57.0
En Route End	5	738	1,367.0	27.4	7.0	4.3	277	1.9	2.2	59.7
En Route End	6	739	1,369.2	26.6	6.1	3.3	389	1.9	2.2	59.9
En Route End	7	761	1,335.1	30.0	9.7	6.7	524	1.8	2.4	58.1
En Route End	8	751	1,427.1	27.1	6.0	2.6	375	1.9	2.2	59.2
En Route End	9	774	1,400.9	33.4	12.1	9.3	518	1.8	2.6	58.4
En Route End	10	776	1,379.9	30.5	9.7	5.7	502	1.8	2.4	59.1
Missed	1	5	23.1	0.4	0.1	0.0	5	4.6	5.2	55.4
Missed	2	4	21.4	0.4	0.1	0.1	8	5.4	6.1	55.1
Missed	3	4	18.7	0.4	0.1	0.0	4	4.7	5.3	57.2
Missed	4	8	40.3	0.8	0.2	0.1	20	5.0	6.2	51.8
Missed	5	9	35.0	0.8	0.2	0.1	12	3.9	5.1	51.2
Missed	6	3	16.1	0.3	0.0	0.0	1	5.4	5.2	61.8
Missed	7	6	29.6	0.5	0.1	0.0	2	4.9	5.0	62.0

Missed	8	3	16.7	0.3	0.1	0.0	2	5.6	5.7	59.4
Missed	9	7	31.4	0.6	0.1	0.0	9	4.5	5.1	55.1
Missed	10	5	26.5	0.5	0.1	0.0	4	5.3	5.8	56.1
Unserved	1	--	--	--	--	--	--	--		--
Unserved	2	--	--	--	--	--	--	--		--
Unserved	3	--	--	--	--	--	--	--		--
Unserved	4	--	--	--	--	--	--	--		--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	7	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	8	5	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	9	--	--	--	--	--	--	--		--
Unserved	10	3	0.0	0.0	0.0	0.0	0	0.0	0.1	--
8:00 AM	Avg	11,798	36,632.2	689.2	136.6	54.9	7,684	3.1	3.5	58.6
En Route Start	Avg	679	2,552.2	45.2	7.2	1.9	374	3.8	4.0	60.0
En Route End	Avg	770	1,397.6	31.6	10.5	7.6	451	1.8	2.5	58.7
Missed	Avg	5	25.9	0.5	0.1	0.0	7	4.9	5.5	56.5
Unserved	Avg	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	11,797.9	26.1	11,748.0	11,832.0	10
En Route Start	679.4	20.7	652.0	709.0	10
En Route End	770.4	25.3	738.0	817.0	10
Missed	5.4	2.1	3.0	9.0	10
Unserved	1.0	1.7	1.0	5.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	36,632.2	83.0	36,462.3	36,737.0	10
En Route Start	2,552.2	80.3	2,445.4	2,672.1	10
En Route End	1,397.6	35.4	1,335.1	1,453.3	10
Missed	25.9	8.1	16.1	40.3	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VHT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	689.2	10.4	671.8	703.5	10
En Route Start	45.2	1.9	43.2	48.2	10
En Route End	31.6	4.1	26.6	38.1	10
Missed	0.5	0.2	0.3	0.8	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	136.6	11.6	117.7	153.7	10
En Route Start	7.2	0.7	6.3	8.3	10
En Route End	10.5	3.7	6.0	16.3	10
Missed	0.1	0.1	0.0	0.2	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	54.9	11.6	36.9	72.4	10
En Route Start	1.9	0.3	1.6	2.4	10
En Route End	7.6	3.8	2.6	14.0	10
Missed	0.0	0.0	0.0	0.1	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	7,684.0	420.8	6,989.0	8,482.0	10
En Route Start	374.1	42.6	310.0	439.0	10
En Route End	451.2	103.3	277.0	638.0	10
Missed	6.7	5.8	1.0	20.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.1	0.0	3.1	3.1	10
En Route Start	3.8	0.1	3.7	3.8	10
En Route End	1.8	0.0	1.8	1.9	10
Missed	4.9	0.5	3.9	5.6	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.5	0.1	3.4	3.6	10
En Route Start	4.0	0.1	3.9	4.1	10
En Route End	2.5	0.2	2.2	2.8	10
Missed	5.5	0.4	5.0	6.2	10
Unserved	0.0	0.0	0.0	0.1	10

Project: Prop DDI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	58.6	0.2	58.2	59.0	10
En Route Start	60.0	0.6	59.2	61.1	10
En Route End	58.7	0.9	57.0	59.9	10
Missed	56.5	3.7	51.2	62.0	10
Unserved	0.0	0.0			10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4708**
	1	11.8	No	B
	2	12.3	No	B
	3	12.1	No	B
	4	12.1	No	B
	5	12.0	No	B
	6	12.1	No	B
	7	12.0	No	B
	8	12.2	No	B
	9	12.1	No	B

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4708**
	10	12.0	No	B
	Average:	**12.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB) - NEB				**Segment: 4709**
	1	11.8	No	B
	2	12.3	No	B
	3	12.1	No	B
	4	12.1	No	B
	5	12.0	No	B
	6	12.1	No	B
	7	12.0	No	B
	8	12.2	No	B
	9	12.1	No	B
	10	12.0	No	B
	Average:	**12.1**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB				**Segment: 4698**
	1	16.0	No	B
	2	15.5	No	B
	3	15.8	No	B
	4	16.0	No	B
	5	15.6	No	B
	6	15.1	No	B
	7	15.7	No	B
	8	15.5	No	B
	9	15.3	No	B
	10	15.5	No	B
	Average:	**15.6**	**No**	**B**
Merge - From BUCK RD - NEB				**Segment: 4689**
	1	14.0	No	B
	2	14.4	No	B
	3	14.1	No	B
	4	13.5	No	B
	5	13.6	No	B
	6	15.2	No	B
	7	14.3	No	B
	8	13.8	No	B
	9	14.5	No	B
	10	14.0	No	B
	Average:	**14.1**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD - NEB				**Segment: 4690**
	1	14.0	No	B
	2	14.4	No	B
	3	14.1	No	B
	4	13.5	No	B
	5	13.6	No	B
	6	15.2	No	B
	7	14.3	No	B
	8	13.8	No	B
	9	14.5	No	B
	10	14.0	No	B
	Average:	**14.1**	**No**	**B**
Basic - Between BUCK RD and WALES RD - NEB				**Segment: 4691**
	1	18.5	No	C
	2	18.3	No	C
	3	18.4	No	C
	4	18.3	No	C
	5	18.2	No	C
	6	18.4	No	C
	7	18.0	No	C
	8	18.3	No	C
	9	18.4	No	C
	10	18.3	No	C
	Average:	**18.3**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	14.4	No	B
	2	15.2	No	B
	3	15.2	No	B
	4	14.2	No	B
	5	14.5	No	B
	6	15.9	No	B
	7	15.3	No	B
	8	13.9	No	B
	9	14.8	No	B
	10	14.6	No	B
	Average:	**14.8**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	16.4	No	B
	2	16.6	No	B
	3	16.8	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	16.7	No	B
5	16.6	No	B
6	16.6	No	B
7	16.4	No	B
8	16.7	No	B
9	16.5	No	B
10	16.5	No	B
Average:	**16.6**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	22.7	No	C
2	22.6	No	C
3	22.3	No	C
4	22.5	No	C
5	22.1	No	C
6	22.5	No	C
7	21.9	No	C
8	23.5	No	C
9	22.5	No	C
10	23.1	No	C
Average:	**22.6**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	22.7	No	C
2	22.6	No	C
3	22.3	No	C
4	22.5	No	C
5	22.1	No	C
6	22.5	No	C
7	21.9	No	C
8	23.5	No	C
9	22.5	No	C
10	23.1	No	C
Average:	**22.6**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	22.7	No	C
2	22.6	No	C
3	22.3	No	C
4	22.5	No	C
5	22.1	No	C
6	22.5	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	21.9	No	C
	8	23.5	No	C
	9	22.5	No	C
	10	23.1	No	C
	Average:	**22.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	22.5	No	C
	2	25.1	No	C
	3	27.2	No	D
	4	26.6	No	D
	5	29.0	No	D
	6	26.8	No	D
	7	26.2	No	D
	8	28.7	No	D
	9	27.9	No	D
	10	25.6	No	C
	Average:	**26.6**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	21.0	No	C
	2	22.1	No	C
	3	22.8	No	C
	4	21.7	No	C
	5	21.4	No	C
	6	21.6	No	C
	7	22.5	No	C
	8	19.2	No	C
	9	22.1	No	C
	10	22.1	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	21.9	No	C
	2	20.9	No	C
	3	22.1	No	C
	4	21.7	No	C
	5	21.0	No	C
	6	21.8	No	C
	7	21.4	No	C
	8	22.5	No	C
	9	21.5	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	20.7	No	C
	Average:	**21.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	21.9	No	C
	2	20.9	No	C
	3	22.1	No	C
	4	21.7	No	C
	5	21.0	No	C
	6	21.8	No	C
	7	21.4	No	C
	8	22.5	No	C
	9	21.5	No	C
	10	20.7	No	C
	Average:	**21.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	21.9	No	C
	2	20.9	No	C
	3	22.1	No	C
	4	21.7	No	C
	5	21.0	No	C
	6	21.8	No	C
	7	21.4	No	C
	8	22.5	No	C
	9	21.5	No	C
	10	20.7	No	C
	Average:	**21.6**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	21.4	No	C
	2	21.6	No	C
	3	20.5	No	C
	4	21.7	No	C
	5	21.6	No	C
	6	22.1	No	C
	7	21.5	No	C
	8	22.1	No	C
	9	20.9	No	C
	10	22.4	No	C
	Average:	**21.6**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	21.4	No	C
	2	21.6	No	C
	3	20.5	No	C
	4	21.7	No	C
	5	21.6	No	C
	6	22.1	No	C
	7	21.5	No	C
	8	22.1	No	C
	9	20.9	No	C
	10	22.4	No	C
	Average:	**21.6**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	21.4	No	C
	2	21.6	No	C
	3	20.5	No	C
	4	21.7	No	C
	5	21.6	No	C
	6	22.1	No	C
	7	21.5	No	C
	8	22.1	No	C
	9	20.9	No	C
	10	22.4	No	C
	Average:	**21.6**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	9.1	No	A
	2	8.8	No	A
	3	9.0	No	A
	4	8.7	No	A
	5	9.2	No	A
	6	8.8	No	A
	7	8.8	No	A
	8	9.0	No	A
	9	9.1	No	A
	10	9.0	No	A
	Average:	**9.0**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	13.2	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	13.1	No	B
	3	12.0	No	B
	4	13.3	No	B
	5	12.3	No	B
	6	12.7	No	B
	7	12.4	No	B
	8	12.9	No	B
	9	12.8	No	B
	10	12.2	No	B
	Average:	**12.7**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	2.9	No	A
	2	2.8	No	A
	3	2.5	No	A
	4	2.8	No	A
	5	3.1	No	A
	6	2.5	No	A
	7	3.4	No	A
	8	2.9	No	A
	9	2.9	No	A
	10	2.8	No	A
	Average:	**2.9**	**No**	**A**

NB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	6.7	No	A
	2	6.5	No	A
	3	6.0	No	A
	4	6.1	No	A
	5	6.5	No	A
	6	7.0	No	A
	7	5.9	No	A
	8	6.1	No	A
	9	6.4	No	A
	10	6.9	No	A
	Average:	**6.4**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	17.6	No	B
	2	16.4	No	B
	3	15.8	No	B
	4	15.9	No	B
	5	15.6	No	B
	6	16.5	No	B
	7	14.1	No	B
	8	14.4	No	B
	9	14.3	No	B
	10	13.9	No	B
	Average:	**15.5**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	22.1	No	C
	2	22.8	No	C
	3	22.6	No	C
	4	22.0	No	C
	5	21.6	No	C
	6	22.3	No	C
	7	22.1	No	C
	8	22.4	No	C
	9	22.3	No	C
	10	21.6	No	C
	Average:	**22.2**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	21.8	No	C
	2	21.5	No	C
	3	21.6	No	C
	4	21.3	No	C
	5	21.8	No	C
	6	21.6	No	C
	7	22.3	No	C
	8	21.6	No	C
	9	21.8	No	C
	10	21.7	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	21.8	No	C
	2	21.5	No	C
	3	21.6	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	21.3	No	C
	5	21.8	No	C
	6	21.6	No	C
	7	22.3	No	C
	8	21.6	No	C
	9	21.8	No	C
	10	21.7	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	21.1	No	C
	2	21.2	No	C
	3	21.6	No	C
	4	21.9	No	C
	5	22.4	No	C
	6	22.0	No	C
	7	21.2	No	C
	8	22.0	No	C
	9	21.3	No	C
	10	22.0	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	22.5	No	C
	2	22.3	No	C
	3	22.1	No	C
	4	22.0	No	C
	5	22.2	No	C
	6	22.0	No	C
	7	21.9	No	C
	8	22.3	No	C
	9	21.9	No	C
	10	22.8	No	C
	Average:	**22.2**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	26.6	No	D
	2	27.3	No	D
	3	32.5	No	D
	4	28.9	No	D
	5	28.1	No	D
	6	30.2	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	26.4	No	D
	8	29.0	No	D
	9	26.1	No	D
	10	28.4	No	D
	Average:	**28.4**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	23.6	No	C
	2	24.7	No	C
	3	23.7	No	C
	4	22.5	No	C
	5	22.7	No	C
	6	23.7	No	C
	7	23.2	No	C
	8	23.6	No	C
	9	22.8	No	C
	10	21.7	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	23.6	No	C
	2	24.7	No	C
	3	23.7	No	C
	4	22.5	No	C
	5	22.7	No	C
	6	23.7	No	C
	7	23.2	No	C
	8	23.6	No	C
	9	22.8	No	C
	10	21.7	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	23.6	No	C
	2	24.7	No	C
	3	23.7	No	C
	4	22.5	No	C
	5	22.7	No	C
	6	23.7	No	C
	7	23.2	No	C
	8	23.6	No	C
	9	22.8	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	21.7	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.3	No	C
	2	17.7	No	B
	3	18.0	No	B
	4	17.7	No	B
	5	18.2	No	C
	6	18.0	No	B
	7	18.5	No	C
	8	18.4	No	C
	9	18.1	No	C
	10	17.9	No	B
	Average:	**18.1**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	16.5	No	B
	2	18.6	No	B
	3	17.6	No	B
	4	17.0	No	B
	5	16.1	No	B
	6	16.8	No	B
	7	16.7	No	B
	8	16.9	No	B
	9	16.3	No	B
	10	18.7	No	B
	Average:	**17.1**	**No**	**B**
Basic - Between WALES RD and BUCK RD (WB) - SWB				**Segment: 4694**
	1	21.4	No	C
	2	20.9	No	C
	3	21.0	No	C
	4	20.8	No	C
	5	21.2	No	C
	6	21.6	No	C
	7	21.7	No	C
	8	21.3	No	C
	9	21.0	No	C
	10	20.5	No	C
	Average:	**21.1**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (WB) - SWB				**Segment: 4695**
	1	17.6	No	B
	2	19.3	No	B
	3	17.9	No	B
	4	18.2	No	B
	5	17.5	No	B
	6	17.1	No	B
	7	18.1	No	B
	8	17.9	No	B
	9	17.3	No	B
	10	19.9	No	B
	Average:	**18.1**	**No**	**B**
Diverge - To BUCK RD (WB) - SWB				**Segment: 4696**
	1	17.6	No	B
	2	19.3	No	B
	3	17.9	No	B
	4	18.2	No	B
	5	17.5	No	B
	6	17.1	No	B
	7	18.1	No	B
	8	17.9	No	B
	9	17.3	No	B
	10	19.9	No	B
	Average:	**18.1**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	18.1	No	C
	2	17.6	No	B
	3	18.2	No	C
	4	17.0	No	B
	5	18.0	No	C
	6	18.4	No	C
	7	18.9	No	C
	8	17.9	No	B
	9	18.9	No	C
	10	17.2	No	B
	Average:	**18.0**	**No**	**C**
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	17.2	No	B
	2	17.3	No	B
	3	16.8	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (EB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	16.9	No	B
5	17.1	No	B
6	17.1	No	B
7	16.7	No	B
8	17.2	No	B
9	16.6	No	B
10	17.2	No	B
Average:	**17.0**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	18.3	No	C
2	18.1	No	C
3	18.2	No	C
4	18.0	No	B
5	18.3	No	C
6	18.5	No	C
7	18.7	No	C
8	18.3	No	C
9	18.5	No	C
10	18.0	No	B
Average:	**18.3**	**No**	**C**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	17.6	No	B
2	17.1	No	B
3	16.2	No	B
4	16.3	No	B
5	19.3	No	C
6	20.5	No	C
7	17.4	No	B
8	19.9	No	C
9	19.3	No	C
10	17.5	No	B
Average:	**18.1**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	9.3	No	A
2	8.7	No	A
3	9.6	No	A
4	7.6	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	8.5	No	A
	6	8.1	No	A
	7	9.2	No	A
	8	8.4	No	A
	9	8.1	No	A
	10	8.8	No	A
	Average:	**8.6**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	14.1	No	B
	2	12.0	No	B
	3	11.7	No	B
	4	11.0	No	B
	5	12.0	No	B
	6	11.2	No	B
	7	11.0	No	B
	8	13.8	No	B
	9	10.6	No	A
	10	12.2	No	B
	Average:	**12.0**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	5.3	No	A
	2	5.8	No	A
	3	5.6	No	A
	4	5.9	No	A
	5	5.9	No	A
	6	6.2	No	A
	7	5.6	No	A
	8	5.6	No	A
	9	6.1	No	A
	10	5.8	No	A
	Average:	**5.8**	**No**	**A**

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.3	No	A
	2	6.9	No	A
	3	6.2	No	A
	4	6.4	No	A
	5	6.2	No	A

SB I 75 TO I 90 RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.9	No	A
	7	6.5	No	A
	8	6.4	No	A
	9	6.4	No	A
	10	6.7	No	A
	Average:	**6.5**	**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: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	12.1	0.1	11.8	12.3	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	12.1	0.1	11.8	12.3	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	15.6	0.3	15.1	16.0	10
4689	NE	Merge	From BUCK RD	14.1	0.5	13.5	15.2	10
4690	NE	Merge	From BUCK RD	14.1	0.5	13.5	15.2	10
4691	NE	Basic	Between BUCK RD and WALES RD	18.3	0.1	18.0	18.5	10
4692	NE	Diverge	To WALES RD	14.8	0.6	13.9	15.9	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	16.6	0.1	16.4	16.8	10
4670	N	Merge	From WALES RD	22.6	0.5	21.9	23.5	10
4671	N	Merge	From WALES RD	22.6	0.5	21.9	23.5	10
4672	N	Merge	From WALES RD	22.6	0.5	21.9	23.5	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	26.6	1.9	22.5	29.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	21.7	1.0	19.2	22.8	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	21.6	0.6	20.7	22.5	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	21.6	0.6	20.7	22.5	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	21.6	0.6	20.7	22.5	10
4646	N	Basic	From WALES RD	21.6	0.6	20.5	22.4	10
4647	N	Basic	From WALES RD	21.6	0.6	20.5	22.4	10
4648	N	Basic	From WALES RD	21.6	0.6	20.5	22.4	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	9.0	0.2	8.7	9.2	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.7	0.4	12.0	13.3	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	2.9	0.3	2.5	3.4	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.4	0.4	5.9	7.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.5	1.2	13.9	17.6	10
4655	S	Basic	To SB I 75 (SB)	22.2	0.4	21.6	22.8	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.3	21.3	22.3	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.3	21.3	22.3	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.4	21.1	22.4	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.2	0.3	21.9	22.8	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	28.4	2.0	26.1	32.5	10
4676	S	Diverge	To WALES RD	23.2	0.8	21.7	24.7	10
4677	S	Diverge	To WALES RD	23.2	0.8	21.7	24.7	10
4678	S	Diverge	To WALES RD	23.2	0.8	21.7	24.7	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.1	0.3	17.7	18.5	10
4693	SW	Merge	From WALES RD	17.1	0.9	16.1	18.7	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	21.1	0.4	20.5	21.7	10
4695	SW	Diverge	To BUCK RD (WB)	18.1	0.9	17.1	19.9	10
4696	SW	Diverge	To BUCK RD (WB)	18.1	0.9	17.1	19.9	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	18.0	0.6	17.0	18.9	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	17.0	0.2	16.6	17.3	10
4717	SW	Basic		18.3	0.2	18.0	18.7	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	18.1	1.5	16.2	20.5	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.6	0.6	7.6	9.6	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	12.0	1.2	10.6	14.1	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	5.8	0.3	5.3	6.2	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.5	0.3	6.2	6.9	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and NB I 75 TO BUCK OFF RAMP (NB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (EB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	669.0	2.66	14.3	B
2	670.0	2.91	15.6	B
3	672.0	2.90	15.5	B
4	675.0	2.52	13.4	B
5	671.0	2.70	14.5	B
6	677.0	2.69	14.3	B
7	670.0	2.61	14.0	B
8	665.0	2.60	14.1	B
9	665.0	2.63	14.2	B
10	671.0	2.48	13.3	B
Average:	**670.5**	**2.67**	**14.3**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	960.0	3.28	12.3	B
2	953.0	3.50	13.2	B
3	954.0	3.40	12.8	B
4	959.0	3.41	12.8	B
5	948.0	3.47	13.2	B
6	953.0	3.36	12.7	B
7	944.0	3.31	12.6	B
8	952.0	3.41	12.9	B
9	954.0	3.80	14.3	B
10	954.0	3.42	12.9	B
Average:	**953.1**	**3.44**	**13.0**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,404.0	4.42	11.3	B
2	1,406.0	4.85	12.4	B
3	1,409.0	4.86	12.4	B
4	1,407.0	4.63	11.9	B
5	1,411.0	5.02	12.8	B
6	1,398.0	4.98	12.8	B
7	1,409.0	4.94	12.6	B
8	1,399.0	4.97	12.8	B
9	1,405.0	4.74	12.2	B

10	1,402.0	5.00	12.8	B
Average:	**1,405.0**	**4.84**	**12.4**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	456.0	0.00	0.0	A
2	448.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	452.0	0.00	0.0	A
5	445.0	0.00	0.0	A
6	456.0	0.00	0.0	A
7	442.0	0.00	0.0	A
8	455.0	0.00	0.0	A
9	449.0	0.00	0.0	A
10	450.0	0.00	0.0	A
Average:	**450.6**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	752.0	2.13	10.2	B
2	763.0	2.42	11.4	B
3	758.0	2.40	11.4	B
4	770.0	2.39	11.2	B
5	766.0	2.41	11.3	B
6	767.0	2.45	11.5	B
7	766.0	2.24	10.5	B
8	763.0	2.52	11.9	B
9	760.0	2.26	10.7	B
10	758.0	2.15	10.2	B
Average:	**762.3**	**2.34**	**11.0**	**B**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	386.0	0.00	0.0	A
2	387.0	0.00	0.0	A
3	384.0	0.00	0.0	A
4	388.0	0.00	0.0	A
5	387.0	0.00	0.0	A
6	388.0	0.00	0.0	A
7	387.0	0.00	0.0	A
8	377.0	0.00	0.0	A
9	383.0	0.00	0.0	A
10	389.0	0.00	0.0	A
Average:	**385.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,591.0	7.42	16.8	B
2	1,597.0	3.51	7.9	A
3	1,590.0	3.53	8.0	A
4	1,598.0	3.93	8.9	A
5	1,590.0	3.54	8.0	A
6	1,599.0	3.61	8.1	A
7	1,594.0	3.95	8.9	A
8	1,585.0	3.44	7.8	A
9	1,600.0	3.97	8.9	A
10	1,587.0	4.58	10.4	B
Average:	**1,593.1**	**4.15**	**9.4**	**A**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,395.0	20.30	52.4	D
2	1,413.0	11.18	28.5	C
3	1,409.0	8.33	21.3	C
4	1,410.0	16.40	41.9	D
5	1,413.0	13.73	35.0	C
6	1,400.0	11.57	29.7	C
7	1,417.0	9.96	25.3	C
8	1,413.0	11.54	29.4	C
9	1,414.0	14.38	36.6	D
10	1,393.0	16.31	42.2	D
Average:	**1,407.7**	**13.37**	**34.2**	**C**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	2.7	0.1	2.5	2.9	10
25	BUCK RD	Actuated	3.4	0.1	3.3	3.8	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	4.8	0.2	4.4	5.0	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	2.3	0.1	2.1	2.5	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	4.1	1.2	3.4	7.4	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	13.4	3.6	8.3	20.3	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
22	BUCK RD	Actuated	14.3	0.8	13.3	15.6	10
25	BUCK RD	Actuated	13.0	0.5	12.3	14.3	10
30	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	12.4	0.5	11.3	12.8	10
31	NB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
26	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	11.0	0.6	10.2	11.9	10
27	SB I 75 TO BUCK OFF RAMP & BUCK RD	Actuated	0.0	0.0	0.0	0.0	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	9.4	2.7	7.8	16.8	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	34.2	9.3	21.3	52.4	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720506526				
1	385.0	1.72	16.1	B
2	387.0	1.81	16.8	B
3	384.0	1.96	18.3	B
4	388.0	1.68	15.6	B
5	387.0	1.70	15.8	B
6	388.0	1.85	17.1	B
7	387.0	1.69	15.7	B
8	377.0	1.60	15.3	B
9	383.0	1.75	16.5	B
10	389.0	1.63	15.1	B
Average:	**385.5**	**1.74**	**16.2**	**B**
WB on BUCK RD: Superlink ID 720509766				
1	284.0	0.94	11.9	B
2	283.0	1.10	14.0	B
3	288.0	0.94	11.8	B
4	287.0	0.83	10.4	B
5	284.0	1.01	12.8	B
6	289.0	0.84	10.5	B
7	283.0	0.92	11.7	B
8	288.0	1.00	12.5	B
9	282.0	0.88	11.2	B
10	282.0	0.85	10.8	B
Average:	**285.0**	**0.93**	**11.8**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509762				
1	504.0	1.98	14.1	B
2	505.0	2.11	15.0	B
3	503.0	2.02	14.4	B
4	507.0	2.15	15.3	B
5	504.0	2.23	15.9	B
6	498.0	1.97	14.3	B
7	502.0	1.95	14.0	B
8	497.0	2.10	15.2	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	505.0	2.39	17.0	B
10	504.0	2.05	14.7	B
Average:	**502.9**	**2.10**	**15.0**	**B**
WB on BUCK RD: Superlink ID 720495035				
1	456.0	1.30	10.3	B
2	448.0	1.39	11.2	B
3	451.0	1.38	11.0	B
4	452.0	1.26	10.1	B
5	444.0	1.24	10.0	B
6	455.0	1.39	11.0	B
7	442.0	1.36	11.1	B
8	455.0	1.31	10.4	B
9	449.0	1.41	11.3	B
10	450.0	1.37	10.9	B
Average:	**450.2**	**1.34**	**10.7**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509748				
1	505.0	0.00	0.0	A
2	505.0	0.00	0.0	A
3	502.0	0.00	0.0	A
4	507.0	0.00	0.0	A
5	504.0	0.00	0.0	A
6	498.0	0.00	0.0	A
7	502.0	0.00	0.0	A
8	496.0	0.00	0.0	A
9	505.0	0.00	0.0	A
10	503.0	0.00	0.0	A
Average:	**502.7**	**0.00**	**0.0**	**A**
NB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	899.0	4.42	17.7	B
2	901.0	4.85	19.4	B
3	907.0	4.86	19.3	B
4	900.0	4.63	18.5	B
5	907.0	5.01	19.9	B
6	900.0	4.98	19.9	B
7	907.0	4.94	19.6	B
8	903.0	4.96	19.8	B
9	900.0	4.74	19.0	B

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	899.0	5.00	20.0	C
Average:	**902.3**	**4.84**	**19.3**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB on BUCK RD: Superlink ID 720509747				
1	456.0	0.00	0.0	A
2	448.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	452.0	0.00	0.0	A
5	445.0	0.00	0.0	A
6	456.0	0.00	0.0	A
7	442.0	0.00	0.0	A
8	455.0	0.00	0.0	A
9	449.0	0.00	0.0	A
10	450.0	0.00	0.0	A
Average:	**450.6**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	468.0	2.13	16.4	B
2	480.0	2.42	18.2	B
3	470.0	2.40	18.4	B
4	482.0	2.39	17.8	B
5	482.0	2.41	18.0	B
6	478.0	2.45	18.4	B
7	483.0	2.24	16.7	B
8	475.0	2.52	19.1	B
9	478.0	2.26	17.0	B
10	476.0	2.15	16.3	B
Average:	**477.2**	**2.34**	**17.6**	**B**
WB on BUCK RD: Superlink ID 720509750				
1	284.0	0.00	0.0	A
2	283.0	0.00	0.0	A
3	288.0	0.00	0.0	A
4	288.0	0.00	0.0	A
5	284.0	0.00	0.0	A
6	289.0	0.00	0.0	A
7	283.0	0.00	0.0	A
8	288.0	0.00	0.0	A
9	282.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	282.0	0.00	0.0	A
Average:	**285.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509749				
1	386.0	0.00	0.0	A
2	387.0	0.00	0.0	A
3	384.0	0.00	0.0	A
4	388.0	0.00	0.0	A
5	387.0	0.00	0.0	A
6	388.0	0.00	0.0	A
7	387.0	0.00	0.0	A
8	377.0	0.00	0.0	A
9	383.0	0.00	0.0	A
10	389.0	0.00	0.0	A
Average:	**385.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	745.0	1.36	6.6	A
2	743.0	0.40	1.9	A
3	745.0	0.39	1.9	A
4	745.0	0.45	2.2	A
5	740.0	0.33	1.6	A
6	743.0	0.38	1.8	A
7	739.0	0.43	2.1	A
8	738.0	0.42	2.0	A
9	744.0	0.42	2.0	A
10	740.0	0.52	2.5	A
Average:	**742.2**	**0.51**	**2.5**	**A**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	320.0	1.39	15.7	B
2	319.0	1.48	16.7	B
3	314.0	1.42	16.2	B
4	321.0	1.53	17.2	B
5	320.0	1.49	16.8	B
6	324.0	1.62	18.0	B
7	326.0	1.46	16.2	B
8	317.0	1.50	17.0	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	322.0	1.51	16.9	B
10	320.0	1.59	17.9	B
Average:	**320.3**	**1.50**	**16.9**	**B**
WB on WALES RD: Superlink ID 720495029				
1	526.0	4.66	31.9	C
2	535.0	1.64	11.0	B
3	531.0	1.72	11.7	B
4	532.0	1.95	13.2	B
5	530.0	1.72	11.7	B
6	532.0	1.61	10.9	B
7	529.0	2.05	14.0	B
8	530.0	1.52	10.3	B
9	534.0	2.04	13.7	B
10	527.0	2.47	16.9	B
Average:	**530.6**	**2.14**	**14.5**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	225.0	1.31	20.9	C
2	223.0	1.35	21.9	C
3	224.0	1.28	20.6	C
4	224.0	1.22	19.6	B
5	227.0	1.33	21.0	C
6	224.0	1.28	20.5	C
7	224.0	1.29	20.8	C
8	225.0	1.36	21.7	C
9	224.0	1.26	20.3	C
10	223.0	1.36	21.9	C
Average:	**224.3**	**1.30**	**20.9**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	644.0	3.97	22.2	C
2	649.0	4.04	22.4	C
3	650.0	3.99	22.1	C
4	649.0	4.24	23.5	C
5	645.0	4.02	22.4	C
6	647.0	4.09	22.8	C
7	643.0	4.04	22.6	C
8	646.0	3.81	21.2	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	649.0	4.09	22.7	C
10	647.0	4.20	23.4	C
Average:	**646.9**	**4.05**	**22.5**	**C**
WB on WALES RD: Superlink ID 720495030				
1	526.0	15.03	102.8	F
2	541.0	5.78	38.5	D
3	535.0	3.05	20.6	C
4	537.0	10.94	73.4	E
5	541.0	8.39	55.8	E
6	529.0	6.20	42.2	D
7	550.0	4.63	30.3	C
8	542.0	6.37	42.3	D
9	541.0	9.04	60.1	E
10	523.0	10.76	74.0	E
Average:	**536.5**	**8.02**	**54.0**	**D**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	1.7	0.1	1.6	2.0	10
W	BUCK RD	720509766	0.9	0.1	0.8	1.1	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509762	2.1	0.1	2.0	2.4	10
W	BUCK RD	720495035	1.3	0.1	1.2	1.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	14412	4.8	0.2	4.4	5.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509761	2.3	0.1	2.1	2.5	10
W	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	0.5	0.3	0.3	1.4	10
N	NB I 75 TO WALES OFF RAMP	4226	1.5	0.1	1.4	1.6	10
W	WALES RD	720495029	2.1	0.9	1.5	4.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.3	0.0	1.2	1.4	10
S	SB I 75 TO WALES OFF RAMP	13720	4.0	0.1	3.8	4.2	10
W	WALES RD	720495030	8.0	3.6	3.1	15.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

BUCK RD — NODE: 22

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720506526	16.2	1.0	15.1	18.3	10
W	BUCK RD	720509766	11.8	1.1	10.4	14.0	10

BUCK RD — NODE: 25

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509762	15.0	0.9	14.0	17.0	10
W	BUCK RD	720495035	10.7	0.5	10.0	11.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	14412	19.3	0.7	17.7	20.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
W	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	720509761	17.6	1.0	16.3	19.1	10
W	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	2.5	1.5	1.6	6.6	10
N	NB I 75 TO WALES OFF RAMP	4226	16.9	0.7	15.7	18.0	10
W	WALES RD	720495029	14.5	6.4	10.3	31.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	20.9	0.7	19.6	21.9	10
S	SB I 75 TO WALES OFF RAMP	13720	22.5	0.7	21.2	23.5	10
W	WALES RD	720495030	54.0	24.5	20.6	102.8	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720506526				
1	385.0	1.72	16.1	B
2	387.0	1.81	16.8	B
3	384.0	1.96	18.3	B
4	388.0	1.68	15.6	B
5	387.0	1.70	15.8	B
6	388.0	1.85	17.1	B
7	387.0	1.69	15.7	B
8	377.0	1.60	15.3	B
9	383.0	1.75	16.5	B
10	389.0	1.63	15.1	B
Average:	**385.5**	**1.74**	**16.2**	**B**
WB T on BUCK RD: Superlink ID 720509766				
1	284.0	0.94	11.9	B
2	283.0	1.10	14.0	B
3	288.0	0.94	11.8	B
4	287.0	0.83	10.4	B
5	284.0	1.01	12.8	B
6	289.0	0.84	10.5	B
7	283.0	0.92	11.7	B
8	288.0	1.00	12.5	B
9	282.0	0.88	11.2	B
10	282.0	0.85	10.8	B
Average:	**285.0**	**0.93**	**11.8**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509762				
1	504.0	1.98	14.1	B
2	505.0	2.11	15.0	B
3	503.0	2.02	14.4	B
4	507.0	2.15	15.3	B
5	504.0	2.23	15.9	B
6	498.0	1.97	14.3	B
7	502.0	1.95	14.0	B
8	497.0	2.10	15.2	B

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	505.0	2.39	17.0	B
10	504.0	2.05	14.7	B
Average:	**502.9**	**2.10**	**15.0**	**B**
WB T on BUCK RD: Superlink ID 720495035				
1	456.0	1.30	10.3	B
2	448.0	1.39	11.2	B
3	451.0	1.38	11.0	B
4	452.0	1.26	10.1	B
5	444.0	1.24	10.0	B
6	455.0	1.39	11.0	B
7	442.0	1.36	11.1	B
8	455.0	1.31	10.4	B
9	449.0	1.41	11.3	B
10	450.0	1.37	10.9	B
Average:	**450.2**	**1.34**	**10.7**	**B**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509748				
1	505.0	0.00	0.0	A
2	505.0	0.00	0.0	A
3	502.0	0.00	0.0	A
4	507.0	0.00	0.0	A
5	504.0	0.00	0.0	A
6	498.0	0.00	0.0	A
7	502.0	0.00	0.0	A
8	496.0	0.00	0.0	A
9	505.0	0.00	0.0	A
10	503.0	0.00	0.0	A
Average:	**502.7**	**0.00**	**0.0**	**A**
NB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	665.0	3.15	17.0	B
2	664.0	3.30	17.9	B
3	667.0	3.30	17.8	B
4	664.0	3.21	17.4	B
5	668.0	3.44	18.6	B
6	664.0	3.54	19.2	B
7	672.0	3.46	18.6	B
8	670.0	3.49	18.7	B
9	663.0	3.34	18.1	B
10	665.0	3.46	18.7	B

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**666.2**	**3.37**	**18.2**	**B**
NWB L on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	234.0	1.27	19.6	B
2	237.0	1.55	23.5	C
3	240.0	1.55	23.3	C
4	236.0	1.42	21.6	C
5	239.0	1.57	23.7	C
6	236.0	1.43	21.9	C
7	235.0	1.47	22.6	C
8	233.0	1.47	22.8	C
9	237.0	1.40	21.3	C
10	234.0	1.54	23.7	C
Average:	**236.1**	**1.47**	**22.4**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Superlink ID 720509747				
1	456.0	0.00	0.0	A
2	448.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	452.0	0.00	0.0	A
5	445.0	0.00	0.0	A
6	456.0	0.00	0.0	A
7	442.0	0.00	0.0	A
8	455.0	0.00	0.0	A
9	449.0	0.00	0.0	A
10	450.0	0.00	0.0	A
Average:	**450.6**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	249.0	1.13	16.3	B
2	253.0	1.28	18.3	B
3	250.0	1.25	18.0	B
4	258.0	1.26	17.6	B
5	257.0	1.32	18.5	B
6	247.0	1.31	19.0	B
7	257.0	1.21	16.9	B
8	253.0	1.42	20.2	C
9	254.0	1.19	16.8	B
10	252.0	1.19	16.9	B

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**253.0**	**1.26**	**17.9**	**B**
SWB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509761				
1	219.0	1.00	16.5	B
2	227.0	1.14	18.1	B
3	220.0	1.15	18.8	B
4	224.0	1.12	18.1	B
5	225.0	1.09	17.4	B
6	231.0	1.14	17.8	B
7	226.0	1.04	16.5	B
8	222.0	1.10	17.8	B
9	224.0	1.07	17.3	B
10	224.0	0.97	15.6	B
Average:	**224.2**	**1.08**	**17.4**	**B**
WB T on BUCK RD: Superlink ID 720509750				
1	284.0	0.00	0.0	A
2	283.0	0.00	0.0	A
3	288.0	0.00	0.0	A
4	288.0	0.00	0.0	A
5	284.0	0.00	0.0	A
6	289.0	0.00	0.0	A
7	283.0	0.00	0.0	A
8	288.0	0.00	0.0	A
9	282.0	0.00	0.0	A
10	282.0	0.00	0.0	A
Average:	**285.1**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509749				
1	386.0	0.00	0.0	A
2	387.0	0.00	0.0	A
3	384.0	0.00	0.0	A
4	388.0	0.00	0.0	A
5	387.0	0.00	0.0	A
6	388.0	0.00	0.0	A
7	387.0	0.00	0.0	A
8	377.0	0.00	0.0	A
9	383.0	0.00	0.0	A
10	389.0	0.00	0.0	A
Average:	**385.6**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	77.0	0.40	18.8	B
2	75.0	0.14	6.8	A
3	75.0	0.15	7.2	A
4	75.0	0.19	9.2	A
5	73.0	0.14	6.9	A
6	74.0	0.16	7.7	A
7	72.0	0.14	7.2	A
8	73.0	0.15	7.3	A
9	74.0	0.18	8.6	A
10	75.0	0.26	12.5	B
Average:	**74.3**	**0.19**	**9.2**	**A**
EB T on WALES RD: Superlink ID 720495030				
1	668.0	0.96	5.2	A
2	668.0	0.26	1.4	A
3	670.0	0.24	1.3	A
4	670.0	0.26	1.4	A
5	667.0	0.19	1.0	A
6	669.0	0.22	1.2	A
7	667.0	0.29	1.5	A
8	665.0	0.27	1.5	A
9	670.0	0.24	1.3	A
10	665.0	0.26	1.4	A
Average:	**667.9**	**0.32**	**1.7**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	120.0	0.85	25.5	C
2	115.0	0.99	31.0	C
3	119.0	0.98	29.7	C
4	119.0	1.04	31.4	C
5	116.0	0.98	30.4	C
6	116.0	1.10	34.1	C
7	119.0	0.98	29.7	C
8	121.0	1.03	30.8	C
9	109.0	0.95	31.4	C
10	120.0	1.07	32.2	C
Average:	**117.4**	**1.00**	**30.6**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	200.0	0.54	9.8	A
2	204.0	0.49	8.6	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	195.0	0.43	8.0	A
4	202.0	0.49	8.8	A
5	204.0	0.51	9.1	A
6	208.0	0.52	9.1	A
7	207.0	0.48	8.4	A
8	196.0	0.46	8.5	A
9	213.0	0.56	9.4	A
10	200.0	0.52	9.4	A
Average:	**202.9**	**0.50**	**8.9**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	526.0	4.66	31.9	C
2	535.0	1.64	11.0	B
3	531.0	1.72	11.7	B
4	532.0	1.95	13.2	B
5	530.0	1.72	11.7	B
6	532.0	1.61	10.9	B
7	529.0	2.05	14.0	B
8	530.0	1.52	10.3	B
9	534.0	2.04	13.7	B
10	527.0	2.47	16.9	B
Average:	**530.6**	**2.14**	**14.5**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	104.0	0.60	20.8	C
2	117.0	0.78	23.9	C
3	105.0	0.70	24.1	C
4	113.0	0.67	21.3	C
5	105.0	0.57	19.7	B
6	106.0	0.57	19.2	B
7	112.0	0.68	22.0	C
8	113.0	0.64	20.5	C
9	105.0	0.61	20.8	C
10	103.0	0.69	24.0	C
Average:	**108.3**	**0.65**	**21.6**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	121.0	0.71	21.1	C
2	106.0	0.58	19.6	B

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	119.0	0.58	17.5	B
4	111.0	0.55	17.9	B
5	122.0	0.75	22.1	C
6	118.0	0.71	21.7	C
7	112.0	0.61	19.5	B
8	112.0	0.71	22.9	C
9	119.0	0.65	19.8	B
10	120.0	0.67	20.1	C
Average:	**116.0**	**0.65**	**20.2**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	303.0	1.98	23.6	C
2	309.0	2.09	24.4	C
3	304.0	1.90	22.5	C
4	302.0	2.15	25.6	C
5	310.0	2.02	23.4	C
6	298.0	2.01	24.3	C
7	310.0	2.09	24.2	C
8	300.0	1.92	23.0	C
9	310.0	2.00	23.2	C
10	326.0	2.11	23.4	C
Average:	**307.2**	**2.03**	**23.8**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	341.0	1.98	20.9	C
2	340.0	1.95	20.7	C
3	346.0	2.09	21.8	C
4	347.0	2.09	21.7	C
5	335.0	2.00	21.5	C
6	349.0	2.08	21.4	C
7	333.0	1.95	21.1	C
8	346.0	1.89	19.7	B
9	339.0	2.09	22.2	C
10	321.0	2.08	23.4	C
Average:	**339.7**	**2.02**	**21.4**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	422.0	13.30	113.5	F
2	431.0	5.39	45.0	D
3	429.0	2.95	24.8	C
4	430.0	9.86	82.5	F
5	436.0	7.79	64.3	E

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	425.0	5.84	49.5	D
7	442.0	4.39	35.7	D
8	433.0	5.99	49.8	D
9	434.0	8.16	67.7	E
10	421.0	9.70	82.9	F
Average:	**430.3**	**7.34**	**61.6**	**E**

WB T on WALES RD: Superlink ID 720495030

1	104.0	1.72	59.6	E
2	110.0	0.39	12.8	B
3	106.0	0.10	3.4	A
4	107.0	1.09	36.5	D
5	105.0	0.60	20.5	C
6	104.0	0.36	12.5	B
7	108.0	0.24	8.1	A
8	109.0	0.38	12.7	B
9	107.0	0.88	29.4	C
10	102.0	1.06	37.4	D
Average:	**106.2**	**0.68**	**23.3**	**C**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	1.7	0.1	1.6	2.0	10
WB T	BUCK RD	720509766	0.9	0.1	0.8	1.1	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509762	2.1	0.1	2.0	2.4	10
WB T	BUCK RD	720495035	1.3	0.1	1.2	1.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
NB R	NB I 75 TO BUCK OFF RAMP	14412	3.4	0.1	3.2	3.5	10
NWB L	NB I 75 TO BUCK OFF RAMP	14412	1.5	0.1	1.3	1.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509761	1.3	0.1	1.1	1.4	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509761	1.1	0.1	1.0	1.2	10
WB T	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.2	0.1	0.1	0.4	10
EB T	WALES RD	720495030	0.3	0.2	0.2	1.0	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	1.0	0.1	0.9	1.1	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.5	0.0	0.4	0.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	WALES RD	720495029	2.1	0.9	1.5	4.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.1	0.6	0.8	10
EB TR	WALES RD	720506516	0.7	0.1	0.6	0.8	10
SB L	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.9	2.2	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	2.0	0.1	1.9	2.1	10
WB L	WALES RD	720495030	7.3	3.1	3.0	13.3	10
WB T	WALES RD	720495030	0.7	0.5	0.1	1.7	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

BUCK RD — NODE: 22

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720506526	16.2	1.0	15.1	18.3	10
WB T	BUCK RD	720509766	11.8	1.1	10.4	14.0	10

BUCK RD — NODE: 25

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509762	15.0	0.9	14.0	17.0	10
WB T	BUCK RD	720495035	10.7	0.5	10.0	11.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509748	0.0	0.0	0.0	0.0	10
NB R	NB I 75 TO BUCK OFF RAMP	14412	18.2	0.7	17.0	19.2	10
NWB L	NB I 75 TO BUCK OFF RAMP	14412	22.4	1.3	19.6	23.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	BUCK RD	720509747	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB L	SB I 75 TO BUCK OFF RAMP	720509761	17.9	1.2	16.3	20.2	10
SWB T	SB I 75 TO BUCK OFF RAMP	720509761	17.4	1.0	15.6	18.8	10
WB T	BUCK RD	720509750	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509749	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	9.2	3.8	6.8	18.8	10
EB T	WALES RD	720495030	1.7	1.2	1.0	5.2	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	30.6	2.2	25.5	34.1	10
NB R	NB I 75 TO WALES OFF RAMP	4226	8.9	0.5	8.0	9.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
WB T	WALES RD	720495029	14.5	6.4	10.3	31.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	21.6	1.8	19.2	24.1	10
EB TR	WALES RD	720506516	20.2	1.7	17.5	22.9	10
SB L	SB I 75 TO WALES OFF RAMP	13720	23.8	0.9	22.5	25.6	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	21.4	1.0	19.7	23.4	10
WB L	WALES RD	720495030	61.6	26.3	24.8	113.5	10
WB T	WALES RD	720495030	23.3	17.3	3.4	59.6	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640861				
1	228.0	0.95	15.1	B
2	215.0	0.96	16.1	B
3	215.0	1.08	18.0	B
4	223.0	0.97	15.7	B
5	227.0	0.92	14.6	B
6	230.0	1.05	16.4	B
7	230.0	0.94	14.7	B
8	218.0	0.93	15.3	B
9	214.0	1.03	17.3	B
10	230.0	0.94	14.6	B
Average:	**223.0**	**0.98**	**15.8**	**B**
EB T on BUCK RD: Lane ID 33640862				
1	157.0	0.77	17.6	B
2	172.0	0.85	17.8	B
3	169.0	0.88	18.8	B
4	165.0	0.71	15.6	B
5	160.0	0.78	17.5	B
6	158.0	0.80	18.2	B
7	157.0	0.75	17.2	B
8	159.0	0.68	15.4	B
9	169.0	0.72	15.4	B
10	159.0	0.70	15.8	B
Average:	**162.0**	**0.76**	**16.9**	**B**
WB T on BUCK RD: Lane ID 33640858				
1	141.0	0.42	10.8	B
2	131.0	0.48	13.1	B
3	136.0	0.41	10.7	B
4	150.0	0.38	9.2	A
5	133.0	0.47	12.8	B
6	134.0	0.39	10.5	B
7	138.0	0.41	10.7	B
8	144.0	0.46	11.6	B
9	143.0	0.39	9.9	A
10	143.0	0.39	9.8	A
Average:	**139.0**	**0.42**	**10.9**	**B**

BUCK RD -- SIGNALIZED — NODE: 22

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640941				
1	143.0	0.51	12.9	B
2	152.0	0.63	14.8	B
3	152.0	0.54	12.7	B
4	137.0	0.45	11.9	B
5	151.0	0.53	12.7	B
6	155.0	0.45	10.5	B
7	145.0	0.51	12.7	B
8	144.0	0.53	13.3	B
9	139.0	0.48	12.5	B
10	139.0	0.46	11.8	B
Average:	**145.0**	**0.51**	**12.6**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640859				
1	269.0	1.11	14.8	B
2	254.0	1.06	15.1	B
3	257.0	1.10	15.5	B
4	274.0	1.14	14.9	B
5	275.0	1.27	16.6	B
6	267.0	0.99	13.3	B
7	264.0	1.06	14.5	B
8	262.0	1.12	15.4	B
9	268.0	1.41	18.9	B
10	270.0	1.17	15.6	B
Average:	**266.0**	**1.14**	**15.5**	**B**
EB T on BUCK RD: Lane ID 33640860				
1	235.0	0.87	13.4	B
2	251.0	1.05	15.0	B
3	246.0	0.92	13.4	B
4	233.0	1.01	15.6	B
5	229.0	0.96	15.1	B
6	231.0	0.98	15.3	B
7	238.0	0.89	13.4	B
8	235.0	0.98	15.0	B
9	237.0	0.98	14.8	B
10	234.0	0.88	13.5	B
Average:	**236.0**	**0.95**	**14.5**	**B**

BUCK RD -- SIGNALIZED — NODE: 25

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640855				
1	344.0	0.94	9.9	A
2	332.0	1.15	12.4	B
3	328.0	1.09	12.0	B
4	334.0	0.95	10.2	B
5	329.0	0.91	10.0	A
6	328.0	1.01	11.1	B
7	324.0	1.02	11.3	B
8	335.0	1.07	11.5	B
9	329.0	1.15	12.6	B
10	336.0	1.00	10.7	B
Average:	**331.0**	**1.03**	**11.2**	**B**
WB T on BUCK RD: Lane ID 33640856				
1	112.0	0.36	11.5	B
2	116.0	0.25	7.6	A
3	123.0	0.29	8.6	A
4	118.0	0.32	9.7	A
5	115.0	0.32	10.1	B
6	127.0	0.38	10.7	B
7	118.0	0.34	10.5	B
8	120.0	0.24	7.2	A
9	120.0	0.26	7.9	A
10	114.0	0.37	11.7	B
Average:	**118.0**	**0.31**	**9.6**	**A**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	270.0	0.00	0.0	A
2	255.0	0.00	0.0	A
3	256.0	0.00	0.0	A
4	276.0	0.00	0.0	A
5	275.0	0.00	0.0	A
6	266.0	0.00	0.0	A
7	263.0	0.00	0.0	A
8	261.0	0.00	0.0	A
9	269.0	0.00	0.0	A
10	271.0	0.00	0.0	A
Average:	**266.0**	**0.00**	**0.0**	**A**
EB T on BUCK RD: Lane ID 33640881				
1	235.0	0.00	0.0	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 30

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
2	250.0	0.00	0.0	A
3	246.0	0.00	0.0	A
4	231.0	0.00	0.0	A
5	229.0	0.00	0.0	A
6	232.0	0.00	0.0	A
7	239.0	0.00	0.0	A
8	235.0	0.00	0.0	A
9	236.0	0.00	0.0	A
10	232.0	0.00	0.0	A
Average:	**236.0**	**0.00**	**0.0**	**A**
NB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640879				
1	665.0	3.15	17.0	B
2	664.0	3.30	17.9	B
3	667.0	3.30	17.8	B
4	664.0	3.21	17.4	B
5	668.0	3.44	18.6	B
6	664.0	3.54	19.2	B
7	672.0	3.46	18.6	B
8	670.0	3.49	18.7	B
9	663.0	3.34	18.1	B
10	665.0	3.46	18.7	B
Average:	**666.0**	**3.37**	**18.2**	**B**
NWB L on NB I 75 TO BUCK OFF RAMP: Lane ID 33640882				
1	234.0	1.27	19.6	B
2	237.0	1.55	23.5	C
3	240.0	1.55	23.3	C
4	236.0	1.42	21.6	C
5	239.0	1.57	23.7	C
6	236.0	1.43	21.9	C
7	235.0	1.47	22.6	C
8	233.0	1.47	22.8	C
9	237.0	1.40	21.3	C
10	234.0	1.54	23.7	C
Average:	**236.0**	**1.47**	**22.4**	**C**

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on BUCK RD: Lane ID 33640883				
1	344.0	0.00	0.0	A
2	332.0	0.00	0.0	A
3	329.0	0.00	0.0	A

NB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 31

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	335.0	0.00	0.0	A
5	331.0	0.00	0.0	A
6	329.0	0.00	0.0	A
7	324.0	0.00	0.0	A
8	336.0	0.00	0.0	A
9	329.0	0.00	0.0	A
10	336.0	0.00	0.0	A
Average:	**332.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640884				
1	112.0	0.00	0.0	A
2	116.0	0.00	0.0	A
3	124.0	0.00	0.0	A
4	117.0	0.00	0.0	A
5	114.0	0.00	0.0	A
6	127.0	0.00	0.0	A
7	118.0	0.00	0.0	A
8	119.0	0.00	0.0	A
9	120.0	0.00	0.0	A
10	114.0	0.00	0.0	A
Average:	**118.0**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB L on SB I 75 TO BUCK OFF RAMP: Lane ID 33640876				
1	249.0	1.13	16.3	B
2	253.0	1.28	18.3	B
3	250.0	1.25	18.0	B
4	258.0	1.26	17.6	B
5	257.0	1.32	18.5	B
6	247.0	1.31	19.0	B
7	257.0	1.21	16.9	B
8	253.0	1.42	20.2	C
9	254.0	1.19	16.8	B
10	252.0	1.19	16.9	B
Average:	**253.0**	**1.26**	**17.9**	**B**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640875				
1	219.0	1.00	16.5	B
2	227.0	1.14	18.1	B
3	220.0	1.15	18.8	B
4	224.0	1.12	18.1	B
5	225.0	1.09	17.4	B

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	231.0	1.14	17.8	B
7	226.0	1.04	16.5	B
8	222.0	1.10	17.8	B
9	224.0	1.07	17.3	B
10	224.0	0.97	15.6	B
Average:	**224.0**	**1.08**	**17.4**	**B**
WB T on BUCK RD: Lane ID 33640863				
1	136.0	0.00	0.0	A
2	135.0	0.00	0.0	A
3	136.0	0.00	0.0	A
4	137.0	0.00	0.0	A
5	124.0	0.00	0.0	A
6	132.0	0.00	0.0	A
7	133.0	0.00	0.0	A
8	134.0	0.00	0.0	A
9	135.0	0.00	0.0	A
10	135.0	0.00	0.0	A
Average:	**133.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640942				
1	148.0	0.00	0.0	A
2	148.0	0.00	0.0	A
3	152.0	0.00	0.0	A
4	151.0	0.00	0.0	A
5	160.0	0.00	0.0	A
6	157.0	0.00	0.0	A
7	150.0	0.00	0.0	A
8	154.0	0.00	0.0	A
9	147.0	0.00	0.0	A
10	147.0	0.00	0.0	A
Average:	**151.0**	**0.00**	**0.0**	**A**

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640877				
1	229.0	0.00	0.0	A
2	215.0	0.00	0.0	A
3	215.0	0.00	0.0	A
4	223.0	0.00	0.0	A
5	227.0	0.00	0.0	A
6	230.0	0.00	0.0	A
7	230.0	0.00	0.0	A

SB I 75 TO BUCK OFF RAMP & BUCK RD -- SIGNALIZED — NODE: 27

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	218.0	0.00	0.0	A
9	214.0	0.00	0.0	A
10	230.0	0.00	0.0	A
Average:	**223.0**	**0.00**	**0.0**	**A**
EB T on BUCK RD: Lane ID 33640878				
1	157.0	0.00	0.0	A
2	172.0	0.00	0.0	A
3	169.0	0.00	0.0	A
4	165.0	0.00	0.0	A
5	160.0	0.00	0.0	A
6	158.0	0.00	0.0	A
7	157.0	0.00	0.0	A
8	159.0	0.00	0.0	A
9	169.0	0.00	0.0	A
10	159.0	0.00	0.0	A
Average:	**162.0**	**0.00**	**0.0**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED — NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	77.0	0.40	18.8	B
2	75.0	0.14	6.8	A
3	75.0	0.15	7.2	A
4	75.0	0.19	9.2	A
5	73.0	0.14	6.9	A
6	74.0	0.16	7.7	A
7	72.0	0.14	7.2	A
8	73.0	0.15	7.3	A
9	74.0	0.18	8.6	A
10	75.0	0.26	12.5	B
Average:	**74.0**	**0.19**	**9.2**	**A**
EB T on WALES RD: Lane ID 33573858				
1	328.0	0.83	9.1	A
2	350.0	0.13	1.3	A
3	313.0	0.10	1.2	A
4	332.0	0.12	1.3	A
5	329.0	0.11	1.2	A
6	321.0	0.09	1.0	A
7	359.0	0.14	1.4	A
8	320.0	0.14	1.6	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	339.0	0.12	1.3	A
10	336.0	0.12	1.3	A
Average:	**332.0**	**0.19**	**2.1**	**A**
EB T on WALES RD: Lane ID 33573859				
1	340.0	0.13	1.4	A
2	318.0	0.13	1.4	A
3	357.0	0.14	1.4	A
4	338.0	0.14	1.5	A
5	338.0	0.08	0.9	A
6	348.0	0.13	1.4	A
7	308.0	0.14	1.7	A
8	345.0	0.13	1.4	A
9	331.0	0.12	1.3	A
10	329.0	0.14	1.5	A
Average:	**335.0**	**0.13**	**1.4**	**A**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	120.0	0.85	25.5	C
2	115.0	0.99	31.0	C
3	119.0	0.98	29.7	C
4	119.0	1.04	31.4	C
5	116.0	0.98	30.4	C
6	116.0	1.10	34.1	C
7	119.0	0.98	29.7	C
8	121.0	1.03	30.8	C
9	109.0	0.95	31.4	C
10	120.0	1.07	32.2	C
Average:	**117.0**	**1.00**	**30.6**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	200.0	0.54	9.8	A
2	204.0	0.49	8.6	A
3	195.0	0.43	8.0	A
4	202.0	0.49	8.8	A
5	204.0	0.51	9.1	A
6	208.0	0.52	9.1	A
7	207.0	0.48	8.4	A
8	196.0	0.46	8.5	A
9	213.0	0.56	9.4	A
10	200.0	0.52	9.4	A
Average:	**202.0**	**0.50**	**8.9**	**A**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB T on WALES RD: Lane ID 33634092				
1	526.0	4.66	31.9	C
2	535.0	1.64	11.0	B
3	531.0	1.72	11.7	B
4	532.0	1.95	13.2	B
5	530.0	1.72	11.7	B
6	532.0	1.61	10.9	B
7	529.0	2.05	14.0	B
8	530.0	1.52	10.3	B
9	534.0	2.04	13.7	B
10	527.0	2.47	16.9	B
Average:	**530.0**	**2.14**	**14.5**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	104.0	0.60	20.8	C
2	117.0	0.78	23.9	C
3	105.0	0.70	24.1	C
4	113.0	0.67	21.3	C
5	105.0	0.57	19.7	B
6	106.0	0.57	19.2	B
7	112.0	0.68	22.0	C
8	113.0	0.64	20.5	C
9	105.0	0.61	20.8	C
10	103.0	0.69	24.0	C
Average:	**108.0**	**0.65**	**21.6**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	121.0	0.71	21.1	C
2	106.0	0.58	19.6	B
3	119.0	0.58	17.5	B
4	111.0	0.55	17.9	B
5	122.0	0.75	22.1	C
6	118.0	0.71	21.7	C
7	112.0	0.61	19.5	B
8	112.0	0.71	22.9	C
9	119.0	0.65	19.8	B
10	120.0	0.67	20.1	C
Average:	**116.0**	**0.65**	**20.2**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	303.0	1.98	23.6	C
2	309.0	2.09	24.4	C
3	304.0	1.90	22.5	C
4	302.0	2.15	25.6	C
5	310.0	2.02	23.4	C
6	298.0	2.01	24.3	C
7	310.0	2.09	24.2	C
8	300.0	1.92	23.0	C
9	310.0	2.00	23.2	C
10	326.0	2.11	23.4	C
Average:	**307.0**	**2.03**	**23.8**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	341.0	1.98	20.9	C
2	340.0	1.95	20.7	C
3	346.0	2.09	21.8	C
4	347.0	2.09	21.7	C
5	335.0	2.00	21.5	C
6	349.0	2.08	21.4	C
7	333.0	1.95	21.1	C
8	346.0	1.89	19.7	B
9	339.0	2.09	22.2	C
10	321.0	2.08	23.4	C
Average:	**339.0**	**2.02**	**21.4**	**C**
WB L on WALES RD: Lane ID 33573866				
1	422.0	13.30	113.5	F
2	431.0	5.39	45.0	D
3	429.0	2.95	24.8	C
4	430.0	9.86	82.5	F
5	436.0	7.79	64.3	E
6	425.0	5.84	49.5	D
7	442.0	4.39	35.7	D
8	433.0	5.99	49.8	D
9	434.0	8.16	67.7	E
10	421.0	9.70	82.9	F
Average:	**430.0**	**7.34**	**61.6**	**E**
WB T on WALES RD: Lane ID 33573867				
1	104.0	1.72	59.6	E
2	110.0	0.39	12.8	B

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	106.0	0.10	3.4	A
4	107.0	1.09	36.5	D
5	105.0	0.60	20.5	C
6	104.0	0.36	12.5	B
7	108.0	0.24	8.1	A
8	109.0	0.38	12.7	B
9	107.0	0.88	29.4	C
10	102.0	1.06	37.4	D
Average:	**106.0**	**0.68**	**23.3**	**C**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.4	0.0	0.4	0.5	10
EB T	33640861	BUCK RD	1.0	0.1	0.9	1.1	10
EB T	33640862	BUCK RD	0.8	0.1	0.7	0.9	10
WB T	33640941	BUCK RD	0.5	0.1	0.5	0.6	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	1.0	0.1	0.9	1.2	10
WB T	33640856	BUCK RD	0.3	0.1	0.2	0.4	10
EB T	33640859	BUCK RD	1.1	0.1	1.0	1.4	10
EB T	33640860	BUCK RD	1.0	0.1	0.9	1.1	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	3.4	0.1	3.2	3.5	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	1.5	0.1	1.3	1.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	1.1	0.1	1.0	1.2	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	1.3	0.1	1.1	1.4	10
WB T	33640942	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	1.0	0.1	0.9	1.1	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.5	0.0	0.4	0.6	10
EB L	33573857	WALES RD	0.2	0.1	0.1	0.4	10
EB T	33573858	WALES RD	0.2	0.2	0.1	0.8	10
EB T	33573859	WALES RD	0.1	0.0	0.1	0.1	10
WB T	33634092	WALES RD	2.1	0.9	1.5	4.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.9	2.2	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.0	0.1	1.9	2.1	10
EB T	33573864	WALES RD	0.7	0.1	0.6	0.8	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.8	10
WB L	33573866	WALES RD	7.3	3.1	3.0	13.3	10
WB T	33573867	WALES RD	0.7	0.5	0.1	1.7	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

BUCK RD — NODE: 22

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	10.9	1.3	9.2	13.1	10
EB T	33640861	BUCK RD	15.8	1.2	14.6	18.0	10
EB T	33640862	BUCK RD	16.9	1.3	15.4	18.8	10
WB T	33640941	BUCK RD	12.6	1.1	10.5	14.8	10

BUCK RD — NODE: 25

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	11.2	1.0	9.9	12.6	10
WB T	33640856	BUCK RD	9.6	1.6	7.2	11.7	10
EB T	33640859	BUCK RD	15.5	1.5	13.3	18.9	10
EB T	33640860	BUCK RD	14.5	0.9	13.4	15.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	18.2	0.7	17.0	19.2	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	22.4	1.3	19.6	23.7	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640863	BUCK RD	0.0	0.0	0.0	0.0	10
SWB T	33640875	SB I 75 TO BUCK OFF RAMP	17.4	1.0	15.6	18.8	10
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	17.9	1.2	16.3	20.2	10
WB T	33640942	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	30.6	2.2	25.5	34.1	10
NB R	9799	NB I 75 TO WALES OFF RAMP	8.9	0.5	8.0	9.8	10
EB L	33573857	WALES RD	9.2	3.8	6.8	18.8	10
EB T	33573858	WALES RD	2.1	2.5	1.0	9.1	10
EB T	33573859	WALES RD	1.4	0.2	0.9	1.7	10
WB T	33634092	WALES RD	14.5	6.4	10.3	31.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	23.8	0.9	22.5	25.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	21.4	1.0	19.7	23.4	10
EB T	33573864	WALES RD	21.6	1.8	19.2	24.1	10
EB TR	33573865	WALES RD	20.2	1.7	17.5	22.9	10
WB L	33573866	WALES RD	61.6	26.3	24.8	113.5	10
WB T	33573867	WALES RD	23.3	17.3	3.4	59.6	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,339.0	11.73	18.1	C
2	2,331.0	9.36	14.5	B
3	2,333.0	10.30	15.9	C
4	2,340.0	16.26	25.0	D
5	2,327.0	8.38	13.0	B
6	2,345.0	10.41	16.0	C
7	2,297.0	22.63	35.5	E
8	2,333.0	11.70	18.1	C
9	2,323.0	11.01	17.1	C
10	2,335.0	10.55	16.3	C
Average:	**2,330.3**	**12.23**	**19.0**	**C**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,944.0	4.23	7.8	A
2	1,933.0	4.67	8.7	A
3	1,925.0	4.14	7.7	A
4	1,940.0	4.04	7.5	A
5	1,940.0	4.28	7.9	A
6	1,947.0	4.53	8.4	A
7	1,926.0	4.29	8.0	A
8	1,930.0	4.70	8.8	A
9	1,933.0	4.98	9.3	A
10	1,937.0	4.34	8.1	A
Average:	**1,935.5**	**4.42**	**8.2**	**A**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	12.2	4.2	8.4	22.6	10
6	BUCK RD & LIME CITY RD	Roundabout	4.4	0.3	4.0	5.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
34	3RD ST, GLENWOOD RD & BUCK RD	Roundabout	19.0	6.6	13.0	35.5	10
6	BUCK RD & LIME CITY RD	Roundabout	8.2	0.6	7.5	9.3	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640896				
1	631.0	0.32	1.8	A
2	619.0	0.30	1.7	A
3	599.0	0.28	1.7	A
4	627.0	0.26	1.5	A
5	626.0	0.30	1.7	A
6	608.0	0.31	1.8	A
7	617.0	0.29	1.7	A
8	610.0	0.28	1.7	A
9	612.0	0.32	1.9	A
10	626.0	0.29	1.6	A
Average:	**617.0**	**0.30**	**1.7**	**A**
EB T on BUCK RD: Lane ID 33640897				
1	534.0	0.19	1.3	A
2	547.0	0.19	1.2	A
3	571.0	0.17	1.1	A
4	547.0	0.17	1.1	A
5	549.0	0.17	1.1	A
6	562.0	0.19	1.2	A
7	552.0	0.16	1.1	A
8	558.0	0.17	1.1	A
9	557.0	0.17	1.1	A
10	545.0	0.18	1.2	A
Average:	**552.0**	**0.18**	**1.2**	**A**
NB T on GLENWOOD RD: Lane ID 33640892				
1	364.0	1.56	15.4	C
2	363.0	1.69	16.7	C
3	358.0	1.44	14.4	B
4	359.0	1.53	15.4	C
5	357.0	1.62	16.3	C
6	362.0	1.50	14.9	B
7	362.0	1.75	17.4	C
8	364.0	1.97	19.5	C
9	362.0	1.47	14.6	B
10	361.0	1.38	13.8	B
Average:	**361.0**	**1.59**	**15.8**	**C**

3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NWB T on 3RD ST: Lane ID 33640888				
1	269.0	4.21	56.4	F
2	276.0	2.76	36.0	E
3	271.0	3.61	48.0	E
4	277.0	6.28	81.6	F
5	250.0	2.52	36.3	E
6	262.0	3.29	45.2	E
7	253.0	9.38	133.5	F
8	279.0	4.00	51.6	F
9	268.0	3.74	50.2	F
10	267.0	3.85	51.9	F
Average:	**267.0**	**4.36**	**59.1**	**F**
NWB T on 3RD ST: Lane ID 33640889				
1	361.0	5.17	51.5	F
2	344.0	4.14	43.4	E
3	353.0	4.50	45.9	E
4	350.0	7.71	79.3	F
5	364.0	3.48	34.4	D
6	371.0	4.83	46.9	E
7	330.0	10.76	117.4	F
8	341.0	5.02	53.0	F
9	343.0	5.00	52.5	F
10	355.0	4.58	46.4	E
Average:	**351.0**	**5.52**	**57.1**	**F**
SB T on GLENWOOD RD: Lane ID 33640900				
1	180.0	0.28	5.6	A
2	182.0	0.29	5.7	A
3	181.0	0.31	6.3	A
4	180.0	0.32	6.4	A
5	181.0	0.29	5.8	A
6	180.0	0.29	5.9	A
7	183.0	0.29	5.7	A
8	181.0	0.26	5.2	A
9	181.0	0.32	6.4	A
10	181.0	0.27	5.4	A
Average:	**181.0**	**0.29**	**5.8**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	387.0	1.24	11.6	B
2	382.0	1.36	12.8	B
3	378.0	1.17	11.1	B
4	386.0	1.32	12.3	B
5	383.0	1.45	13.6	B
6	386.0	1.38	12.9	B
7	386.0	1.19	11.1	B
8	384.0	1.42	13.3	B
9	386.0	1.33	12.4	B
10	383.0	1.26	11.8	B
Average:	**384.0**	**1.31**	**12.3**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	297.0	0.33	4.0	A
2	295.0	0.33	4.0	A
3	298.0	0.31	3.7	A
4	297.0	0.28	3.3	A
5	298.0	0.27	3.3	A
6	308.0	0.31	3.7	A
7	293.0	0.29	3.5	A
8	297.0	0.34	4.1	A
9	300.0	0.34	4.1	A
10	296.0	0.26	3.1	A
Average:	**297.0**	**0.31**	**3.7**	**A**
NWB T on BUCK RD: Lane ID 33640925				
1	210.0	0.14	2.3	A
2	214.0	0.16	2.7	A
3	213.0	0.16	2.7	A
4	218.0	0.16	2.6	A
5	213.0	0.14	2.4	A
6	213.0	0.14	2.4	A
7	209.0	0.14	2.5	A
8	212.0	0.16	2.7	A
9	209.0	0.15	2.6	A
10	212.0	0.13	2.2	A
Average:	**212.0**	**0.15**	**2.5**	**A**
SEB T on BUCK RD: Lane ID 33640840				
1	677.0	1.81	9.6	A
2	665.0	2.00	10.8	B
3	667.0	1.77	9.6	A

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	670.0	1.66	8.9	A
5	670.0	1.74	9.3	A
6	670.0	2.03	10.9	B
7	668.0	2.02	10.9	B
8	666.0	2.12	11.4	B
9	667.0	2.50	13.5	B
10	672.0	2.04	10.9	B
Average:	**669.0**	**1.97**	**10.6**	**B**

SWB T on LIME CITY RD: Lane ID 33640838

1	373.0	0.70	6.8	A
2	377.0	0.82	7.8	A
3	369.0	0.73	7.1	A
4	369.0	0.62	6.0	A
5	376.0	0.68	6.5	A
6	370.0	0.67	6.5	A
7	370.0	0.64	6.3	A
8	371.0	0.66	6.4	A
9	371.0	0.66	6.4	A
10	374.0	0.65	6.3	A
Average:	**372.0**	**0.68**	**6.6**	**A**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	4.4	2.0	2.5	9.4	10
NWB T	33640889	3RD ST	5.5	2.1	3.5	10.8	10
NB T	33640892	GLENWOOD RD	1.6	0.2	1.4	2.0	10
EB T	33640896	BUCK RD	0.3	0.0	0.3	0.3	10
EB T	33640897	BUCK RD	0.2	0.0	0.2	0.2	10
SB T	33640900	GLENWOOD RD	0.3	0.0	0.3	0.3	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.3	0.0	0.3	0.3	10
SWB T	33640838	LIME CITY RD	0.7	0.1	0.6	0.8	10
SEB T	33640840	BUCK RD	2.0	0.2	1.7	2.5	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.2	1.5	10
NWB T	33640925	BUCK RD	0.1	0.0	0.1	0.2	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	59.1	29.1	36.0	133.5	10
NWB T	33640889	3RD ST	57.1	24.1	34.4	117.4	10
NB T	33640892	GLENWOOD RD	15.8	1.7	13.8	19.5	10
EB T	33640896	BUCK RD	1.7	0.1	1.5	1.9	10
EB T	33640897	BUCK RD	1.2	0.1	1.1	1.3	10
SB T	33640900	GLENWOOD RD	5.8	0.4	5.2	6.4	10

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.7	0.4	3.1	4.1	10
SWB T	33640838	LIME CITY RD	6.6	0.5	6.0	7.8	10
SEB T	33640840	BUCK RD	10.6	1.3	8.9	13.5	10
NB T	33640842	LIME CITY RD	12.3	0.9	11.1	13.6	10
NWB T	33640925	BUCK RD	2.5	0.2	2.2	2.7	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640896						
1	120.0	4.7	0.3	38.2	2.0	16.7%
2	120.0	5.6	0.3	36.4	2.0	20.0%
3	120.0	4.8	0.3	36.9	1.0	20.0%
4	120.0	2.4	0.1	17.5	1.0	10.8%
5	120.0	3.9	0.2	30.4	1.0	16.7%
6	120.0	2.5	0.2	27.0	2.0	9.2%
7	120.0	2.7	0.2	32.0	2.0	12.5%
8	120.0	2.5	0.2	19.8	1.0	12.5%
9	120.0	4.3	0.3	33.5	2.0	17.5%
10	120.0	3.1	0.2	18.9	1.0	10.0%
Average:	**120.0**	**3.7**	**0.2**	**29.1**	**1.5**	**14.6%**
EB T on BUCK RD - Lane ID 33640897						
1	120.0	2.9	0.2	24.6	1.0	12.5%
2	120.0	1.0	0.1	6.9	1.0	10.0%
3	120.0	1.2	0.1	0.0	1.0	7.5%
4	120.0	1.1	0.1	4.4	1.0	7.5%
5	120.0	2.0	0.2	12.6	1.0	13.3%
6	120.0	0.6	0.1	0.1	1.0	5.8%
7	120.0	1.0	0.1	0.3	1.0	6.7%
8	120.0	1.0	0.1	3.1	1.0	7.5%
9	120.0	2.0	0.2	23.1	2.0	10.8%
10	120.0	1.4	0.1	9.4	1.0	10.0%
Average:	**120.0**	**1.4**	**0.1**	**8.5**	**1.1**	**9.2%**
NB T on GLENWOOD RD - Lane ID 33640892						
1	120.0	27.1	1.1	151.9	4.0	0.0%
2	120.0	28.3	1.1	164.6	5.0	0.0%
3	120.0	18.2	0.9	88.3	3.0	0.0%
4	120.0	23.1	1.0	112.2	4.0	0.0%
5	120.0	22.3	1.0	117.0	4.0	0.0%
6	120.0	28.3	1.1	152.9	4.0	0.0%
7	120.0	30.6	1.2	174.1	5.0	0.0%
8	120.0	33.3	1.3	131.2	5.0	0.0%
9	120.0	21.7	1.1	94.6	4.0	0.0%
10	120.0	20.1	0.9	125.7	4.0	0.0%

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on GLENWOOD RD - Lane ID 33640892						
Average:	**120.0**	**25.3**	**1.1**	**131.3**	**4.2**	**0.0%**
NWB T on 3RD ST - Lane ID 33640888						
1	120.0	81.4	2.8	329.9	10.1	0.0%
2	120.0	56.0	2.0	207.4	6.0	0.0%
3	120.0	85.4	2.8	286.0	9.0	0.0%
4	120.0	115.8	3.9	391.8	13.0	0.0%
5	120.0	62.4	2.1	214.1	6.0	0.0%
6	120.0	94.2	2.9	246.6	7.0	0.0%
7	120.0	211.1	6.0	501.7	15.0	0.0%
8	120.0	97.2	3.4	256.2	9.0	0.0%
9	120.0	95.0	3.0	388.9	10.0	0.0%
10	120.0	94.0	3.2	371.5	11.0	0.0%
Average:	**120.0**	**99.3**	**3.2**	**319.4**	**9.6**	**0.0%**
NWB T on 3RD ST - Lane ID 33640889						
1	120.0	112.4	4.0	388.6	12.1	0.0%
2	120.0	101.6	3.4	271.4	9.0	0.0%
3	120.0	107.7	3.4	316.0	9.0	0.0%
4	120.0	205.9	6.6	759.9	23.0	0.0%
5	120.0	80.7	3.0	240.3	8.0	0.0%
6	120.0	110.3	3.9	293.1	9.0	0.0%
7	120.0	271.0	8.4	1,243.5	35.2	0.0%
8	120.0	120.3	4.0	333.5	11.0	0.0%
9	120.0	126.5	4.1	433.0	13.0	0.0%
10	120.0	122.2	3.9	450.3	12.0	0.0%
Average:	**120.0**	**135.9**	**4.5**	**473.0**	**14.1**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640900						
1	120.0	2.1	0.2	9.6	1.0	0.0%
2	120.0	2.4	0.1	4.7	1.0	0.0%
3	120.0	2.9	0.2	28.5	1.0	0.0%
4	120.0	2.3	0.1	4.8	1.0	0.0%
5	120.0	2.4	0.2	7.5	1.0	0.0%
6	120.0	4.7	0.2	31.3	1.0	0.0%
7	120.0	1.7	0.1	4.8	1.0	0.0%
8	120.0	1.7	0.2	11.6	1.0	0.0%
9	120.0	2.8	0.2	11.5	1.0	0.0%
10	120.0	1.6	0.2	5.3	1.0	0.0%
Average:	**120.0**	**2.5**	**0.2**	**12.0**	**1.0**	**0.0%**

BUCK RD NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640861						
1	120.0	18.2	0.8	95.2	4.0	0.0%
2	120.0	22.2	0.9	97.0	3.0	0.0%
3	120.0	23.9	1.0	119.7	3.0	0.0%
4	120.0	20.3	0.9	96.0	4.0	0.0%
5	120.0	17.9	0.8	72.3	3.0	0.0%
6	120.0	22.8	0.9	97.8	4.0	0.0%
7	120.0	16.8	0.7	76.8	3.0	0.0%
8	120.0	19.4	0.8	83.1	3.0	0.0%
9	120.0	20.5	0.8	102.0	4.0	0.0%
10	120.0	22.4	0.9	98.7	4.0	0.0%
Average:	**120.0**	**20.4**	**0.9**	**93.9**	**3.5**	**0.0%**
EB T on BUCK RD - Lane ID 33640862						
1	120.0	13.3	0.6	70.7	2.0	0.0%
2	120.0	20.9	0.8	105.3	3.0	0.0%
3	120.0	20.4	0.9	94.0	4.0	0.0%
4	120.0	16.1	0.7	75.5	3.0	0.0%
5	120.0	14.0	0.7	62.5	3.0	0.0%
6	120.0	19.3	0.7	91.1	3.0	0.0%
7	120.0	11.2	0.5	50.8	2.0	0.0%
8	120.0	11.9	0.6	50.0	2.0	0.0%
9	120.0	13.4	0.6	57.7	2.0	0.0%
10	120.0	12.4	0.5	64.9	2.0	0.0%
Average:	**120.0**	**15.3**	**0.7**	**72.3**	**2.6**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	10.4	0.4	63.6	2.0	0.0%
2	120.0	7.0	0.4	44.3	2.0	0.0%
3	120.0	8.8	0.3	64.2	2.0	0.0%
4	120.0	7.1	0.3	37.7	1.0	0.0%
5	120.0	10.6	0.5	48.9	2.0	0.0%
6	120.0	6.1	0.3	38.7	2.0	0.0%
7	120.0	8.7	0.4	51.2	2.0	0.0%
8	120.0	11.2	0.5	67.0	2.0	0.0%
9	120.0	10.0	0.5	50.9	2.0	0.0%
10	120.0	6.5	0.3	42.1	2.0	0.0%
Average:	**120.0**	**8.6**	**0.4**	**50.9**	**1.9**	**0.0%**
WB T on BUCK RD - Lane ID 33640941						
1	120.0	11.4	0.5	51.5	2.0	0.0%
2	120.0	11.4	0.5	60.7	2.0	0.0%

BUCK RD — NODE: 22

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640941						
3	120.0	9.2	0.4	50.0	2.0	0.0%
4	120.0	10.8	0.4	64.2	2.0	0.0%
5	120.0	11.7	0.5	63.2	2.0	0.0%
6	120.0	8.0	0.3	43.8	2.0	0.0%
7	120.0	12.0	0.5	61.4	2.0	0.0%
8	120.0	12.8	0.5	65.8	2.0	0.0%
9	120.0	14.0	0.6	74.3	2.0	0.0%
10	120.0	9.7	0.5	50.6	2.0	0.0%
Average:	**120.0**	**11.1**	**0.5**	**58.6**	**2.0**	**0.0%**

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640859						
1	120.0	25.9	0.9	104.7	4.0	0.0%
2	120.0	25.5	1.0	101.5	4.0	0.0%
3	120.0	27.2	1.0	123.7	4.0	0.0%
4	120.0	33.0	1.0	152.2	4.0	0.0%
5	120.0	30.0	1.1	132.9	4.0	0.0%
6	120.0	24.6	0.9	117.3	3.0	0.0%
7	120.0	25.8	0.9	104.1	4.0	0.0%
8	120.0	26.5	1.0	104.9	4.0	0.0%
9	120.0	26.7	1.0	136.3	4.0	0.0%
10	120.0	26.0	1.0	120.0	4.0	0.0%
Average:	**120.0**	**27.1**	**1.0**	**119.8**	**3.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640860						
1	120.0	19.5	0.7	109.7	3.0	0.0%
2	120.0	27.8	1.0	120.2	4.0	0.0%
3	120.0	24.6	0.9	111.5	4.0	0.0%
4	120.0	22.5	0.9	93.7	4.0	0.0%
5	120.0	18.7	0.7	86.5	3.0	0.0%
6	120.0	22.8	0.8	121.9	3.0	0.0%
7	120.0	18.7	0.7	79.5	3.0	0.0%
8	120.0	23.4	0.9	119.1	3.0	0.0%
9	120.0	22.4	0.8	105.0	4.0	0.0%
10	120.0	19.7	0.8	86.5	3.0	0.0%
Average:	**120.0**	**22.0**	**0.8**	**103.4**	**3.4**	**0.0%**
WB T on BUCK RD - Lane ID 33640855						
1	120.0	21.5	0.8	111.3	4.0	0.0%

BUCK RD — NODE: 25

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640855						
2	120.0	23.4	0.8	135.2	4.0	0.0%
3	120.0	18.3	0.7	111.8	4.0	0.0%
4	120.0	19.0	0.7	98.5	4.0	0.0%
5	120.0	22.7	0.8	130.9	4.0	0.0%
6	120.0	19.4	0.7	104.8	3.0	0.0%
7	120.0	23.9	0.8	105.5	3.0	0.0%
8	120.0	22.7	0.8	123.3	4.0	0.0%
9	120.0	34.9	1.2	137.2	5.0	0.0%
10	120.0	20.8	0.8	104.5	3.0	0.0%
Average:	**120.0**	**22.7**	**0.8**	**116.3**	**3.8**	**0.0%**
WB T on BUCK RD - Lane ID 33640856						
1	120.0	8.9	0.3	45.3	2.0	0.0%
2	120.0	5.1	0.2	40.2	1.0	0.0%
3	120.0	3.1	0.1	16.5	1.0	0.0%
4	120.0	6.4	0.3	40.1	1.0	0.0%
5	120.0	8.1	0.3	65.0	1.0	0.0%
6	120.0	7.3	0.3	42.0	2.0	0.0%
7	120.0	6.9	0.3	41.9	2.0	0.0%
8	120.0	5.0	0.2	21.7	1.0	0.0%
9	120.0	7.0	0.3	47.2	2.0	0.0%
10	120.0	6.1	0.3	39.1	2.0	0.0%
Average:	**120.0**	**6.4**	**0.3**	**39.9**	**1.5**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	14.5	0.6	86.5	3.0	0.0%
2	120.0	23.6	0.8	120.3	3.0	0.0%
3	120.0	15.5	0.6	84.7	2.0	0.0%
4	120.0	20.5	0.8	100.7	4.0	0.0%
5	120.0	26.3	0.8	110.0	4.0	0.0%
6	120.0	23.2	0.9	119.5	4.0	0.0%
7	120.0	14.6	0.6	84.7	3.0	0.0%
8	120.0	27.4	1.0	114.6	4.0	0.0%
9	120.0	18.7	0.7	112.9	3.0	0.0%
10	120.0	17.0	0.6	96.5	3.0	0.0%
Average:	**120.0**	**20.1**	**0.7**	**103.0**	**3.3**	**0.0%**

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	7.5	0.3	61.9	2.0	10.8%
2	120.0	4.1	0.2	39.1	2.0	7.5%
3	120.0	4.1	0.2	31.1	1.0	5.8%
4	120.0	3.9	0.2	35.5	1.0	5.0%
5	120.0	5.2	0.2	43.7	2.0	7.5%
6	120.0	4.1	0.2	38.2	1.0	6.7%
7	120.0	7.4	0.3	51.9	2.0	10.8%
8	120.0	6.6	0.2	49.4	2.0	9.2%
9	120.0	4.8	0.2	36.2	1.0	6.7%
10	120.0	2.5	0.1	14.2	1.0	3.3%
Average:	**120.0**	**5.0**	**0.2**	**40.1**	**1.5**	**7.3%**
NWB T on BUCK RD - Lane ID 33640925						
1	120.0	2.5	0.1	11.5	1.0	3.3%
2	120.0	2.8	0.1	20.5	1.0	4.2%
3	120.0	1.3	0.1	0.5	0.0	1.7%
4	120.0	0.8	0.1	8.1	1.0	0.0%
5	120.0	2.4	0.1	11.1	1.0	3.3%
6	120.0	2.7	0.1	18.3	1.0	3.3%
7	120.0	2.5	0.1	13.1	1.0	3.3%
8	120.0	2.3	0.1	15.2	1.0	4.2%
9	120.0	1.9	0.1	10.8	1.0	1.7%
10	120.0	0.8	0.1	0.5	0.0	0.8%
Average:	**120.0**	**2.0**	**0.1**	**11.0**	**0.8**	**2.6%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	20.3	0.8	127.8	4.0	0.0%
2	120.0	24.1	0.9	111.0	4.0	0.0%
3	120.0	21.9	0.8	120.3	4.0	0.0%
4	120.0	14.6	0.6	91.9	3.0	0.0%
5	120.0	25.8	0.9	123.6	4.0	0.0%
6	120.0	28.3	1.0	153.2	4.1	0.0%
7	120.0	34.0	1.2	136.7	5.0	0.0%
8	120.0	28.8	1.0	124.5	4.0	0.0%
9	120.0	35.8	1.2	170.4	5.0	0.0%
10	120.0	28.2	1.0	123.5	5.0	0.0%
Average:	**120.0**	**26.2**	**0.9**	**128.3**	**4.2**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	6.3	0.2	47.7	2.0	0.0%
2	120.0	11.7	0.4	67.1	2.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on LIME CITY RD - Lane ID 33640838						
3	120.0	4.4	0.2	29.8	1.0	0.0%
4	120.0	2.9	0.1	15.8	1.0	0.0%
5	120.0	5.5	0.2	30.3	1.0	0.0%
6	120.0	5.2	0.2	27.7	1.0	0.0%
7	120.0	5.4	0.2	45.8	1.0	0.0%
8	120.0	5.8	0.2	42.2	2.0	0.0%
9	120.0	5.1	0.2	23.6	1.0	0.0%
10	120.0	3.4	0.1	19.2	1.0	0.0%
Average:	**120.0**	**5.6**	**0.2**	**34.9**	**1.3**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
1	120.0	61.4	2.5	203.7	8.0	0.0%

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640879						
2	120.0	48.9	1.9	218.7	8.0	0.0%
3	120.0	47.5	1.9	206.8	8.0	0.0%
4	120.0	56.4	2.2	223.3	8.0	0.0%
5	120.0	69.9	2.7	235.2	9.0	0.0%
6	120.0	54.4	2.1	209.5	8.0	0.0%
7	120.0	58.8	2.3	229.1	8.0	0.0%
8	120.0	64.2	2.4	230.5	9.0	0.0%
9	120.0	73.3	2.8	249.4	9.0	0.0%
10	120.0	65.5	2.4	242.1	9.0	0.0%
Average:	**120.0**	**60.0**	**2.3**	**224.8**	**8.4**	**0.0%**
NWB L on NB I 75 TO BUCK OFF RAMP - Lane ID 33640882						
1	120.0	22.0	1.0	98.5	4.0	0.0%
2	120.0	31.3	1.3	127.6	4.0	0.0%
3	120.0	32.6	1.4	115.9	5.0	0.0%
4	120.0	26.6	1.1	100.1	4.0	0.0%
5	120.0	30.3	1.2	108.8	4.0	0.0%
6	120.0	26.6	1.1	107.8	4.0	0.0%
7	120.0	24.9	1.1	89.8	4.0	0.0%
8	120.0	29.5	1.2	98.2	4.0	0.0%
9	120.0	24.6	1.1	104.1	4.0	0.0%
10	120.0	26.6	1.2	104.0	4.0	0.0%
Average:	**120.0**	**27.5**	**1.2**	**105.5**	**4.1**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640883						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640884						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SEB L on SB I 75 TO BUCK OFF RAMP - Lane ID 33640876						
1	120.0	25.2	1.0	102.7	3.0	0.0%
2	120.0	28.2	1.0	127.7	4.0	0.0%
3	120.0	23.6	0.8	115.5	4.0	0.0%
4	120.0	35.6	1.1	154.8	4.0	0.0%
5	120.0	33.5	1.1	156.2	5.0	0.0%
6	120.0	33.4	1.1	152.7	4.0	0.0%
7	120.0	27.1	1.0	139.4	4.0	0.0%
8	120.0	38.8	1.2	196.9	5.0	0.0%
9	120.0	31.0	1.2	135.0	4.0	0.0%
10	120.0	33.2	1.1	136.2	4.0	0.0%
Average:	**120.0**	**31.0**	**1.1**	**141.7**	**4.1**	**0.0%**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640877						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	8.1	0.3	47.4	2.0	0.0%
2	120.0	2.4	0.1	16.7	1.0	0.0%
3	120.0	3.6	0.1	17.0	1.0	0.0%
4	120.0	1.1	0.1	15.0	1.0	0.0%
5	120.0	2.0	0.1	14.7	1.0	0.0%
6	120.0	3.0	0.1	18.1	1.0	0.0%
7	120.0	3.3	0.2	16.8	1.0	0.0%
8	120.0	1.9	0.1	17.1	1.0	0.0%
9	120.0	4.9	0.2	18.9	1.0	0.0%
10	120.0	6.3	0.2	45.1	1.0	0.0%
Average:	**120.0**	**3.7**	**0.2**	**22.7**	**1.1**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	1.9	0.0	0.0	0.0	0.0%
2	120.0	2.8	0.1	18.5	1.0	0.0%
3	120.0	2.3	0.1	16.7	1.0	0.0%
4	120.0	2.2	0.1	0.0	0.0	0.0%
5	120.0	3.4	0.1	24.9	1.0	0.0%
6	120.0	1.6	0.1	0.7	0.0	0.0%
7	120.0	1.6	0.1	0.5	0.0	0.0%
8	120.0	2.1	0.0	0.0	0.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
9	120.0	2.2	0.1	0.7	0.0	0.0%
10	120.0	1.8	0.0	0.0	0.0	0.0%
Average:	**120.0**	**2.2**	**0.1**	**6.2**	**0.3**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	4.2	0.1	63.9	1.0	0.0%
2	120.0	1.7	0.1	0.8	0.0	0.0%
3	120.0	1.8	0.1	0.0	0.0	0.0%
4	120.0	1.3	0.0	0.0	0.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	4.7	0.1	43.3	1.0	0.0%
7	120.0	4.2	0.1	45.4	1.0	0.0%
8	120.0	2.0	0.0	0.0	0.0	0.0%
9	120.0	4.5	0.1	41.8	1.0	0.0%
10	120.0	1.5	0.0	0.0	0.0	0.0%
Average:	**120.0**	**2.7**	**0.1**	**19.5**	**0.4**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	15.8	0.8	65.6	3.0	0.0%
2	120.0	22.2	1.0	77.3	3.0	0.0%
3	120.0	18.9	0.9	68.7	3.0	0.0%
4	120.0	21.5	1.0	75.6	3.0	0.0%
5	120.0	16.0	0.8	51.9	2.0	0.0%
6	120.0	22.0	0.9	73.5	3.0	0.0%
7	120.0	22.3	1.0	75.2	3.0	0.0%
8	120.0	20.7	0.9	72.3	3.0	0.0%
9	120.0	18.6	0.9	63.1	3.0	0.0%
10	120.0	20.4	0.9	72.0	2.0	0.0%
Average:	**120.0**	**19.8**	**0.9**	**69.5**	**2.8**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	7.0	0.3	41.3	2.0	0.0%
2	120.0	7.1	0.3	47.2	1.0	0.0%
3	120.0	6.0	0.3	31.4	1.0	0.0%
4	120.0	7.4	0.3	27.1	1.0	0.0%
5	120.0	5.7	0.3	26.7	1.0	0.0%
6	120.0	5.7	0.3	26.4	1.0	0.0%
7	120.0	5.4	0.3	34.3	1.0	0.0%
8	120.0	5.9	0.3	31.5	1.0	0.0%
9	120.0	7.3	0.3	47.6	2.0	0.0%
10	120.0	6.8	0.3	32.0	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
Average:	**120.0**	**6.4**	**0.3**	**34.6**	**1.2**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	95.8	3.2	266.1	10.0	25.8%
2	120.0	26.8	1.0	167.4	6.0	0.0%
3	120.0	30.6	1.1	152.5	5.0	1.7%
4	120.0	35.5	1.3	164.3	5.0	0.8%
5	120.0	34.4	1.2	156.8	5.0	3.3%
6	120.0	31.6	1.2	185.1	5.0	1.7%
7	120.0	25.3	1.0	134.4	5.0	0.8%
8	120.0	25.0	1.0	132.6	5.0	0.8%
9	120.0	29.4	1.0	153.7	5.0	1.7%
10	120.0	47.7	1.9	213.0	7.0	3.3%
Average:	**120.0**	**38.2**	**1.4**	**172.6**	**5.8**	**4.0%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	8.2	0.4	46.9	2.0	0.0%
2	120.0	13.5	0.7	64.2	3.0	0.0%
3	120.0	10.2	0.5	42.4	2.0	0.0%
4	120.0	10.1	0.5	45.7	2.0	0.0%
5	120.0	7.8	0.4	38.9	2.0	0.0%
6	120.0	9.4	0.4	44.8	2.0	0.0%
7	120.0	11.2	0.6	46.1	2.0	0.0%
8	120.0	9.5	0.5	42.7	2.0	0.0%
9	120.0	7.1	0.4	20.8	1.0	0.0%
10	120.0	10.7	0.5	46.6	2.0	0.0%
Average:	**120.0**	**9.8**	**0.5**	**43.9**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	10.7	0.5	48.1	2.0	0.0%
2	120.0	10.0	0.5	44.8	2.0	0.0%
3	120.0	10.7	0.5	46.7	2.0	0.0%
4	120.0	8.7	0.4	46.0	2.0	0.0%
5	120.0	11.0	0.6	48.5	2.0	0.0%
6	120.0	9.8	0.5	47.3	2.0	0.0%
7	120.0	10.0	0.5	44.6	2.0	0.0%
8	120.0	11.8	0.6	46.3	2.0	0.0%
9	120.0	9.4	0.5	43.4	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB TR on WALES RD - Lane ID 33573865						
10	120.0	9.8	0.5	47.1	2.0	0.0%
Average:	**120.0**	**10.2**	**0.5**	**46.3**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	46.1	1.6	152.3	4.0	0.0%
2	120.0	52.7	1.7	182.6	5.0	0.0%
3	120.0	38.5	1.3	148.9	4.0	0.0%
4	120.0	50.2	1.6	153.5	5.0	0.0%
5	120.0	58.3	1.7	186.2	5.0	0.0%
6	120.0	55.2	1.8	172.9	5.0	0.0%
7	120.0	46.0	1.7	160.3	5.0	0.0%
8	120.0	43.6	1.5	172.4	4.0	0.0%
9	120.0	44.7	1.5	151.0	4.0	0.0%
10	120.0	47.6	1.7	151.4	5.0	0.0%
Average:	**120.0**	**48.3**	**1.6**	**163.2**	**4.6**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	44.6	1.5	156.9	4.0	0.0%
2	120.0	45.6	1.5	165.3	5.0	0.0%
3	120.0	38.8	1.5	155.0	5.0	0.0%
4	120.0	47.8	1.6	165.0	5.0	0.0%
5	120.0	54.0	1.7	180.3	5.0	0.0%
6	120.0	50.0	1.7	161.3	5.0	0.0%
7	120.0	48.4	1.5	178.6	5.0	0.0%
8	120.0	35.0	1.3	128.5	4.0	0.0%
9	120.0	47.9	1.5	179.8	5.0	0.0%
10	120.0	49.1	1.7	170.5	5.0	0.0%
Average:	**120.0**	**46.1**	**1.6**	**164.1**	**4.8**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	286.8	8.3	716.4	21.0	1.7%
2	120.0	107.0	3.2	350.4	11.0	0.0%
3	120.0	53.7	1.8	238.3	7.0	0.0%
4	120.0	202.5	6.1	544.1	17.0	0.8%
5	120.0	146.3	4.5	453.5	12.0	0.0%
6	120.0	122.2	4.0	381.8	13.0	0.0%
7	120.0	80.9	2.6	315.7	10.0	0.0%
8	120.0	109.9	3.5	314.8	10.0	0.0%
9	120.0	159.0	4.8	473.1	15.0	0.0%
10	120.0	209.0	6.2	587.8	18.0	1.7%
Average:	**120.0**	**147.7**	**4.5**	**437.6**	**13.4**	**0.4%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB L on WALES RD - Lane ID 33573866						
WB T on WALES RD - Lane ID 33573867						
1	120.0	5.2	0.2	39.3	1.0	0.0%
2	120.0	3.3	0.1	17.8	1.0	0.0%
3	120.0	0.4	0.0	0.0	0.0	0.0%
4	120.0	5.2	0.2	19.4	1.0	0.0%
5	120.0	4.1	0.2	17.3	1.0	0.0%
6	120.0	0.7	0.1	0.3	0.0	0.0%
7	120.0	1.0	0.1	13.8	1.0	0.0%
8	120.0	2.0	0.1	15.1	1.0	0.0%
9	120.0	4.7	0.1	43.4	1.0	0.0%
10	120.0	3.5	0.1	16.5	1.0	0.0%
Average:	**120.0**	**3.0**	**0.1**	**18.3**	**0.8**	**0.0%**

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	99.3	42.9	56.0	211.1	10
NWB T	33640889	3RD ST	135.9	57.6	80.7	271.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	3.7	1.2	2.4	5.6	10
EB T	33640897	BUCK RD	1.4	0.7	0.6	2.9	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	25.3	4.9	18.2	33.3	10
SB T	33640900	GLENWOOD RD	2.5	0.9	1.6	4.7	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	8.6	1.9	6.1	11.2	10
EB T	33640861	BUCK RD	20.4	2.4	16.8	23.9	10
EB T	33640862	BUCK RD	15.3	3.7	11.2	20.9	10
WB T	33640941	BUCK RD	11.1	1.8	8.0	14.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	22.7	4.7	18.3	34.9	10
WB T	33640856	BUCK RD	6.4	1.7	3.1	8.9	10
EB T	33640859	BUCK RD	27.1	2.5	24.6	33.0	10
EB T	33640860	BUCK RD	22.0	2.9	18.7	27.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	5.0	1.7	2.5	7.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	26.2	6.3	14.6	35.8	10
NWB T	33640925	BUCK RD	2.0	0.8	0.8	2.8	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.6	2.4	2.9	11.7	10
NB T	33640842	LIME CITY RD	20.1	4.8	14.5	27.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	60.0	8.5	47.5	73.3	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	27.5	3.3	22.0	32.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	31.0	4.8	23.6	38.8	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	19.8	2.4	15.8	22.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	6.4	0.8	5.4	7.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	3.7	2.2	1.1	8.1	10
EB T	33573858	WALES RD	2.2	0.6	1.6	3.4	10
EB T	33573859	WALES RD	2.7	1.5	0.7	4.7	10
WB T	33634092	WALES RD	38.2	21.3	25.0	95.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	48.3	5.9	38.5	58.3	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	46.1	5.5	35.0	54.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	9.8	1.8	7.1	13.5	10
EB TR	33573865	WALES RD	10.2	0.9	8.7	11.8	10
WB L	33573866	WALES RD	147.7	69.3	53.7	286.8	10
WB T	33573867	WALES RD	3.0	1.9	0.4	5.2	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	3.2	1.1	2.0	6.0	10
NWB T	33640889	3RD ST	4.5	1.7	3.0	8.4	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.2	0.1	0.1	0.3	10
EB T	33640897	BUCK RD	0.1	0.0	0.1	0.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	1.1	0.1	0.9	1.3	10
SB T	33640900	GLENWOOD RD	0.2	0.0	0.1	0.2	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.4	0.1	0.3	0.5	10
EB T	33640861	BUCK RD	0.9	0.1	0.7	1.0	10
EB T	33640862	BUCK RD	0.7	0.1	0.5	0.9	10
WB T	33640941	BUCK RD	0.5	0.1	0.3	0.6	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.8	0.1	0.7	1.2	10
WB T	33640856	BUCK RD	0.3	0.1	0.1	0.3	10
EB T	33640859	BUCK RD	1.0	0.1	0.9	1.1	10
EB T	33640860	BUCK RD	0.8	0.1	0.7	1.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.2	0.1	0.1	0.3	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	0.9	0.2	0.6	1.2	10
NWB T	33640925	BUCK RD	0.1	0.0	0.1	0.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.4	10
NB T	33640842	LIME CITY RD	0.7	0.1	0.6	1.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	2.3	0.3	1.9	2.8	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	1.2	0.1	1.0	1.4	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	1.1	0.1	0.8	1.2	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.1	0.8	1.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.0	0.3	0.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.2	0.1	0.1	0.3	10
EB T	33573858	WALES RD	0.1	0.0	0.0	0.1	10
EB T	33573859	WALES RD	0.1	0.1	0.0	0.1	10
WB T	33634092	WALES RD	1.4	0.7	1.0	3.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.3	1.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.3	1.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.5	0.1	0.4	0.7	10
EB TR	33573865	WALES RD	0.5	0.1	0.4	0.6	10
WB L	33573866	WALES RD	4.5	1.9	1.8	8.3	10
WB T	33573867	WALES RD	0.1	0.1	0.0	0.2	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	319.4	94.4	207.4	501.7	10
NWB T	33640889	3RD ST	473.0	308.5	240.3	1,243.5	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	29.1	7.9	17.5	38.2	10
EB T	33640897	BUCK RD	8.5	9.1	0.0	24.6	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	131.3	29.1	88.3	174.1	10
SB T	33640900	GLENWOOD RD	12.0	9.8	4.7	31.3	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	50.9	10.8	37.7	67.0	10
EB T	33640861	BUCK RD	93.9	13.6	72.3	119.7	10
EB T	33640862	BUCK RD	72.3	19.0	50.0	105.3	10
WB T	33640941	BUCK RD	58.6	9.3	43.8	74.3	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	116.3	14.2	98.5	137.2	10
WB T	33640856	BUCK RD	39.9	13.3	16.5	65.0	10
EB T	33640859	BUCK RD	119.8	16.8	101.5	152.2	10
EB T	33640860	BUCK RD	103.4	15.7	79.5	121.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	40.1	12.9	14.2	61.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	128.3	21.6	91.9	170.4	10
NWB T	33640925	BUCK RD	11.0	6.6	0.5	20.5	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	34.9	15.7	15.8	67.1	10
NB T	33640842	LIME CITY RD	103.0	14.3	84.7	120.3	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	224.8	15.3	203.7	249.4	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	105.5	10.5	89.8	127.6	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	141.7	25.9	102.7	196.9	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	69.5	7.7	51.9	77.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	34.6	8.1	26.4	47.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	22.7	12.5	14.7	47.4	10
EB T	33573858	WALES RD	6.2	9.8	0.0	24.9	10
EB T	33573859	WALES RD	19.5	25.7	0.0	63.9	10
WB T	33634092	WALES RD	172.6	40.4	132.6	266.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	163.2	14.1	148.9	186.2	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	164.1	15.5	128.5	180.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	43.9	10.5	20.8	64.2	10
EB TR	33573865	WALES RD	46.3	1.6	43.4	48.5	10
WB L	33573866	WALES RD	437.6	146.6	238.3	716.4	10
WB T	33573867	WALES RD	18.3	14.0	0.0	43.4	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	9.6	2.9	6.0	15.0	10
NWB T	33640889	3RD ST	14.1	8.6	8.0	35.2	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	1.5	0.5	1.0	2.0	10
EB T	33640897	BUCK RD	1.1	0.3	1.0	2.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	4.2	0.6	3.0	5.0	10
SB T	33640900	GLENWOOD RD	1.0	0.0	1.0	1.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	1.9	0.3	1.0	2.0	10
EB T	33640861	BUCK RD	3.5	0.5	3.0	4.0	10
EB T	33640862	BUCK RD	2.6	0.7	2.0	4.0	10
WB T	33640941	BUCK RD	2.0	0.0	2.0	2.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	3.8	0.6	3.0	5.0	10
WB T	33640856	BUCK RD	1.5	0.5	1.0	2.0	10
EB T	33640859	BUCK RD	3.9	0.3	3.0	4.0	10
EB T	33640860	BUCK RD	3.4	0.5	3.0	4.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.5	0.5	1.0	2.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	4.2	0.6	3.0	5.0	10
NWB T	33640925	BUCK RD	0.8	0.4	0.0	1.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.3	0.5	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.3	0.7	2.0	4.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	8.4	0.5	8.0	9.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	4.1	0.3	4.0	5.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	4.1	0.6	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.8	0.4	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.2	0.4	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	1.1	0.3	1.0	2.0	10
EB T	33573858	WALES RD	0.3	0.5	0.0	1.0	10
EB T	33573859	WALES RD	0.4	0.5	0.0	1.0	10
WB T	33634092	WALES RD	5.8	1.6	5.0	10.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.6	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.8	0.4	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.5	1.0	3.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	13.4	4.3	7.0	21.0	10
WB T	33573867	WALES RD	0.8	0.4	0.0	1.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640888	3RD ST	0.0	0.0	0.0	0.0	10
NWB T	33640889	3RD ST	0.0	0.0	0.0	0.0	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640896	BUCK RD	0.1	0.0	0.1	0.2	10
EB T	33640897	BUCK RD	0.1	0.0	0.1	0.1	10

3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB T	33640892	GLENWOOD RD	0.0	0.0	0.0	0.0	10
SB T	33640900	GLENWOOD RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640941	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 25

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640855	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640856	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640859	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640860	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.1	0.0	0.0	0.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640925	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640879	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB L	33640882	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640883	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640884	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB L	33640876	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.1	0.0	0.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	24.8	1.7	129.0	7.0	1.7	7.0
2	60.0	23.3	1.5	99.2	7.0	1.5	7.0
3	60.0	31.1	1.9	135.0	10.0	1.9	10.0
4	60.0	24.5	1.5	118.8	6.0	1.5	6.0
5	60.0	19.0	1.3	94.8	8.0	1.3	8.0

BUCK RD — NODE: 22

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	23.0	1.4	285.5	14.0	1.4	14.0
7	60.0	24.6	1.5	102.1	7.0	1.5	7.0
8	60.0	25.4	1.5	154.9	7.0	1.5	7.0
9	60.0	29.5	1.7	137.6	8.0	1.7	8.0
10	60.0	33.9	1.8	246.6	8.0	1.8	8.0
Average:	**60.0**	**25.9**	**1.6**	**150.4**	**8.2**	**1.6**	**8.2**
WB on BUCK RD							
1	60.0	15.1	1.0	91.9	5.0	1.0	5.0
2	60.0	18.0	1.0	99.2	5.0	1.0	5.0
3	60.0	14.1	0.9	102.7	7.0	0.9	7.0
4	60.0	11.0	0.7	86.9	6.0	0.7	6.0
5	60.0	11.4	0.7	90.6	4.0	0.7	4.0
6	60.0	16.0	0.9	111.5	5.0	0.9	5.0
7	60.0	10.4	0.8	84.8	7.0	0.8	7.0
8	60.0	16.0	0.9	101.7	6.0	0.9	6.0
9	60.0	13.1	0.9	82.5	5.0	0.9	5.0
10	60.0	14.9	0.9	103.2	5.0	0.9	5.0
Average:	**60.0**	**14.0**	**0.9**	**95.5**	**5.5**	**0.9**	**5.5**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	36.7	2.0	183.7	10.0	2.0	10.0
2	60.0	39.8	2.0	166.6	7.0	2.0	7.0
3	60.0	39.9	2.1	160.3	8.0	2.1	8.0
4	60.0	39.0	2.1	236.3	9.0	2.1	9.0
5	60.0	39.1	2.0	169.6	9.0	2.0	9.0
6	60.0	30.0	1.6	174.5	9.0	1.6	9.0
7	60.0	32.2	1.7	187.7	8.0	1.7	8.0
8	60.0	26.5	1.6	165.8	9.0	1.6	9.0
9	60.0	24.4	1.5	184.2	10.0	1.5	10.0
10	60.0	37.1	2.1	154.2	7.0	2.1	7.0
Average:	**60.0**	**34.5**	**1.9**	**178.3**	**8.6**	**1.9**	**8.6**
WB on BUCK RD							
1	60.0	27.1	1.3	154.3	8.0	1.3	8.0
2	60.0	25.0	1.0	192.1	7.0	1.0	7.0
3	60.0	21.4	1.0	148.8	5.0	1.0	5.0
4	60.0	27.0	1.1	226.8	6.0	1.1	6.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	25.2	1.1	171.1	7.0	1.1	7.0
6	60.0	37.8	1.6	218.4	8.0	1.6	8.0
7	60.0	24.6	0.9	256.1	8.0	0.9	8.0
8	60.0	27.5	1.2	160.6	7.0	1.2	7.0
9	60.0	30.2	1.3	151.7	7.0	1.3	7.0
10	60.0	30.9	1.5	245.0	9.0	1.5	9.0
Average:	**60.0**	**27.7**	**1.2**	**192.5**	**7.2**	**1.2**	**7.2**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	4.4	0.3	46.2	3.0	0.3	3.0
2	60.0	1.2	0.1	71.7	4.0	0.1	4.0
3	60.0	3.1	0.1	77.5	3.0	0.1	3.0
4	60.0	4.2	0.2	111.6	5.0	0.2	5.0
5	60.0	0.5	0.0	29.0	1.0	0.0	1.0
6	60.0	3.6	0.2	101.6	4.0	0.2	4.0
7	60.0	4.7	0.3	73.3	3.0	0.3	3.0
8	60.0	0.2	0.0	13.9	1.0	0.0	1.0
9	60.0	3.8	0.2	110.1	4.0	0.2	4.0
10	60.0	8.8	0.4	114.2	4.0	0.4	4.0
Average:	**60.0**	**3.5**	**0.2**	**74.9**	**3.2**	**0.2**	**3.2**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.2	0.0	8.6	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.2	0.0	13.5	1.0	0.0	1.0
5	60.0	1.7	0.1	75.1	1.0	0.1	1.0
6	60.0	0.6	0.0	34.6	2.0	0.0	2.0
7	60.0	1.3	0.1	42.4	2.0	0.1	2.0
8	60.0	1.4	0.1	50.7	2.0	0.1	2.0
9	60.0	0.3	0.0	17.3	1.0	0.0	1.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.6**	**0.0**	**24.2**	**1.0**	**0.0**	**1.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.4	0.0	23.9	2.0	0.0	2.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	2.0	0.1	76.6	2.0	0.1	2.0
5	60.0	0.2	0.0	9.8	1.0	0.0	1.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.5	0.0	28.0	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.4	0.0	24.4	1.0	0.0	1.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.4**	**0.0**	**16.3**	**0.7**	**0.0**	**0.7**

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on BUCK TO NB I 75 RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.2	0.0	12.9	1.0	0.0	1.0

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
2	60.0	0.5	0.0	32.5	2.0	0.0	2.0
3	60.0	0.7	0.1	18.9	2.0	0.1	2.0
4	60.0	0.4	0.0	19.4	1.0	0.0	1.0
5	60.0	0.7	0.0	44.5	2.0	0.0	2.0
6	60.0	2.8	0.1	169.4	8.0	0.1	8.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.6	0.0	38.7	2.0	0.0	2.0
9	60.0	0.0	0.0	2.1	1.0	0.0	1.0
10	60.0	2.9	0.1	130.5	4.0	0.1	4.0
Average:	**60.0**	**0.9**	**0.0**	**46.9**	**2.3**	**0.0**	**2.3**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NB on NB I 75 TO BUCK OFF RAMP							
1	60.0	66.0	2.6	281.4	10.0	2.6	10.0
2	60.0	61.6	2.2	332.2	10.0	2.2	10.0
3	60.0	60.1	2.3	230.5	8.0	2.3	8.0
4	60.0	49.4	1.9	250.8	9.0	1.9	9.0
5	60.0	58.3	2.2	209.0	8.0	2.2	8.0
6	60.0	76.2	2.9	301.0	11.0	2.9	11.0
7	60.0	55.1	2.1	348.8	11.0	2.1	11.0
8	60.0	62.8	2.3	264.9	9.0	2.3	9.0
9	60.0	74.9	2.7	335.1	10.0	2.7	10.0
10	60.0	63.7	2.4	265.1	10.0	2.4	10.0
Average:	**60.0**	**62.8**	**2.4**	**281.9**	**9.6**	**2.4**	**9.6**

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	26.2	1.1	100.0	4.0	1.1	4.0
2	60.0	29.7	1.3	141.0	5.0	1.3	5.0
3	60.0	33.9	1.4	185.8	7.0	1.4	7.0
4	60.0	27.4	1.2	108.4	4.0	1.2	4.0
5	60.0	32.7	1.4	162.2	5.0	1.4	5.0
6	60.0	24.4	1.0	156.7	6.0	1.0	6.0
7	60.0	26.3	1.1	123.7	5.0	1.1	5.0
8	60.0	31.1	1.2	178.3	6.0	1.2	6.0
9	60.0	25.0	1.1	152.2	7.0	1.1	7.0
10	60.0	38.8	1.6	176.5	6.0	1.6	6.0
Average:	**60.0**	**29.6**	**1.2**	**148.5**	**5.5**	**1.2**	**5.5**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	1.0	0.0	59.9	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**6.0**	**0.1**	**0.0**	**0.1**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	32.3	1.1	186.2	5.0	1.1	5.0
2	60.0	36.0	1.1	331.5	5.0	1.1	5.0
3	60.0	37.9	1.2	244.7	6.0	1.2	6.0

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
4	60.0	30.7	1.0	212.2	6.0	1.0	6.0
5	60.0	32.0	1.0	189.8	6.0	1.0	6.0
6	60.0	41.0	1.3	218.7	5.0	1.3	5.0
7	60.0	31.0	0.9	238.0	6.0	0.9	6.0
8	60.0	49.2	1.4	196.9	5.0	1.4	5.0
9	60.0	38.1	1.4	198.4	5.0	1.4	5.0
10	60.0	32.6	1.1	206.5	6.0	1.1	6.0
Average:	**60.0**	**36.1**	**1.2**	**222.3**	**5.5**	**1.2**	**5.5**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	25.9	4.4	19.0	33.9	10
W	BUCK RD	14.0	2.5	10.4	18.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	34.5	5.8	24.4	39.9	10
W	BUCK RD	27.7	4.5	21.4	37.8	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.5	2.5	0.2	8.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.6	0.7	0.0	1.7	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.4	0.6	0.0	2.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.9	1.1	0.0	2.9	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	62.8	8.2	49.4	76.2	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	29.6	4.6	24.4	38.8	10
W	BUCK RD	0.1	0.3	0.0	1.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	36.1	5.8	30.7	49.2	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.6	0.2	1.3	1.9	10
W	BUCK RD	0.9	0.1	0.7	1.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.9	0.2	1.5	2.1	10
W	BUCK RD	1.2	0.2	0.9	1.6	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.0	0.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	2.4	0.3	1.9	2.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.2	0.2	1.0	1.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	1.2	0.2	0.9	1.4	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.6	0.2	1.3	1.9	10
W	BUCK RD	0.9	0.1	0.7	1.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.9	0.2	1.5	2.1	10
W	BUCK RD	1.2	0.2	0.9	1.6	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.2	0.1	0.0	0.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.1	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	2.4	0.3	1.9	2.9	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	1.2	0.2	1.0	1.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	1.2	0.2	0.9	1.4	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	150.4	64.5	94.8	285.5	10
W	BUCK RD	95.5	9.5	82.5	111.5	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	178.3	23.1	154.2	236.3	10
W	BUCK RD	192.5	41.0	148.8	256.1	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	74.9	35.8	13.9	114.2	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	24.2	25.6	0.0	75.1	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	16.3	24.2	0.0	76.6	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	46.9	56.9	0.0	169.4	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	281.9	46.8	209.0	348.8	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	148.5	29.7	100.0	185.8	10
W	BUCK RD	6.0	18.9	0.0	59.9	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	222.3	43.0	186.2	331.5	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.2	2.3	6.0	14.0	10
W	BUCK RD	5.5	1.0	4.0	7.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.6	1.1	7.0	10.0	10
W	BUCK RD	7.2	1.1	5.0	9.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.2	1.3	1.0	5.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.0	0.8	0.0	2.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.7	0.8	0.0	2.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.3	2.3	0.0	8.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	9.6	1.1	8.0	11.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	5.5	1.1	4.0	7.0	10
W	BUCK RD	0.1	0.3	0.0	1.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	5.5	0.5	5.0	6.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 22

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.2	2.3	6.0	14.0	10
W	BUCK RD	5.5	1.0	4.0	7.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.6	1.1	7.0	10.0	10
W	BUCK RD	7.2	1.1	5.0	9.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.2	1.3	1.0	5.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.0	0.8	0.0	2.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO NB I 75 RAMP & BUCK RD — NODE: 28

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.7	0.8	0.0	2.0	10

BUCK TO NB I 75 RAMP & BUCK TO NB I 75 ON RAMP — NODE: 29

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
N	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10
NW	BUCK TO NB I 75 RAMP	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 24

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.3	2.3	0.0	8.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 30

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
N	NB I 75 TO BUCK OFF RAMP	9.6	1.1	8.0	11.0	10

NB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 31

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NW	NB I 75 TO BUCK OFF RAMP	5.5	1.1	4.0	7.0	10
W	BUCK RD	0.1	0.3	0.0	1.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP & BUCK RD — NODE: 27

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SE	SB I 75 TO BUCK OFF RAMP	5.5	0.5	5.0	6.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
4:00 PM	1	11,957	36,593.6	674.7	118.6	39.8	7,589	3.1	3.4	58.6
4:00 PM	2	11,958	36,601.1	661.5	104.2	29.1	6,265	3.1	3.3	59.0
4:00 PM	3	11,972	36,629.0	658.2	100.9	27.7	5,902	3.1	3.3	59.3
4:00 PM	4	11,945	36,516.7	669.0	113.4	38.3	7,125	3.1	3.4	58.9
4:00 PM	5	11,943	36,513.5	660.2	104.4	29.9	6,281	3.1	3.3	59.0
4:00 PM	6	11,957	36,595.2	663.9	106.6	30.3	6,249	3.1	3.3	58.8
4:00 PM	7	11,937	36,541.3	670.5	114.4	37.6	6,782	3.1	3.4	58.9
4:00 PM	8	11,953	36,562.6	663.1	106.4	31.7	6,395	3.1	3.3	59.0
4:00 PM	9	11,948	36,571.9	663.6	107.3	32.7	6,674	3.1	3.3	59.0
4:00 PM	10	11,931	36,508.7	665.2	109.3	33.6	6,698	3.1	3.3	58.8
En Route Start	1	700	2,653.3	46.4	6.7	1.8	362	3.8	4.0	60.5
En Route Start	2	691	2,616.9	45.8	6.7	1.7	303	3.8	4.0	60.3
En Route Start	3	677	2,555.3	44.5	6.3	1.4	277	3.8	3.9	60.4
En Route Start	4	677	2,569.2	44.7	6.3	1.6	312	3.8	4.0	60.6
En Route Start	5	664	2,515.9	43.2	5.8	1.3	264	3.8	3.9	60.8
En Route Start	6	678	2,534.9	44.3	6.2	1.6	322	3.7	3.9	60.4
En Route Start	7	656	2,471.1	42.9	6.1	1.4	315	3.8	3.9	60.6
En Route Start	8	648	2,459.8	42.7	5.9	1.2	263	3.8	4.0	60.4
En Route Start	9	694	2,622.5	46.1	6.9	2.0	366	3.8	4.0	60.3
En Route Start	10	661	2,525.8	43.7	6.0	1.3	280	3.8	4.0	60.8
En Route End	1	712	1,300.2	24.1	4.8	2.0	367	1.8	2.0	60.3
En Route End	2	710	1,326.3	24.1	4.4	1.4	311	1.9	2.0	59.7
En Route End	3	699	1,292.3	23.1	4.0	1.4	295	1.8	2.0	61.0
En Route End	4	722	1,401.6	24.9	4.1	1.1	249	1.9	2.1	60.2
En Route End	5	725	1,412.7	25.1	4.2	1.4	289	1.9	2.1	60.8
En Route End	6	710	1,318.4	24.1	4.4	1.5	326	1.9	2.0	60.2
En Route End	7	727	1,317.2	26.1	6.4	3.1	475	1.8	2.1	59.7
En Route End	8	715	1,350.4	24.1	4.1	1.3	249	1.9	2.0	60.6
En Route End	9	717	1,340.3	24.5	4.5	1.7	300	1.9	2.0	60.2
En Route End	10	737	1,371.0	25.9	5.5	2.4	396	1.9	2.1	59.8
Missed	1	2	9.6	0.2	0.0	0.0	0	4.8	4.9	60.2
Missed	2	2	11.0	0.2	0.1	0.0	3	5.5	6.6	49.9
Missed	3	1	5.7	0.1	0.0	0.0	0	5.7	4.9	69.2
Missed	4	2	10.4	0.2	0.0	0.0	0	5.2	5.1	60.8
Missed	5	2	11.3	0.2	0.0	0.0	0	5.7	5.1	66.3
Missed	6	4	18.2	0.3	0.0	0.0	2	4.6	4.5	62.3
Missed	7	6	33.6	0.6	0.1	0.0	5	5.6	5.7	59.8

Missed	8	1	4.3	0.1	0.0	0.0	1	4.3	4.3	60.3
Missed	9	3	14.9	0.3	0.1	0.0	2	5.0	5.5	54.7
Missed	10	2	9.1	0.2	0.0	0.0	2	4.5	4.9	57.1
Unserved	1	--	--	--	--	--	--	--		--
Unserved	2	--	--	--	--	--	--	--		--
Unserved	3	--	--	--	--	--	--	--		--
Unserved	4	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	--	--	--	--	--	--	--		--
Unserved	7	--	--	--	--	--	--	--		--
Unserved	8	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	9	--	--	--	--	--	--	--		--
Unserved	10	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
4:00 PM	Avg	11,950	36,563.4	665.0	108.5	33.1	6,596	3.1	3.3	58.9
En Route Start	Avg	675	2,552.5	44.4	6.3	1.5	306	3.8	4.0	60.5
En Route End	Avg	717	1,343.0	24.6	4.6	1.7	326	1.9	2.0	60.3
Missed	Avg	3	12.8	0.2	0.0	0.0	2	5.1	5.2	60.1
Unserved	Avg	0	0.0	0.0	0.0	0.0	0	0.0	0.0	--

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	11,950.1	11.8	11,931.0	11,972.0	10
En Route Start	674.6	17.2	648.0	700.0	10
En Route End	717.4	10.7	699.0	737.0	10
Missed	2.5	1.5	1.0	6.0	10
Unserved	0.3	0.5	1.0	1.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	36,563.4	42.0	36,508.7	36,629.0	10
En Route Start	2,552.5	64.2	2,459.8	2,653.3	10
En Route End	1,343.0	40.9	1,292.3	1,412.7	10
Missed	12.8	8.3	4.3	33.6	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VHT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	665.0	5.0	658.2	674.7	10
En Route Start	44.4	1.3	42.7	46.4	10
En Route End	24.6	0.9	23.1	26.1	10
Missed	0.2	0.1	0.1	0.6	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	108.5	5.4	100.9	118.6	10
En Route Start	6.3	0.4	5.8	6.9	10
En Route End	4.6	0.8	4.0	6.4	10
Missed	0.0	0.0	0.0	0.1	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	33.1	4.2	27.7	39.8	10
En Route Start	1.5	0.2	1.2	2.0	10
En Route End	1.7	0.6	1.1	3.1	10
Missed	0.0	0.0	0.0	0.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	6,596.0	490.8	5,902.0	7,589.0	10
En Route Start	306.4	36.9	263.0	366.0	10
En Route End	325.7	69.8	249.0	475.0	10
Missed	1.5	1.6	0.0	5.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.1	0.0	3.1	3.1	10
En Route Start	3.8	0.0	3.7	3.8	10
En Route End	1.9	0.0	1.8	1.9	10
Missed	5.1	0.5	4.3	5.7	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.3	0.0	3.3	3.4	10
En Route Start	4.0	0.1	3.9	4.0	10
En Route End	2.0	0.1	2.0	2.1	10
Missed	5.2	0.7	4.3	6.6	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop DDI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	58.9	0.2	58.6	59.3	10
En Route Start	60.5	0.2	60.3	60.8	10
En Route End	60.3	0.4	59.7	61.0	10
Missed	60.1	5.5	49.9	69.2	10
Unserved	0.0	0.0			10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4708**
	1	14.0	No	B
	2	14.0	No	B
	3	13.9	No	B
	4	13.9	No	B
	5	13.9	No	B
	6	14.0	No	B
	7	14.0	No	B
	8	14.2	No	B
	9	14.0	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4708**
10	14.1	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4709**
1	14.0	No	B
2	14.0	No	B
3	13.9	No	B
4	13.9	No	B
5	13.9	No	B
6	14.0	No	B
7	14.0	No	B
8	14.2	No	B
9	14.0	No	B
10	14.1	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	18.9	No	C
2	18.9	No	C
3	19.1	No	C
4	19.6	No	C
5	19.0	No	C
6	18.7	No	C
7	19.2	No	C
8	18.5	No	C
9	18.7	No	C
10	18.8	No	C
Average:	**18.9**	**No**	**C**
Merge - From BUCK RD (EB) - NEB			**Segment: 4689**
1	16.0	No	B
2	16.5	No	B
3	16.3	No	B
4	15.5	No	B
5	16.2	No	B
6	16.8	No	B
7	16.9	No	B
8	16.5	No	B
9	17.5	No	B
10	17.0	No	B
Average:	**16.5**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD (EB) - NEB				**Segment: 4690**
	1	16.0	No	B
	2	16.5	No	B
	3	16.3	No	B
	4	15.5	No	B
	5	16.2	No	B
	6	16.8	No	B
	7	16.9	No	B
	8	16.5	No	B
	9	17.5	No	B
	10	17.0	No	B
	Average:	**16.5**	**No**	**B**
Basic - Between BUCK RD (EB) and WALES RD - NEB				**Segment: 4691**
	1	21.4	No	C
	2	21.2	No	C
	3	21.6	No	C
	4	21.8	No	C
	5	21.6	No	C
	6	21.4	No	C
	7	21.5	No	C
	8	21.6	No	C
	9	21.5	No	C
	10	21.6	No	C
	Average:	**21.5**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	16.6	No	B
	2	17.3	No	B
	3	17.1	No	B
	4	16.2	No	B
	5	17.2	No	B
	6	17.9	No	B
	7	18.0	No	B
	8	16.9	No	B
	9	18.9	No	B
	10	16.9	No	B
	Average:	**17.3**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	20.3	No	C
	2	20.3	No	C
	3	19.9	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	20.3	No	C
5	19.7	No	C
6	20.7	No	C
7	20.1	No	C
8	20.4	No	C
9	19.5	No	C
10	20.2	No	C
Average:	**20.1**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	22.5	No	C
2	22.2	No	C
3	23.6	No	C
4	23.0	No	C
5	24.2	No	C
6	22.2	No	C
7	22.8	No	C
8	23.2	No	C
9	24.2	No	C
10	22.1	No	C
Average:	**23.0**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	22.5	No	C
2	22.2	No	C
3	23.6	No	C
4	23.0	No	C
5	24.2	No	C
6	22.2	No	C
7	22.8	No	C
8	23.2	No	C
9	24.2	No	C
10	22.1	No	C
Average:	**23.0**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	22.5	No	C
2	22.2	No	C
3	23.6	No	C
4	23.0	No	C
5	24.2	No	C
6	22.2	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	22.8	No	C
	8	23.2	No	C
	9	24.2	No	C
	10	22.1	No	C
	Average:	**23.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	25.2	No	C
	2	26.6	No	D
	3	27.0	No	D
	4	28.5	No	D
	5	30.7	No	D
	6	32.0	No	D
	7	29.1	No	D
	8	26.7	No	D
	9	30.8	No	D
	10	30.2	No	D
	Average:	**28.7**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	23.0	No	C
	2	24.0	No	C
	3	24.4	No	C
	4	22.8	No	C
	5	23.6	No	C
	6	24.2	No	C
	7	24.2	No	C
	8	23.5	No	C
	9	24.0	No	C
	10	23.6	No	C
	Average:	**23.7**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	23.8	No	C
	2	24.0	No	C
	3	23.8	No	C
	4	23.5	No	C
	5	23.7	No	C
	6	24.0	No	C
	7	23.3	No	C
	8	23.4	No	C
	9	22.6	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	23.6	No	C
	Average:	**23.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	23.8	No	C
	2	24.0	No	C
	3	23.8	No	C
	4	23.5	No	C
	5	23.7	No	C
	6	24.0	No	C
	7	23.3	No	C
	8	23.4	No	C
	9	22.6	No	C
	10	23.6	No	C
	Average:	**23.6**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	23.8	No	C
	2	24.0	No	C
	3	23.8	No	C
	4	23.5	No	C
	5	23.7	No	C
	6	24.0	No	C
	7	23.3	No	C
	8	23.4	No	C
	9	22.6	No	C
	10	23.6	No	C
	Average:	**23.6**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	23.6	No	C
	2	24.0	No	C
	3	23.0	No	C
	4	23.6	No	C
	5	22.9	No	C
	6	23.8	No	C
	7	23.5	No	C
	8	23.9	No	C
	9	22.3	No	C
	10	23.6	No	C
	Average:	**23.4**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	23.6	No	C
	2	24.0	No	C
	3	23.0	No	C
	4	23.6	No	C
	5	22.9	No	C
	6	23.8	No	C
	7	23.5	No	C
	8	23.9	No	C
	9	22.3	No	C
	10	23.6	No	C
	Average:	**23.4**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	23.6	No	C
	2	24.0	No	C
	3	23.0	No	C
	4	23.6	No	C
	5	22.9	No	C
	6	23.8	No	C
	7	23.5	No	C
	8	23.9	No	C
	9	22.3	No	C
	10	23.6	No	C
	Average:	**23.4**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535322**
	1	7.6	No	A
	2	8.1	No	A
	3	7.2	No	A
	4	7.6	No	A
	5	7.9	No	A
	6	7.7	No	A
	7	7.8	No	A
	8	7.6	No	A
	9	8.0	No	A
	10	7.5	No	A
	Average:	**7.7**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	8.6	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	8.2	No	A
	3	8.3	No	A
	4	8.4	No	A
	5	7.7	No	A
	6	8.0	No	A
	7	8.4	No	A
	8	8.8	No	A
	9	7.9	No	A
	10	8.1	No	A
	Average:	**8.2**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	1.9	No	A
	2	1.7	No	A
	3	1.9	No	A
	4	2.0	No	A
	5	1.8	No	A
	6	2.0	No	A
	7	2.2	No	A
	8	1.8	No	A
	9	1.9	No	A
	10	1.9	No	A
	Average:	**1.9**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.4	No	A
	2	7.8	No	A
	3	8.1	No	A
	4	7.1	No	A
	5	6.8	No	A
	6	7.6	No	A
	7	7.1	No	A
	8	7.5	No	A
	9	8.0	No	A
	10	7.9	No	A
	Average:	**7.5**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	16.3	No	B
	2	16.5	No	B
	3	15.3	No	B
	4	17.8	No	B
	5	16.6	No	B
	6	15.4	No	B
	7	18.4	No	C
	8	16.4	No	B
	9	18.8	No	C
	10	18.6	No	C
	Average:	**17.0**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	26.5	No	D
	2	24.1	No	C
	3	25.4	No	C
	4	24.8	No	C
	5	24.9	No	C
	6	26.0	No	C
	7	24.8	No	C
	8	24.4	No	C
	9	25.2	No	C
	10	24.8	No	C
	Average:	**25.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.7	No	C
	2	24.2	No	C
	3	24.7	No	C
	4	24.5	No	C
	5	24.8	No	C
	6	25.8	No	C
	7	24.1	No	C
	8	24.4	No	C
	9	24.3	No	C
	10	24.6	No	C
	Average:	**24.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.7	No	C
	2	24.2	No	C
	3	24.7	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	24.5	No	C
	5	24.8	No	C
	6	25.8	No	C
	7	24.1	No	C
	8	24.4	No	C
	9	24.3	No	C
	10	24.6	No	C
	Average:	**24.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	23.8	No	C
	2	24.5	No	C
	3	23.9	No	C
	4	24.7	No	C
	5	24.9	No	C
	6	24.9	No	C
	7	24.9	No	C
	8	25.2	No	C
	9	23.3	No	C
	10	24.5	No	C
	Average:	**24.5**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	25.4	No	C
	2	25.1	No	C
	3	24.9	No	C
	4	24.2	No	C
	5	25.2	No	C
	6	23.7	No	C
	7	25.5	No	C
	8	24.1	No	C
	9	25.4	No	C
	10	25.2	No	C
	Average:	**24.9**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	34.4	No	D
	2	27.2	No	D
	3	34.0	No	D
	4	33.7	No	D
	5	26.0	No	C
	6	34.4	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	34.9	No	D
	8	30.7	No	D
	9	30.9	No	D
	10	35.9	No	E
	Average:	**32.2**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	27.0	No	C
	2	27.0	No	C
	3	28.2	No	D
	4	27.5	No	C
	5	27.7	No	C
	6	28.0	No	D
	7	26.7	No	C
	8	26.5	No	C
	9	27.4	No	C
	10	27.2	No	C
	Average:	**27.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	27.0	No	C
	2	27.0	No	C
	3	28.2	No	D
	4	27.5	No	C
	5	27.7	No	C
	6	28.0	No	D
	7	26.7	No	C
	8	26.5	No	C
	9	27.4	No	C
	10	27.2	No	C
	Average:	**27.3**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	27.0	No	C
	2	27.0	No	C
	3	28.2	No	D
	4	27.5	No	C
	5	27.7	No	C
	6	28.0	No	D
	7	26.7	No	C
	8	26.5	No	C
	9	27.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	27.2	No	C
	Average:	**27.3**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	19.3	No	C
	2	18.8	No	C
	3	19.3	No	C
	4	19.1	No	C
	5	19.2	No	C
	6	18.9	No	C
	7	19.7	No	C
	8	19.3	No	C
	9	18.6	No	C
	10	19.4	No	C
	Average:	**19.2**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	17.2	No	B
	2	17.9	No	B
	3	17.2	No	B
	4	16.7	No	B
	5	17.1	No	B
	6	16.0	No	B
	7	17.3	No	B
	8	16.4	No	B
	9	17.7	No	B
	10	16.9	No	B
	Average:	**17.0**	**No**	**B**
Basic - Between WALES RD and BUCK RD (EB) - SWB				**Segment: 4694**
	1	21.6	No	C
	2	21.2	No	C
	3	21.2	No	C
	4	21.4	No	C
	5	21.6	No	C
	6	21.8	No	C
	7	20.8	No	C
	8	21.6	No	C
	9	20.7	No	C
	10	21.7	No	C
	Average:	**21.4**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (EB) - SWB				**Segment: 4695**
	1	18.1	No	B
	2	19.8	No	B
	3	19.1	No	B
	4	18.3	No	B
	5	17.6	No	B
	6	17.6	No	B
	7	19.7	No	B
	8	17.0	No	B
	9	19.4	No	B
	10	18.3	No	B
	Average:	**18.5**	**No**	**B**
Diverge - To BUCK RD (EB) - SWB				**Segment: 4696**
	1	18.1	No	B
	2	19.8	No	B
	3	19.1	No	B
	4	18.3	No	B
	5	17.6	No	B
	6	17.6	No	B
	7	19.7	No	B
	8	17.0	No	B
	9	19.4	No	B
	10	18.3	No	B
	Average:	**18.5**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	16.0	No	B
	2	16.0	No	B
	3	16.9	No	B
	4	16.7	No	B
	5	17.3	No	B
	6	17.6	No	B
	7	15.3	No	B
	8	17.1	No	B
	9	15.8	No	B
	10	17.1	No	B
	Average:	**16.6**	**No**	**B**
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	14.6	No	B
	2	14.3	No	B
	3	14.4	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	14.3	No	B
5	14.1	No	B
6	13.6	No	B
7	15.0	No	B
8	14.0	No	B
9	14.4	No	B
10	14.2	No	B
Average:	**14.3**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	15.8	No	B
2	15.9	No	B
3	16.1	No	B
4	16.0	No	B
5	16.5	No	B
6	16.3	No	B
7	15.6	No	B
8	16.2	No	B
9	15.7	No	B
10	16.1	No	B
Average:	**16.0**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	14.8	No	B
2	14.0	No	B
3	13.8	No	B
4	14.3	No	B
5	16.3	No	B
6	14.9	No	B
7	12.3	No	B
8	13.5	No	B
9	14.0	No	B
10	14.2	No	B
Average:	**14.2**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	7.2	No	A
2	7.0	No	A
3	6.5	No	A
4	7.2	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	6.3	No	A
	6	7.4	No	A
	7	6.7	No	A
	8	6.7	No	A
	9	7.7	No	A
	10	7.8	No	A
	Average:	**7.1**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	7.8	No	A
	2	7.7	No	A
	3	7.6	No	A
	4	8.2	No	A
	5	6.6	No	A
	6	6.9	No	A
	7	6.7	No	A
	8	7.8	No	A
	9	7.4	No	A
	10	7.8	No	A
	Average:	**7.5**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	3.6	No	A
	2	4.0	No	A
	3	3.8	No	A
	4	3.7	No	A
	5	4.1	No	A
	6	4.0	No	A
	7	3.8	No	A
	8	3.8	No	A
	9	3.7	No	A
	10	4.0	No	A
	Average:	**3.9**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.0	No	A
	2	6.2	No	A
	3	6.1	No	A
	4	6.0	No	A
	5	5.7	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.0	No	A
	7	6.5	No	A
	8	6.4	No	A
	9	5.5	No	A
	10	5.5	No	A
	Average:	**6.0**	**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).

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	14.0	0.1	13.9	14.2	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	14.0	0.1	13.9	14.2	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	18.9	0.3	18.5	19.6	10
4689	NE	Merge	From BUCK RD (EB)	16.5	0.6	15.5	17.5	10
4690	NE	Merge	From BUCK RD (EB)	16.5	0.6	15.5	17.5	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	21.5	0.2	21.2	21.8	10
4692	NE	Diverge	To WALES RD	17.3	0.8	16.2	18.9	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	20.1	0.4	19.5	20.7	10
4670	N	Merge	From WALES RD	23.0	0.8	22.1	24.2	10
4671	N	Merge	From WALES RD	23.0	0.8	22.1	24.2	10
4672	N	Merge	From WALES RD	23.0	0.8	22.1	24.2	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	28.7	2.2	25.2	32.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	23.7	0.5	22.8	24.4	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	23.6	0.4	22.6	24.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	23.6	0.4	22.6	24.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	23.6	0.4	22.6	24.0	10
4646	N	Basic	From WALES RD	23.4	0.5	22.3	24.0	10
4647	N	Basic	From WALES RD	23.4	0.5	22.3	24.0	10
4648	N	Basic	From WALES RD	23.4	0.5	22.3	24.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	7.7	0.3	7.2	8.1	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	8.2	0.3	7.7	8.8	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	1.9	0.1	1.7	2.2	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.5	0.4	6.8	8.1	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	17.0	1.3	15.3	18.8	10
4655	S	Basic	To SB I 75 (SB)	25.1	0.7	24.1	26.5	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	24.6	0.5	24.1	25.8	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	24.6	0.5	24.1	25.8	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	24.5	0.6	23.3	25.2	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	24.9	0.6	23.7	25.5	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	32.2	3.4	26.0	35.9	10
4676	S	Diverge	To WALES RD	27.3	0.5	26.5	28.2	10
4677	S	Diverge	To WALES RD	27.3	0.5	26.5	28.2	10
4678	S	Diverge	To WALES RD	27.3	0.5	26.5	28.2	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	19.2	0.3	18.6	19.7	10
4693	SW	Merge	From WALES RD	17.0	0.6	16.0	17.9	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	21.4	0.4	20.7	21.8	10
4695	SW	Diverge	To BUCK RD (EB)	18.5	1.0	17.0	19.8	10
4696	SW	Diverge	To BUCK RD (EB)	18.5	1.0	17.0	19.8	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	16.6	0.8	15.3	17.6	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	14.3	0.4	13.6	15.0	10
4717	SW	Basic		16.0	0.3	15.6	16.5	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	14.2	1.0	12.3	16.3	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	7.1	0.5	6.3	7.8	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	7.5	0.5	6.6	8.2	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	3.9	0.2	3.6	4.1	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.0	0.3	5.5	6.5	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,620.0	15.11	20.8	C
2	2,634.0	16.84	23.0	C
3	2,644.0	21.60	29.4	C
4	2,605.0	15.47	21.4	C
5	2,627.0	17.56	24.1	C
6	2,636.0	17.64	24.1	C
7	2,622.0	14.85	20.4	C
8	2,634.0	16.65	22.8	C
9	2,582.0	18.32	25.5	C
10	2,614.0	15.04	20.7	C
Average:	**2,621.8**	**16.91**	**23.2**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,145.0	10.09	16.9	B
2	2,134.0	11.97	20.2	C
3	2,150.0	14.07	23.6	C
4	2,157.0	9.06	15.1	B
5	2,136.0	8.82	14.9	B
6	2,159.0	8.61	14.4	B
7	2,111.0	12.76	21.8	C
8	2,165.0	8.64	14.4	B
9	2,164.0	10.62	17.7	B
10	2,160.0	8.89	14.8	B
Average:	**2,148.1**	**10.35**	**17.4**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,518.0	21.77	51.6	D
2	1,501.0	19.06	45.7	D
3	1,512.0	25.15	59.9	E
4	1,516.0	21.90	52.0	D
5	1,497.0	19.13	46.0	D
6	1,529.0	18.63	43.9	D

7	1,481.0	25.01	60.8	E
8	1,523.0	13.92	32.9	C
9	1,511.0	21.70	51.7	D
10	1,519.0	16.97	40.2	D
Average:	**1,510.7**	**20.32**	**48.5**	**D**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	16.9	2.1	14.9	21.6	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	10.4	2.0	8.6	14.1	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	20.3	3.5	13.9	25.2	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	23.2	2.8	20.4	29.4	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	17.4	3.4	14.4	23.6	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	48.5	8.6	32.9	60.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509752				
1	622.0	2.50	14.5	B
2	636.0	2.70	15.3	B
3	644.0	2.54	14.2	B
4	613.0	2.37	13.9	B
5	623.0	2.22	12.8	B
6	623.0	2.23	12.9	B
7	637.0	2.55	14.4	B
8	631.0	2.35	13.4	B
9	599.0	2.43	14.6	B
10	606.0	2.45	14.5	B
Average:	**623.4**	**2.43**	**14.1**	**B**
NWB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	914.0	3.07	12.1	B
2	913.0	3.78	14.9	B
3	909.0	3.32	13.1	B
4	906.0	3.33	13.2	B
5	911.0	3.10	12.2	B
6	921.0	4.20	16.4	B
7	906.0	3.51	14.0	B
8	915.0	3.78	14.9	B
9	906.0	3.89	15.5	B
10	916.0	3.26	12.8	B
Average:	**911.7**	**3.52**	**13.9**	**B**
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	711.0	6.18	31.3	C
2	711.0	6.95	35.2	D
3	721.0	12.17	60.8	E
4	716.0	6.51	32.7	C
5	720.0	9.01	45.0	D
6	727.0	7.68	38.0	D
7	706.0	5.33	27.2	C
8	711.0	7.13	36.1	D
9	706.0	8.46	43.1	D

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	724.0	6.07	30.2	C
Average:	**715.3**	**7.55**	**38.0**	**D**
WB on BUCK RD: Superlink ID 720495034				
1	373.0	3.36	32.4	C
2	374.0	3.41	32.8	C
3	370.0	3.58	34.8	C
4	370.0	3.26	31.7	C
5	373.0	3.24	31.3	C
6	365.0	3.52	34.8	C
7	373.0	3.45	33.3	C
8	377.0	3.38	32.3	C
9	371.0	3.54	34.3	C
10	368.0	3.26	31.9	C
Average:	**371.4**	**3.40**	**33.0**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	1,063.0	5.66	19.2	B
2	1,080.0	5.04	16.8	B
3	1,074.0	5.63	18.9	B
4	1,076.0	5.62	18.8	B
5	1,062.0	5.46	18.5	B
6	1,075.0	5.37	18.0	B
7	1,075.0	5.43	18.2	B
8	1,081.0	5.38	17.9	B
9	1,080.0	5.62	18.7	B
10	1,074.0	5.79	19.4	B
Average:	**1,074.0**	**5.50**	**18.4**	**B**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	265.0	1.07	14.5	B
2	268.0	0.94	12.7	B
3	267.0	1.18	15.9	B
4	262.0	1.00	13.7	B
5	268.0	0.96	12.9	B
6	266.0	1.02	13.8	B
7	267.0	1.07	14.4	B
8	264.0	0.95	13.0	B
9	272.0	1.04	13.8	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	270.0	1.00	13.3	B
Average:	**266.9**	**1.02**	**13.8**	**B**
WB on WALES RD: Superlink ID 720495029				
1	817.0	3.36	14.8	B
2	786.0	5.98	27.4	C
3	809.0	7.27	32.3	C
4	819.0	2.45	10.8	B
5	806.0	2.40	10.7	B
6	818.0	2.22	9.8	A
7	769.0	6.26	29.3	C
8	820.0	2.30	10.1	B
9	812.0	3.96	17.6	B
10	816.0	2.11	9.3	A
Average:	**807.2**	**3.83**	**17.2**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	265.0	1.81	24.6	C
2	266.0	1.87	25.3	C
3	265.0	1.96	26.6	C
4	265.0	1.82	24.7	C
5	262.0	1.84	25.3	C
6	267.0	1.81	24.3	C
7	266.0	1.86	25.2	C
8	262.0	1.85	25.5	C
9	262.0	1.88	25.8	C
10	266.0	1.84	24.9	C
Average:	**264.6**	**1.85**	**25.2**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	876.0	7.91	32.5	C
2	888.0	6.52	26.4	C
3	883.0	8.54	34.8	C
4	885.0	11.56	47.0	D
5	878.0	10.76	44.1	D
6	880.0	6.73	27.5	C
7	883.0	8.95	36.5	D
8	888.0	6.30	25.5	C
9	885.0	8.52	34.6	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	881.0	8.38	34.3	C
Average:	**882.7**	**8.42**	**34.3**	**C**

WB on WALES RD: Superlink ID 720495030

1	377.0	12.04	115.0	F
2	347.0	10.67	110.7	F
3	364.0	14.66	145.0	F
4	366.0	8.52	83.8	F
5	357.0	6.53	65.8	E
6	382.0	10.10	95.2	F
7	332.0	14.21	154.0	F
8	373.0	5.77	55.7	E
9	364.0	11.30	111.8	F
10	372.0	6.75	65.4	E
Average:	**363.4**	**10.06**	**100.2**	**F**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	2.4	0.1	2.2	2.7	10
NW	NB I 75 TO BUCK OFF RAMP	14412	3.5	0.4	3.1	4.2	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	7.5	2.0	5.3	12.2	10
W	BUCK RD	720495034	3.4	0.1	3.2	3.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	5.5	0.2	5.0	5.8	10
N	NB I 75 TO WALES OFF RAMP	4226	1.0	0.1	0.9	1.2	10
W	WALES RD	720495029	3.8	2.0	2.1	7.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.9	0.0	1.8	2.0	10
S	SB I 75 TO WALES OFF RAMP	13720	8.4	1.7	6.3	11.6	10
W	WALES RD	720495030	10.1	3.1	5.8	14.7	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	14.1	0.8	12.8	15.3	10
NW	NB I 75 TO BUCK OFF RAMP	14412	13.9	1.5	12.1	16.4	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	38.0	9.8	27.2	60.8	10
W	BUCK RD	720495034	33.0	1.3	31.3	34.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	18.4	0.8	16.8	19.4	10
N	NB I 75 TO WALES OFF RAMP	4226	13.8	1.0	12.7	15.9	10
W	WALES RD	720495029	17.2	9.0	9.3	32.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	25.2	0.7	24.3	26.6	10
S	SB I 75 TO WALES OFF RAMP	13720	34.3	7.1	25.5	47.0	10
W	WALES RD	720495030	100.2	33.4	55.7	154.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509752				
1	338.0	2.48	26.4	C
2	341.0	2.68	28.3	C
3	351.0	2.51	25.7	C
4	329.0	2.35	25.7	C
5	336.0	2.20	23.6	C
6	336.0	2.23	23.8	C
7	345.0	2.53	26.4	C
8	340.0	2.33	24.7	C
9	322.0	2.42	27.1	C
10	326.0	2.41	26.7	C
Average:	**336.4**	**2.41**	**25.8**	**C**
NWB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	478.0	0.96	7.2	A
2	478.0	1.27	9.6	A
3	477.0	1.03	7.8	A
4	476.0	1.11	8.4	A
5	477.0	0.96	7.2	A
6	483.0	1.51	11.3	B
7	477.0	1.13	8.5	A
8	481.0	1.29	9.7	A
9	476.0	1.37	10.4	B
10	478.0	0.98	7.4	A
Average:	**478.1**	**1.16**	**8.8**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	436.0	2.12	17.5	B
2	435.0	2.51	20.8	C
3	432.0	2.29	19.1	B
4	430.0	2.22	18.5	B
5	434.0	2.14	17.7	B
6	438.0	2.69	22.1	C
7	429.0	2.38	20.0	C
8	434.0	2.49	20.7	C
9	430.0	2.52	21.1	C
10	438.0	2.28	18.8	B

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**433.6**	**2.36**	**19.6**	**B**
SEB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	479.0	4.60	34.6	C
2	481.0	5.24	39.2	D
3	487.0	8.85	65.4	E
4	484.0	4.95	36.8	D
5	489.0	6.65	48.9	D
6	492.0	5.83	42.7	D
7	477.0	4.17	31.5	C
8	484.0	5.29	39.4	D
9	477.0	6.25	47.2	D
10	491.0	4.63	34.0	C
Average:	**484.1**	**5.65**	**42.0**	**D**
SWB R on BUCK RD: Superlink ID 720509752				
1	284.0	0.02	0.2	A
2	295.0	0.02	0.3	A
3	293.0	0.03	0.3	A
4	284.0	0.03	0.3	A
5	287.0	0.01	0.2	A
6	287.0	0.01	0.1	A
7	292.0	0.01	0.2	A
8	291.0	0.02	0.2	A
9	277.0	0.01	0.1	A
10	280.0	0.03	0.4	A
Average:	**518.2**	**1.92**	**14.9**	**B**
SWB R on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	232.0	1.58	24.5	C
2	230.0	1.70	26.7	C
3	234.0	3.32	51.1	D
4	232.0	1.56	24.2	C
5	231.0	2.36	36.8	D
6	235.0	1.84	28.3	C
7	229.0	1.16	18.3	B
8	227.0	1.84	29.2	C
9	229.0	2.20	34.6	C
10	233.0	1.44	22.3	C
Average:	**518.2**	**1.92**	**14.9**	**B**

WB T on BUCK RD: Superlink ID 720495034

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	373.0	3.36	32.4	C
2	374.0	3.41	32.8	C
3	370.0	3.58	34.8	C
4	370.0	3.26	31.7	C
5	373.0	3.24	31.3	C
6	365.0	3.52	34.8	C
7	373.0	3.45	33.3	C
8	377.0	3.38	32.3	C
9	371.0	3.54	34.3	C
10	368.0	3.26	31.9	C
Average:	**371.4**	**3.40**	**33.0**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	126.0	0.99	28.4	C
2	128.0	0.98	27.6	C
3	129.0	1.00	27.9	C
4	129.0	0.87	24.3	C
5	125.0	0.81	23.4	C
6	127.0	0.79	22.3	C
7	129.0	1.02	28.6	C
8	130.0	0.86	23.8	C
9	129.0	1.01	28.1	C
10	130.0	0.92	25.4	C
Average:	**128.2**	**0.93**	**26.0**	**C**
EB T on WALES RD: Superlink ID 720495030				
1	937.0	4.67	17.9	B
2	952.0	4.06	15.4	B
3	945.0	4.63	17.6	B
4	947.0	4.75	18.1	B
5	937.0	4.65	17.9	B
6	948.0	4.58	17.4	B
7	946.0	4.41	16.8	B
8	951.0	4.52	17.1	B
9	951.0	4.62	17.5	B
10	944.0	4.87	18.6	B
Average:	**945.8**	**4.58**	**17.4**	**B**

NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	114.0	0.68	21.5	C
2	120.0	0.59	17.8	B
3	107.0	0.75	25.3	C
4	109.0	0.67	22.2	C
5	112.0	0.62	20.0	C
6	119.0	0.65	19.8	B
7	114.0	0.66	20.8	C
8	107.0	0.61	20.7	C
9	123.0	0.66	19.5	B
10	118.0	0.66	20.1	C
Average:	**114.3**	**0.66**	**20.8**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	151.0	0.39	9.2	A
2	148.0	0.35	8.5	A
3	160.0	0.43	9.6	A
4	153.0	0.32	7.6	A
5	156.0	0.34	7.8	A
6	147.0	0.36	8.9	A
7	153.0	0.41	9.7	A
8	157.0	0.34	7.7	A
9	149.0	0.38	9.1	A
10	152.0	0.34	8.0	A
Average:	**152.6**	**0.37**	**8.6**	**A**
WB R on WALES RD: Superlink ID 720495029				
1	447.0	0.00	0.0	A
2	436.0	0.00	0.0	A
3	447.0	0.00	0.0	A
4	448.0	0.00	0.0	A
5	447.0	0.00	0.0	A
6	448.0	0.00	0.0	A
7	426.0	0.00	0.0	A
8	447.0	0.00	0.0	A
9	446.0	0.00	0.0	A
10	448.0	0.00	0.0	A
Average:	**444.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	370.0	3.36	32.7	C
2	350.0	5.98	61.5	E
3	362.0	7.27	72.3	E

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	371.0	2.45	23.7	C
5	359.0	2.40	24.1	C
6	370.0	2.22	21.6	C
7	343.0	6.26	65.7	E
8	373.0	2.30	22.2	C
9	366.0	3.96	39.0	D
10	368.0	2.11	20.6	C
Average:	**363.2**	**3.83**	**38.3**	**D**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	131.0	0.87	23.9	C
2	139.0	0.96	25.0	C
3	134.0	1.02	27.5	C
4	133.0	0.92	25.0	C
5	127.0	0.92	26.0	C
6	135.0	0.88	23.4	C
7	146.0	1.02	25.3	C
8	130.0	0.90	24.9	C
9	125.0	0.97	28.0	C
10	128.0	0.96	27.0	C
Average:	**132.8**	**0.94**	**25.6**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	134.0	0.94	25.3	C
2	127.0	0.90	25.6	C
3	131.0	0.93	25.6	C
4	132.0	0.89	24.4	C
5	135.0	0.93	24.7	C
6	132.0	0.93	25.3	C
7	120.0	0.84	25.1	C
8	132.0	0.95	26.0	C
9	137.0	0.91	23.9	C
10	138.0	0.88	22.9	C
Average:	**131.8**	**0.91**	**24.9**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	434.0	4.00	33.1	C
2	443.0	3.26	26.5	C
3	435.0	4.32	35.8	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	451.0	5.91	47.2	D
5	416.0	5.28	45.7	D
6	442.0	3.33	27.1	C
7	438.0	4.45	36.6	D
8	453.0	3.24	25.8	C
9	442.0	4.42	36.0	D
10	428.0	4.12	34.7	C
Average:	**438.2**	**4.23**	**34.9**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	442.0	3.92	31.9	C
2	445.0	3.26	26.4	C
3	448.0	4.22	33.9	C
4	434.0	5.66	46.9	D
5	462.0	5.48	42.7	D
6	438.0	3.40	27.9	C
7	445.0	4.50	36.4	D
8	435.0	3.05	25.3	C
9	443.0	4.09	33.3	C
10	453.0	4.26	33.8	C
Average:	**444.5**	**4.18**	**33.9**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	292.0	10.52	129.7	F
2	269.0	9.26	123.9	F
3	283.0	12.61	160.4	F
4	285.0	7.64	96.5	F
5	277.0	5.96	77.5	E
6	296.0	9.19	111.8	F
7	259.0	12.36	171.8	F
8	289.0	5.19	64.6	E
9	283.0	10.05	127.8	F
10	286.0	6.05	76.2	E
Average:	**281.9**	**8.88**	**114.0**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	85.0	1.53	64.6	E
2	78.0	1.41	65.3	E
3	81.0	2.06	91.4	F
4	81.0	0.87	38.8	D
5	80.0	0.56	25.2	C
6	86.0	0.91	37.9	D

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	73.0	1.84	90.9	F
8	84.0	0.59	25.2	C
9	81.0	1.25	55.7	E
10	86.0	0.70	29.4	C
Average:	**81.5**	**1.17**	**52.4**	**D**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	2.4	0.1	2.2	2.7	10
NWB R	NB I 75 TO BUCK OFF RAMP	14412	1.2	0.2	1.0	1.5	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	2.4	0.2	2.1	2.7	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	5.6	1.4	4.2	8.9	10
SWB R	BUCK RD	720509752	1.0	1.1	0.0	3.3	10
WB T	BUCK RD	720495034	3.4	0.1	3.2	3.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.9	0.1	0.8	1.0	10
EB T	WALES RD	720495030	4.6	0.2	4.1	4.9	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	0.7	0.0	0.6	0.8	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.4	0.0	0.3	0.4	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	3.8	2.0	2.1	7.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.9	0.1	0.9	1.0	10
EB TR	WALES RD	720506516	0.9	0.0	0.8	1.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	4.2	0.9	3.2	5.9	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	4.2	0.9	3.1	5.7	10
WB L	WALES RD	720495030	8.9	2.6	5.2	12.6	10
WB T	WALES RD	720495030	1.2	0.5	0.6	2.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	25.8	1.5	23.6	28.3	10
NWB R	NB I 75 TO BUCK OFF RAMP	14412	8.8	1.4	7.2	11.3	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	19.6	1.5	17.5	22.1	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	42.0	10.0	31.5	65.4	10
SWB R	BUCK RD	720509752	14.9	16.4	0.1	51.1	10
WB T	BUCK RD	720495034	33.0	1.3	31.3	34.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	26.0	2.4	22.3	28.6	10
EB T	WALES RD	720495030	17.4	0.9	15.4	18.6	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	20.8	2.0	17.8	25.3	10
NB R	NB I 75 TO WALES OFF RAMP	4226	8.6	0.8	7.6	9.7	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	38.3	20.4	20.6	72.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	25.6	1.5	23.4	28.0	10
EB TR	WALES RD	720506516	24.9	0.9	22.9	26.0	10
SB L	SB I 75 TO WALES OFF RAMP	13720	34.9	7.4	25.8	47.2	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	33.9	6.9	25.3	46.9	10
WB L	WALES RD	720495030	114.0	35.8	64.6	171.8	10
WB T	WALES RD	720495030	52.4	25.2	25.2	91.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640867				
1	199.0	1.49	27.0	C
2	200.0	1.56	28.1	C
3	207.0	1.53	26.7	C
4	192.0	1.43	26.8	C
5	197.0	1.34	24.4	C
6	196.0	1.28	23.6	C
7	205.0	1.43	25.1	C
8	196.0	1.30	23.9	C
9	193.0	1.45	27.1	C
10	193.0	1.51	28.2	C
Average:	**197.0**	**1.43**	**26.1**	**C**
EB T on BUCK RD: Lane ID 33640868				
1	70.0	0.47	24.3	C
2	60.0	0.49	29.3	C
3	74.0	0.44	21.2	C
4	62.0	0.43	25.0	C
5	62.0	0.40	23.5	C
6	66.0	0.43	23.5	C
7	54.0	0.50	33.0	C
8	67.0	0.52	28.1	C
9	56.0	0.41	26.6	C
10	52.0	0.32	21.9	C
Average:	**62.0**	**0.44**	**25.6**	**C**
EB T on BUCK RD: Lane ID 33640869				
1	69.0	0.52	27.0	C
2	81.0	0.63	28.0	C
3	70.0	0.54	27.7	C
4	75.0	0.49	23.5	C
5	77.0	0.46	21.6	C
6	74.0	0.51	24.8	C
7	86.0	0.61	25.5	C
8	77.0	0.51	23.7	C
9	73.0	0.55	27.2	C
10	81.0	0.59	26.1	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**76.0**	**0.54**	**25.5**	**C**
NWB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640916				
1	478.0	0.96	7.2	A
2	478.0	1.27	9.6	A
3	477.0	1.03	7.8	A
4	476.0	1.11	8.4	A
5	477.0	0.96	7.2	A
6	483.0	1.51	11.3	B
7	477.0	1.13	8.5	A
8	481.0	1.29	9.7	A
9	476.0	1.37	10.4	B
10	478.0	0.98	7.4	A
Average:	**478.0**	**1.16**	**8.8**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640853				
1	436.0	2.12	17.5	B
2	435.0	2.51	20.8	C
3	432.0	2.29	19.1	B
4	430.0	2.22	18.5	B
5	434.0	2.14	17.7	B
6	438.0	2.69	22.1	C
7	429.0	2.38	20.0	C
8	434.0	2.49	20.7	C
9	430.0	2.52	21.1	C
10	438.0	2.28	18.8	B
Average:	**433.0**	**2.36**	**19.6**	**B**
SEB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640860				
1	479.0	4.60	34.6	C
2	481.0	5.24	39.2	D
3	487.0	8.85	65.4	E
4	484.0	4.95	36.8	D
5	489.0	6.65	48.9	D
6	492.0	5.83	42.7	D
7	477.0	4.17	31.5	C
8	484.0	5.29	39.4	D
9	477.0	6.25	47.2	D
10	491.0	4.63	34.0	C
Average:	**484.0**	**5.65**	**42.0**	**D**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB R on BUCK RD: Lane ID 33640907				
1	284.0	0.02	0.2	A
2	295.0	0.02	0.3	A
3	293.0	0.03	0.3	A
4	284.0	0.03	0.3	A
5	287.0	0.01	0.2	A
6	287.0	0.01	0.1	A
7	292.0	0.01	0.2	A
8	291.0	0.02	0.2	A
9	277.0	0.01	0.1	A
10	280.0	0.03	0.4	A
Average:	**287.0**	**0.02**	**0.2**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Lane ID 33640865				
1	232.0	1.58	24.5	C
2	230.0	1.70	26.7	C
3	234.0	3.32	51.1	D
4	232.0	1.56	24.2	C
5	231.0	2.36	36.8	D
6	235.0	1.84	28.3	C
7	229.0	1.16	18.3	B
8	227.0	1.84	29.2	C
9	229.0	2.20	34.6	C
10	233.0	1.44	22.3	C
Average:	**231.0**	**1.90**	**29.6**	**C**
WB T on BUCK RD: Lane ID 33573882				
1	93.0	0.90	34.9	C
2	96.0	0.87	32.7	C
3	92.0	0.91	35.6	D
4	93.0	0.74	28.7	C
5	95.0	0.75	28.5	C
6	92.0	0.93	36.3	D
7	91.0	0.81	32.1	C
8	90.0	0.86	34.5	C
9	89.0	0.77	31.2	C
10	94.0	0.82	31.4	C
Average:	**92.0**	**0.84**	**32.6**	**C**
WB T on BUCK RD: Lane ID 33640876				
1	179.0	1.62	32.7	C
2	181.0	1.71	33.9	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	179.0	1.82	36.7	D
4	179.0	1.61	32.4	C
5	183.0	1.67	32.8	C
6	172.0	1.51	31.6	C
7	180.0	1.73	34.7	C
8	183.0	1.67	32.9	C
9	180.0	1.79	35.9	D
10	177.0	1.59	32.3	C
Average:	**179.0**	**1.67**	**33.6**	**C**
WB T on BUCK RD: Lane ID 33640919				
1	101.0	0.83	29.6	C
2	97.0	0.83	30.8	C
3	99.0	0.84	30.7	C
4	98.0	0.90	33.2	C
5	95.0	0.82	31.1	C
6	101.0	1.09	38.8	D
7	102.0	0.91	32.0	C
8	104.0	0.85	29.4	C
9	102.0	0.97	34.3	C
10	97.0	0.85	31.6	C
Average:	**99.0**	**0.89**	**32.2**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	126.0	0.99	28.4	C
2	128.0	0.98	27.6	C
3	129.0	1.00	27.9	C
4	129.0	0.87	24.3	C
5	125.0	0.81	23.4	C
6	127.0	0.79	22.3	C
7	129.0	1.02	28.6	C
8	130.0	0.86	23.8	C
9	129.0	1.01	28.1	C
10	130.0	0.92	25.4	C
Average:	**128.0**	**0.93**	**26.0**	**C**
EB T on WALES RD: Lane ID 33573858				
1	452.0	2.17	17.3	B
2	462.0	1.98	15.4	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	441.0	2.17	17.7	B
4	491.0	2.48	18.2	B
5	437.0	2.15	17.7	B
6	474.0	2.19	16.6	B
7	479.0	2.17	16.3	B
8	472.0	2.26	17.3	B
9	473.0	2.37	18.0	B
10	462.0	2.37	18.5	B
Average:	**464.0**	**2.23**	**17.3**	**B**
EB T on WALES RD: Lane ID 33573859				
1	485.0	2.50	18.6	B
2	490.0	2.08	15.3	B
3	504.0	2.45	17.5	B
4	456.0	2.27	17.9	B
5	500.0	2.50	18.0	B
6	474.0	2.39	18.2	B
7	467.0	2.24	17.2	B
8	479.0	2.26	17.0	B
9	478.0	2.24	16.9	B
10	482.0	2.50	18.7	B
Average:	**481.0**	**2.34**	**17.5**	**B**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	114.0	0.68	21.5	C
2	120.0	0.59	17.8	B
3	107.0	0.75	25.3	C
4	109.0	0.67	22.2	C
5	112.0	0.62	20.0	C
6	119.0	0.65	19.8	B
7	114.0	0.66	20.8	C
8	107.0	0.61	20.7	C
9	123.0	0.66	19.5	B
10	118.0	0.66	20.1	C
Average:	**114.0**	**0.66**	**20.8**	**C**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	151.0	0.39	9.2	A
2	148.0	0.35	8.5	A
3	160.0	0.43	9.6	A
4	153.0	0.32	7.6	A
5	156.0	0.34	7.8	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	147.0	0.36	8.9	A
7	153.0	0.41	9.7	A
8	157.0	0.34	7.7	A
9	149.0	0.38	9.1	A
10	152.0	0.34	8.0	A
Average:	**152.0**	**0.37**	**8.6**	**A**
WB R on WALES RD: Lane ID 9795				
1	447.0	0.00	0.0	A
2	436.0	0.00	0.0	A
3	447.0	0.00	0.0	A
4	448.0	0.00	0.0	A
5	447.0	0.00	0.0	A
6	448.0	0.00	0.0	A
7	426.0	0.00	0.0	A
8	447.0	0.00	0.0	A
9	446.0	0.00	0.0	A
10	448.0	0.00	0.0	A
Average:	**444.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	370.0	3.36	32.7	C
2	350.0	5.98	61.5	E
3	362.0	7.27	72.3	E
4	371.0	2.45	23.7	C
5	359.0	2.40	24.1	C
6	370.0	2.22	21.6	C
7	343.0	6.26	65.7	E
8	373.0	2.30	22.2	C
9	366.0	3.96	39.0	D
10	368.0	2.11	20.6	C
Average:	**363.0**	**3.83**	**38.3**	**D**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	131.0	0.87	23.9	C
2	139.0	0.96	25.0	C
3	134.0	1.02	27.5	C
4	133.0	0.92	25.0	C
5	127.0	0.92	26.0	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	135.0	0.88	23.4	C
7	146.0	1.02	25.3	C
8	130.0	0.90	24.9	C
9	125.0	0.97	28.0	C
10	128.0	0.96	27.0	C
Average:	**132.0**	**0.94**	**25.6**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	134.0	0.94	25.3	C
2	127.0	0.90	25.6	C
3	131.0	0.93	25.6	C
4	132.0	0.89	24.4	C
5	135.0	0.93	24.7	C
6	132.0	0.93	25.3	C
7	120.0	0.84	25.1	C
8	132.0	0.95	26.0	C
9	137.0	0.91	23.9	C
10	138.0	0.88	22.9	C
Average:	**131.0**	**0.91**	**24.9**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	434.0	4.00	33.1	C
2	443.0	3.26	26.5	C
3	435.0	4.32	35.8	D
4	451.0	5.91	47.2	D
5	416.0	5.28	45.7	D
6	442.0	3.33	27.1	C
7	438.0	4.45	36.6	D
8	453.0	3.24	25.8	C
9	442.0	4.42	36.0	D
10	428.0	4.12	34.7	C
Average:	**438.0**	**4.23**	**34.9**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	442.0	3.92	31.9	C
2	445.0	3.26	26.4	C
3	448.0	4.22	33.9	C
4	434.0	5.66	46.9	D
5	462.0	5.48	42.7	D
6	438.0	3.40	27.9	C
7	445.0	4.50	36.4	D
8	435.0	3.05	25.3	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	443.0	4.09	33.3	C
10	453.0	4.26	33.8	C
Average:	**444.0**	**4.18**	**33.9**	**C**
WB L on WALES RD: Lane ID 33573866				
1	292.0	10.52	129.7	F
2	269.0	9.26	123.9	F
3	283.0	12.61	160.4	F
4	285.0	7.64	96.5	F
5	277.0	5.96	77.5	E
6	296.0	9.19	111.8	F
7	259.0	12.36	171.8	F
8	289.0	5.19	64.6	E
9	283.0	10.05	127.8	F
10	286.0	6.05	76.2	E
Average:	**281.0**	**8.88**	**114.0**	**F**
WB T on WALES RD: Lane ID 33573867				
1	85.0	1.53	64.6	E
2	78.0	1.41	65.3	E
3	81.0	2.06	91.4	F
4	81.0	0.87	38.8	D
5	80.0	0.56	25.2	C
6	86.0	0.91	37.9	D
7	73.0	1.84	90.9	F
8	84.0	0.59	25.2	C
9	81.0	1.25	55.7	E
10	86.0	0.70	29.4	C
Average:	**81.0**	**1.17**	**52.4**	**D**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.8	0.1	0.7	0.9	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	2.4	0.2	2.1	2.7	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	5.6	1.4	4.2	8.9	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	1.9	0.6	1.2	3.3	10
EB T	33640867	BUCK RD	1.4	0.1	1.3	1.6	10
EB T	33640868	BUCK RD	0.4	0.1	0.3	0.5	10
EB T	33640869	BUCK RD	0.5	0.1	0.5	0.6	10
WB T	33640876	BUCK RD	1.7	0.1	1.5	1.8	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	1.2	0.2	1.0	1.5	10
WB T	33640919	BUCK RD	0.9	0.1	0.8	1.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.7	0.0	0.6	0.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.4	0.0	0.3	0.4	10
EB L	33573857	WALES RD	0.9	0.1	0.8	1.0	10
EB T	33573858	WALES RD	2.2	0.1	2.0	2.5	10
EB T	33573859	WALES RD	2.3	0.1	2.1	2.5	10
WB T	33634092	WALES RD	3.8	2.0	2.1	7.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.2	0.9	3.2	5.9	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.2	0.9	3.1	5.7	10
EB T	33573864	WALES RD	0.9	0.1	0.9	1.0	10
EB TR	33573865	WALES RD	0.9	0.0	0.8	1.0	10
WB L	33573866	WALES RD	8.9	2.6	5.2	12.6	10
WB T	33573867	WALES RD	1.2	0.5	0.6	2.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	32.6	2.7	28.5	36.3	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	19.6	1.5	17.5	22.1	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	42.0	10.0	31.5	65.4	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	29.6	9.3	18.3	51.1	10
EB T	33640867	BUCK RD	26.1	1.7	23.6	28.2	10
EB T	33640868	BUCK RD	25.6	3.6	21.2	33.0	10
EB T	33640869	BUCK RD	25.5	2.1	21.6	28.0	10
WB T	33640876	BUCK RD	33.6	1.7	31.6	36.7	10
SWB R	33640907	BUCK RD	0.2	0.1	0.1	0.4	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	8.8	1.4	7.2	11.3	10
WB T	33640919	BUCK RD	32.2	2.8	29.4	38.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	20.8	2.0	17.8	25.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	8.6	0.8	7.6	9.7	10
EB L	33573857	WALES RD	26.0	2.4	22.3	28.6	10
EB T	33573858	WALES RD	17.3	1.0	15.4	18.5	10
EB T	33573859	WALES RD	17.5	1.0	15.3	18.7	10
WB T	33634092	WALES RD	38.3	20.4	20.6	72.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	34.9	7.4	25.8	47.2	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	33.9	6.9	25.3	46.9	10
EB T	33573864	WALES RD	25.6	1.5	23.4	28.0	10
EB TR	33573865	WALES RD	24.9	0.9	22.9	26.0	10
WB L	33573866	WALES RD	114.0	35.8	64.6	171.8	10
WB T	33573867	WALES RD	52.4	25.2	25.2	91.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,016.0	35.98	64.2	F
2	2,039.0	36.55	64.5	F
3	2,052.0	29.77	52.2	F
4	2,008.0	46.38	83.1	F
5	2,011.0	26.58	47.6	E
6	2,029.0	36.52	64.8	F
7	2,044.0	33.43	58.9	F
8	2,019.0	38.48	68.6	F
9	2,001.0	44.07	79.3	F
10	1,996.0	37.25	67.2	F
Average:	**2,021.5**	**36.50**	**65.0**	**F**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,341.0	4.82	7.4	A
2	2,344.0	5.24	8.0	A
3	2,360.0	5.29	8.1	A
4	2,349.0	5.25	8.0	A
5	2,344.0	5.31	8.2	A
6	2,356.0	5.24	8.0	A
7	2,339.0	5.21	8.0	A
8	2,360.0	5.51	8.4	A
9	2,341.0	5.21	8.0	A
10	2,343.0	5.26	8.1	A
Average:	**2,347.7**	**5.23**	**8.0**	**A**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	36.5	5.9	26.6	46.4	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	5.2	0.2	4.8	5.5	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	65.0	10.8	47.6	83.1	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	8.0	0.3	7.4	8.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	479.0	1.51	11.4	B
2	483.0	1.67	12.5	B
3	482.0	1.71	12.8	B
4	479.0	1.55	11.7	B
5	480.0	1.75	13.1	B
6	478.0	1.73	13.0	B
7	478.0	1.46	11.0	B
8	479.0	1.53	11.5	B
9	477.0	1.55	11.7	B
10	477.0	1.55	11.7	B
Average:	**479.0**	**1.60**	**12.0**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	713.0	5.46	27.6	D
2	717.0	5.32	26.7	D
3	713.0	4.49	22.7	C
4	716.0	6.75	34.0	D
5	701.0	7.22	37.1	E
6	717.0	5.95	29.9	D
7	718.0	5.47	27.4	D
8	697.0	10.09	52.1	F
9	722.0	8.29	41.3	E
10	708.0	7.57	38.5	E
Average:	**712.0**	**6.66**	**33.7**	**D**
NWB T on BUCK RD: Lane ID 33640939				
1	138.0	0.00	0.1	A
2	140.0	0.00	0.1	A
3	141.0	0.00	0.1	A
4	142.0	0.01	0.3	A
5	140.0	0.05	1.2	A
6	144.0	0.01	0.3	A
7	136.0	0.01	0.2	A
8	153.0	0.16	3.9	A
9	145.0	0.10	2.6	A
10	140.0	0.09	2.3	A
Average:	**141.0**	**0.04**	**1.1**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	382.0	0.85	8.0	A
2	390.0	0.78	7.2	A
3	386.0	0.80	7.5	A
4	387.0	0.63	5.8	A
5	382.0	0.74	7.0	A
6	384.0	0.69	6.5	A
7	383.0	0.68	6.4	A
8	383.0	0.86	8.0	A
9	384.0	0.64	6.0	A
10	385.0	0.67	6.3	A
Average:	**384.0**	**0.73**	**6.9**	**A**
SWB T on LIME CITY RD: Lane ID 33640838				
1	304.0	28.15	333.3	F
2	309.0	28.77	335.2	F
3	330.0	22.76	248.3	F
4	284.0	37.44	474.5	F
5	308.0	16.83	196.8	F
6	306.0	28.13	330.9	F
7	329.0	25.81	282.4	F
8	307.0	25.83	302.9	F
9	273.0	33.49	441.7	F
10	286.0	27.37	344.6	F
Average:	**303.0**	**27.46**	**329.1**	**F**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640889				
1	441.0	1.02	8.4	A
2	441.0	1.02	8.3	A
3	448.0	1.04	8.4	A
4	444.0	1.11	9.0	A
5	440.0	1.07	8.8	A
6	458.0	1.13	8.9	A
7	441.0	1.06	8.7	A
8	450.0	1.04	8.3	A
9	441.0	1.06	8.7	A
10	423.0	1.04	8.8	A
Average:	**442.0**	**1.06**	**8.6**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640890				
1	656.0	1.51	8.3	A
2	662.0	1.58	8.6	A
3	666.0	1.58	8.5	A
4	663.0	1.53	8.3	A
5	662.0	1.50	8.2	A
6	648.0	1.65	9.2	A
7	658.0	1.57	8.6	A
8	664.0	1.67	9.0	A
9	651.0	1.58	8.8	A
10	673.0	1.55	8.3	A
Average:	**660.0**	**1.57**	**8.6**	**A**
NB R on BUCK RD: Lane ID 33640857				
1	213.0	0.33	5.6	A
2	214.0	0.36	6.1	A
3	212.0	0.32	5.4	A
4	212.0	0.32	5.4	A
5	215.0	0.34	5.8	A
6	218.0	0.34	5.6	A
7	212.0	0.31	5.2	A
8	215.0	0.32	5.4	A
9	216.0	0.34	5.6	A
10	215.0	0.34	5.8	A
Average:	**214.0**	**0.33**	**5.6**	**A**
NB T on GLENWOOD RD: Lane ID 33640885				
1	359.0	1.02	10.2	B
2	362.0	1.29	12.8	B
3	358.0	1.21	12.1	B
4	361.0	1.25	12.4	B
5	360.0	1.30	13.0	B
6	362.0	1.06	10.5	B
7	360.0	1.32	13.2	B
8	359.0	1.40	14.0	B
9	362.0	1.11	11.0	B
10	364.0	1.29	12.7	B
Average:	**360.0**	**1.23**	**12.2**	**B**
SB T on GLENWOOD RD: Lane ID 33640883				
1	297.0	0.47	5.7	A
2	299.0	0.48	5.8	A
3	301.0	0.59	7.1	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	298.0	0.55	6.6	A
5	297.0	0.56	6.8	A
6	297.0	0.55	6.6	A
7	298.0	0.45	5.4	A
8	300.0	0.49	5.9	A
9	298.0	0.50	6.0	A
10	298.0	0.52	6.3	A
Average:	**298.0**	**0.52**	**6.2**	**A**

WB T on 3RD ST: Lane ID 33640879

1	188.0	0.27	5.1	A
2	184.0	0.29	5.7	A
3	191.0	0.31	5.9	A
4	193.0	0.29	5.4	A
5	190.0	0.31	5.9	A
6	188.0	0.30	5.8	A
7	191.0	0.29	5.5	A
8	186.0	0.34	6.6	A
9	190.0	0.37	7.0	A
10	183.0	0.28	5.6	A
Average:	**188.0**	**0.31**	**5.9**	**A**

WB T on 3RD ST: Lane ID 33640880

1	187.0	0.20	3.9	A
2	182.0	0.21	4.1	A
3	184.0	0.24	4.6	A
4	178.0	0.21	4.3	A
5	180.0	0.22	4.4	A
6	185.0	0.21	4.1	A
7	179.0	0.21	4.3	A
8	186.0	0.25	4.8	A
9	183.0	0.25	4.8	A
10	187.0	0.24	4.5	A
Average:	**183.0**	**0.22**	**4.4**	**A**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	6.7	1.7	4.5	10.1	10
SWB T	33640838	LIME CITY RD	27.5	5.6	16.8	37.4	10
SEB T	33640840	BUCK RD	0.7	0.1	0.6	0.9	10
NB T	33640842	LIME CITY RD	1.6	0.1	1.5	1.8	10
NWB T	33640939	BUCK RD	0.0	0.1	0.0	0.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.3	0.0	0.3	0.4	10
WB T	33640879	3RD ST	0.3	0.0	0.3	0.4	10
WB T	33640880	3RD ST	0.2	0.0	0.2	0.3	10
SB T	33640883	GLENWOOD RD	0.5	0.0	0.5	0.6	10
NB T	33640885	GLENWOOD RD	1.2	0.1	1.0	1.4	10
EB T	33640889	BUCK RD	1.1	0.0	1.0	1.1	10
EB T	33640890	BUCK RD	1.6	0.1	1.5	1.7	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	33.7	8.8	22.7	52.1	10
SWB T	33640838	LIME CITY RD	329.1	82.3	196.8	474.5	10
SEB T	33640840	BUCK RD	6.9	0.8	5.8	8.0	10
NB T	33640842	LIME CITY RD	12.0	0.7	11.0	13.1	10
NWB T	33640939	BUCK RD	1.1	1.4	0.1	3.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	5.6	0.3	5.2	6.1	10
WB T	33640879	3RD ST	5.9	0.6	5.1	7.0	10
WB T	33640880	3RD ST	4.4	0.3	3.9	4.8	10
SB T	33640883	GLENWOOD RD	6.2	0.5	5.4	7.1	10
NB T	33640885	GLENWOOD RD	12.2	1.2	10.2	14.0	10
EB T	33640889	BUCK RD	8.6	0.3	8.3	9.0	10
EB T	33640890	BUCK RD	8.6	0.3	8.2	9.2	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	13.9	0.5	87.5	3.0	0.0%
2	120.0	23.5	0.7	144.3	5.0	0.0%
3	120.0	21.9	0.8	160.5	4.0	0.0%
4	120.0	21.6	0.7	120.5	4.0	0.0%
5	120.0	22.5	0.8	140.3	4.0	0.0%
6	120.0	23.7	0.8	148.8	4.0	0.0%
7	120.0	25.3	0.9	131.5	4.0	0.0%
8	120.0	25.5	0.9	115.6	4.0	0.0%
9	120.0	21.2	0.7	102.8	4.0	0.0%
10	120.0	24.5	0.8	128.1	4.0	0.0%
Average:	**120.0**	**22.4**	**0.8**	**128.0**	**4.0**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	94.5	2.4	370.5	11.0	0.0%
2	120.0	92.7	2.6	399.2	12.0	0.0%
3	120.0	88.2	2.3	294.2	8.0	0.0%
4	120.0	87.5	2.6	423.1	14.0	0.0%
5	120.0	139.2	3.8	537.5	15.0	0.0%
6	120.0	81.1	2.1	312.3	8.0	0.0%
7	120.0	86.5	2.3	323.0	10.0	0.0%
8	120.0	130.9	3.4	566.0	17.0	0.0%
9	120.0	114.8	3.2	467.8	14.0	0.0%
10	120.0	112.5	3.0	397.2	13.0	0.0%
Average:	**120.0**	**102.8**	**2.8**	**409.1**	**12.2**	**0.0%**
NWB T on BUCK RD - Lane ID 33640939						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	0.4	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	1.7	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640939						
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	11.2	0.4	68.4	2.0	0.0%
2	120.0	13.6	0.5	91.0	2.0	0.0%
3	120.0	15.3	0.4	87.3	2.0	0.0%
4	120.0	6.5	0.3	36.7	2.0	0.0%
5	120.0	10.3	0.3	76.1	2.0	0.0%
6	120.0	8.2	0.3	47.9	2.0	0.0%
7	120.0	9.4	0.4	53.1	2.0	0.0%
8	120.0	16.1	0.5	93.1	3.0	0.0%
9	120.0	8.7	0.3	43.0	2.0	0.0%
10	120.0	7.0	0.2	47.0	2.0	0.0%
Average:	**120.0**	**10.6**	**0.4**	**64.4**	**2.1**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	812.6	28.5	2,000.3	69.1	0.0%
2	120.0	768.9	27.1	1,699.6	58.0	0.0%
3	120.0	593.7	20.8	1,418.9	48.1	0.0%
4	120.0	1,188.3	40.0	2,652.6	91.0	0.0%
5	120.0	543.3	18.7	1,551.2	52.2	0.0%
6	120.0	846.4	29.4	1,948.0	65.0	0.0%
7	120.0	685.4	23.9	1,614.0	52.0	0.0%
8	120.0	718.3	24.9	1,770.7	64.0	0.0%
9	120.0	1,148.0	38.2	2,897.5	98.1	0.0%
10	120.0	922.1	31.0	2,678.9	88.1	0.0%
Average:	**120.0**	**822.7**	**28.3**	**2,023.2**	**68.6**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
1	120.0	39.3	1.4	131.7	4.0	0.0%
2	120.0	46.1	1.7	146.7	5.0	0.0%
3	120.0	39.9	1.5	128.0	5.0	0.0%
4	120.0	37.3	1.4	135.9	4.0	0.0%
5	120.0	33.9	1.3	126.8	5.0	0.0%
6	120.0	38.5	1.6	125.7	5.0	0.0%
7	120.0	36.5	1.5	127.8	4.0	0.0%
8	120.0	31.6	1.3	129.6	4.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
9	120.0	40.7	1.6	116.9	4.0	0.0%
10	120.0	48.1	1.7	149.7	5.0	0.0%
Average:	**120.0**	**39.2**	**1.5**	**131.9**	**4.5**	**0.0%**
EB T on BUCK RD - Lane ID 33640868						
1	120.0	11.1	0.6	48.3	2.0	0.0%
2	120.0	14.9	0.6	64.2	2.0	0.0%
3	120.0	13.4	0.6	65.6	2.0	0.0%
4	120.0	11.9	0.6	53.3	2.0	0.0%
5	120.0	10.3	0.5	42.4	2.0	0.0%
6	120.0	10.7	0.6	44.5	2.0	0.0%
7	120.0	12.2	0.6	48.9	2.0	0.0%
8	120.0	12.8	0.6	50.3	2.0	0.0%
9	120.0	10.9	0.5	50.7	2.0	0.0%
10	120.0	7.1	0.4	41.2	2.0	0.0%
Average:	**120.0**	**11.5**	**0.6**	**50.9**	**2.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640869						
1	120.0	13.6	0.6	58.8	2.0	0.0%
2	120.0	19.9	0.8	75.0	3.0	0.0%
3	120.0	14.1	0.6	71.5	2.0	0.0%
4	120.0	11.1	0.5	45.0	2.0	0.0%
5	120.0	13.5	0.6	48.2	2.0	0.0%
6	120.0	11.3	0.6	44.6	2.0	0.0%
7	120.0	14.6	0.7	71.8	3.0	0.0%
8	120.0	14.9	0.6	66.5	2.0	0.0%
9	120.0	15.3	0.7	66.8	2.0	0.0%
10	120.0	17.7	0.7	76.4	3.0	0.0%
Average:	**120.0**	**14.6**	**0.6**	**62.5**	**2.3**	**0.0%**
NWB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.0	0.0	0.0	0.0%
3	120.0	0.7	0.0	0.0	0.0	0.0%
4	120.0	0.8	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	1.5	0.1	9.0	1.0	0.0%
8	120.0	0.6	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
10	120.0	1.2	0.1	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.9**	**0.1**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
1	120.0	52.1	2.1	222.9	8.0	0.0%
2	120.0	64.9	2.5	294.1	10.0	0.0%
3	120.0	62.0	2.5	240.9	9.0	0.0%
4	120.0	54.2	2.0	244.3	9.0	0.0%
5	120.0	44.3	1.7	179.2	7.0	0.0%
6	120.0	57.5	2.2	247.9	9.0	0.0%
7	120.0	62.8	2.5	260.7	10.0	0.0%
8	120.0	57.9	2.1	261.4	10.0	0.0%
9	120.0	57.9	2.2	231.3	8.0	0.0%
10	120.0	52.8	2.0	214.6	8.0	0.0%
Average:	**120.0**	**56.6**	**2.2**	**239.7**	**8.8**	**0.0%**
SEB T on SB I 75 TO BUCK OFF RAMP - Lane ID 33640860						
1	120.0	132.3	3.4	493.8	12.0	0.0%
2	120.0	141.6	3.9	517.1	13.0	0.0%
3	120.0	233.3	6.6	919.0	25.0	1.7%
4	120.0	116.8	3.3	500.6	14.0	0.0%
5	120.0	148.8	4.1	710.2	18.0	0.0%
6	120.0	128.4	3.6	537.5	14.0	0.0%
7	120.0	111.7	3.3	368.9	10.0	0.0%
8	120.0	126.7	3.5	551.1	15.0	0.0%
9	120.0	156.1	4.1	620.1	15.1	0.0%
10	120.0	111.1	3.3	461.9	13.0	0.0%
Average:	**120.0**	**140.7**	**3.9**	**568.0**	**14.9**	**0.2%**
SWB R on BUCK RD - Lane ID 33640907						
1	120.0	0.7	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%
3	120.0	1.1	0.1	0.0	0.0	0.0%
4	120.0	1.2	0.1	0.7	0.0	0.0%
5	120.0	0.8	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.7	0.0	0.0	0.0	0.0%
8	120.0	1.9	0.1	14.7	1.0	0.0%
9	120.0	1.3	0.1	0.8	0.0	0.0%
10	120.0	1.5	0.1	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB R on BUCK RD - Lane ID 33640907						
Average:	**120.0**	**1.0**	**0.1**	**1.6**	**0.1**	**0.0%**
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.9	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.3	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.5	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33573882						
1	120.0	28.1	0.9	94.1	3.0	0.0%
2	120.0	31.5	1.0	117.4	3.0	0.0%
3	120.0	25.5	0.9	104.2	3.0	0.0%
4	120.0	21.8	0.8	77.7	3.0	0.0%
5	120.0	23.9	0.8	102.8	3.0	0.0%
6	120.0	24.3	0.9	94.8	2.0	0.0%
7	120.0	30.8	0.8	138.4	2.0	0.0%
8	120.0	31.6	0.9	99.8	3.0	0.0%
9	120.0	22.9	0.8	88.4	2.0	0.0%
10	120.0	25.0	0.8	96.9	3.0	0.0%
Average:	**120.0**	**26.5**	**0.9**	**101.5**	**2.7**	**0.0%**
WB T on BUCK RD - Lane ID 33640876						
1	120.0	46.1	1.5	150.9	5.0	0.0%
2	120.0	44.3	1.5	167.8	5.0	0.0%
3	120.0	62.3	1.8	209.2	5.0	0.0%
4	120.0	47.4	1.5	166.9	5.0	0.0%
5	120.0	48.4	1.4	152.7	4.0	0.0%
6	120.0	51.0	1.6	178.0	5.0	0.0%
7	120.0	43.6	1.5	154.0	5.0	0.0%
8	120.0	51.9	1.6	168.5	4.0	0.0%
9	120.0	51.5	1.7	157.8	4.0	0.0%
10	120.0	47.9	1.5	172.8	4.0	0.0%
Average:	**120.0**	**49.4**	**1.6**	**167.9**	**4.6**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640876						
WB T on BUCK RD - Lane ID 33640919						
1	120.0	24.6	0.8	100.1	3.0	0.0%
2	120.0	21.0	0.9	77.4	3.0	0.0%
3	120.0	22.8	0.8	94.3	3.0	0.0%
4	120.0	24.5	0.9	66.7	3.0	0.0%
5	120.0	23.0	0.9	92.0	2.0	0.0%
6	120.0	37.1	1.1	119.3	3.0	0.0%
7	120.0	25.2	1.0	97.3	3.0	0.0%
8	120.0	25.3	0.9	97.5	3.0	0.0%
9	120.0	32.9	1.0	138.4	3.0	0.0%
10	120.0	22.9	0.9	100.6	3.0	0.0%
Average:	**120.0**	**25.9**	**0.9**	**98.4**	**2.9**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640889						
1	120.0	7.7	0.2	85.8	2.0	0.0%
2	120.0	9.6	0.3	68.7	2.0	0.0%
3	120.0	11.8	0.3	85.3	2.0	0.0%
4	120.0	11.4	0.4	67.4	2.0	0.0%
5	120.0	9.8	0.3	93.5	2.0	0.0%
6	120.0	9.3	0.3	68.8	2.0	0.0%
7	120.0	11.5	0.3	85.9	2.0	0.0%
8	120.0	9.9	0.3	66.4	2.0	0.0%
9	120.0	13.4	0.5	102.6	3.0	0.0%
10	120.0	13.4	0.4	92.8	2.0	0.0%
Average:	**120.0**	**10.8**	**0.3**	**81.7**	**2.1**	**0.0%**
EB T on BUCK RD - Lane ID 33640890						
1	120.0	11.0	0.4	98.2	3.0	0.0%
2	120.0	8.9	0.3	63.5	3.0	0.0%
3	120.0	12.0	0.4	99.9	2.0	0.0%
4	120.0	13.4	0.5	115.2	3.0	0.0%
5	120.0	11.9	0.4	89.3	4.0	0.0%
6	120.0	8.4	0.3	67.7	3.0	0.0%
7	120.0	8.5	0.3	46.0	2.0	0.0%
8	120.0	12.4	0.5	69.9	3.0	0.0%
9	120.0	13.1	0.5	92.1	3.0	0.0%
10	120.0	7.7	0.4	38.5	2.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640890						
Average:	**120.0**	**10.7**	**0.4**	**78.0**	**2.8**	**0.0%**
NB R on BUCK RD - Lane ID 33640857						
1	120.0	3.8	0.1	37.3	1.0	0.0%
2	120.0	4.8	0.2	19.3	1.0	0.0%
3	120.0	2.7	0.1	15.8	1.0	0.0%
4	120.0	1.3	0.1	15.2	1.0	0.0%
5	120.0	4.4	0.2	39.1	1.0	0.0%
6	120.0	2.3	0.1	15.6	1.0	0.0%
7	120.0	2.0	0.1	14.4	1.0	0.0%
8	120.0	1.9	0.1	15.0	1.0	0.0%
9	120.0	3.2	0.1	18.8	1.0	0.0%
10	120.0	2.5	0.1	13.8	1.0	0.0%
Average:	**120.0**	**2.9**	**0.1**	**20.4**	**1.0**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640885						
1	120.0	15.7	0.7	100.5	3.0	0.0%
2	120.0	26.5	0.9	119.3	4.0	0.0%
3	120.0	26.9	1.0	131.5	4.0	0.0%
4	120.0	18.3	0.7	118.4	3.0	0.0%
5	120.0	26.8	1.0	157.4	4.0	0.0%
6	120.0	13.4	0.6	80.4	3.0	0.0%
7	120.0	29.2	1.0	150.3	5.0	0.0%
8	120.0	25.2	0.9	133.8	4.0	0.0%
9	120.0	20.3	0.7	131.7	4.0	0.0%
10	120.0	30.7	1.1	158.9	5.0	0.0%
Average:	**120.0**	**23.3**	**0.9**	**128.2**	**3.9**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640883						
1	120.0	4.2	0.3	29.4	1.0	0.0%
2	120.0	6.2	0.2	50.7	1.0	0.0%
3	120.0	7.0	0.3	35.1	2.0	0.0%
4	120.0	6.9	0.3	55.6	2.0	0.0%
5	120.0	7.9	0.4	51.4	2.0	0.0%
6	120.0	6.8	0.4	36.1	2.0	0.0%
7	120.0	3.6	0.3	13.6	1.0	0.0%
8	120.0	3.6	0.2	28.1	1.0	0.0%
9	120.0	4.3	0.3	32.8	2.0	0.0%
10	120.0	3.7	0.2	31.1	1.0	0.0%
Average:	**120.0**	**5.4**	**0.3**	**36.4**	**1.5**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640879						
1	120.0	3.0	0.1	9.2	1.0	0.0%
2	120.0	5.2	0.1	57.6	1.0	0.0%
3	120.0	5.3	0.1	56.7	1.0	0.0%
4	120.0	2.9	0.2	10.3	1.0	0.0%
5	120.0	4.0	0.2	49.7	1.0	0.0%
6	120.0	4.9	0.2	57.7	1.0	0.0%
7	120.0	2.4	0.1	6.3	1.0	0.0%
8	120.0	5.9	0.2	53.1	1.0	0.0%
9	120.0	7.9	0.3	79.2	2.0	0.0%
10	120.0	3.7	0.2	14.0	1.0	0.0%
Average:	**120.0**	**4.5**	**0.2**	**39.4**	**1.1**	**0.0%**
WB T on 3RD ST - Lane ID 33640880						
1	120.0	1.1	0.1	3.8	1.0	0.0%
2	120.0	1.4	0.1	0.0	1.0	0.0%
3	120.0	1.3	0.1	0.0	1.0	0.0%
4	120.0	3.5	0.1	41.1	1.0	0.0%
5	120.0	2.2	0.1	6.8	1.0	0.0%
6	120.0	1.4	0.1	0.1	1.0	0.0%
7	120.0	2.7	0.1	17.1	1.0	0.0%
8	120.0	3.2	0.1	33.0	1.0	0.0%
9	120.0	4.2	0.2	40.1	1.0	0.0%
10	120.0	3.2	0.1	10.0	1.0	0.0%
Average:	**120.0**	**2.4**	**0.1**	**15.2**	**1.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	23.0	0.8	101.4	3.0	0.0%
2	120.0	21.0	0.9	94.8	3.0	0.0%
3	120.0	22.3	0.9	105.7	2.0	0.0%
4	120.0	23.1	0.7	99.9	2.0	0.0%
5	120.0	23.0	0.7	132.7	2.0	0.0%
6	120.0	20.5	0.7	86.7	2.0	0.0%
7	120.0	25.8	0.9	113.4	3.0	0.0%
8	120.0	21.6	0.8	100.9	3.0	0.0%
9	120.0	27.9	0.9	105.3	3.0	0.0%
10	120.0	24.4	0.8	107.2	2.0	0.0%
Average:	**120.0**	**23.3**	**0.8**	**104.8**	**2.5**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
1	120.0	45.4	1.2	245.9	6.0	0.0%
2	120.0	44.5	1.2	204.5	5.0	0.0%
3	120.0	57.4	1.5	237.0	6.0	0.0%
4	120.0	48.7	1.4	206.3	6.0	0.0%
5	120.0	58.6	1.5	214.9	6.0	0.0%
6	120.0	58.9	1.5	241.9	5.0	0.0%
7	120.0	49.7	1.3	215.4	6.0	0.0%
8	120.0	53.9	1.6	198.6	6.0	0.0%
9	120.0	68.9	1.8	271.4	7.0	0.0%
10	120.0	66.7	1.8	240.1	7.0	0.0%
Average:	**120.0**	**55.3**	**1.5**	**227.6**	**6.0**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	56.1	1.5	214.3	6.0	0.0%
2	120.0	41.8	1.3	176.0	5.0	0.0%
3	120.0	64.5	1.8	241.9	6.0	0.0%
4	120.0	49.5	1.3	210.0	6.0	0.0%
5	120.0	58.6	1.6	214.6	6.0	0.0%
6	120.0	58.7	1.5	246.5	6.0	0.0%
7	120.0	55.1	1.5	236.6	7.0	0.0%
8	120.0	60.1	1.6	234.3	6.0	0.0%
9	120.0	67.6	1.8	257.2	6.0	0.0%
10	120.0	64.7	1.7	260.2	7.0	0.0%
Average:	**120.0**	**57.7**	**1.6**	**229.2**	**6.1**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	11.2	0.5	53.7	2.0	0.0%
2	120.0	12.5	0.6	45.7	2.0	0.0%
3	120.0	17.2	0.7	73.2	2.0	0.0%
4	120.0	11.7	0.5	58.9	2.0	0.0%
5	120.0	10.1	0.5	44.8	2.0	0.0%
6	120.0	13.1	0.6	66.2	3.0	0.0%
7	120.0	13.2	0.6	48.7	2.0	0.0%
8	120.0	9.9	0.5	46.9	2.0	0.0%
9	120.0	10.7	0.5	47.6	2.0	0.0%
10	120.0	10.7	0.5	44.6	2.0	0.0%
Average:	**120.0**	**12.0**	**0.6**	**53.0**	**2.1**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	8.2	0.4	42.5	1.0	0.0%
2	120.0	5.8	0.3	39.0	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
3	120.0	5.5	0.3	23.1	1.0	0.0%
4	120.0	4.5	0.2	21.8	1.0	0.0%
5	120.0	4.5	0.2	19.3	1.0	0.0%
6	120.0	5.5	0.2	41.7	1.0	0.0%
7	120.0	7.7	0.3	37.3	1.0	0.0%
8	120.0	4.7	0.2	18.9	1.0	0.0%
9	120.0	6.1	0.3	43.1	1.0	0.0%
10	120.0	4.8	0.2	23.1	1.0	0.0%
Average:	**120.0**	**5.7**	**0.3**	**31.0**	**1.0**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.3	0.0	0.0	0.0	0.0%
2	120.0	0.7	0.0	0.0	0.0	0.0%
3	120.0	0.3	0.0	0.0	0.0	0.0%
4	120.0	0.1	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.5	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	1.2	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	86.9	2.5	312.1	7.0	0.0%
2	120.0	139.8	3.8	568.9	14.0	14.2%
3	120.0	156.7	4.3	524.2	13.0	8.3%
4	120.0	58.9	1.8	220.9	6.0	0.0%
5	120.0	51.4	1.7	250.7	6.0	0.0%
6	120.0	43.4	1.5	192.4	5.0	0.0%
7	120.0	138.6	3.9	537.5	13.0	10.8%
8	120.0	60.5	1.7	235.2	6.0	0.0%
9	120.0	110.5	3.2	452.7	11.0	1.7%
10	120.0	43.9	1.5	170.7	5.0	0.0%
Average:	**120.0**	**89.1**	**2.6**	**346.5**	**8.6**	**3.5%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	14.3	0.6	53.0	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
2	120.0	19.9	0.9	73.8	3.0	0.0%
3	120.0	23.9	0.9	96.5	3.0	0.0%
4	120.0	15.5	0.7	68.1	2.0	0.0%
5	120.0	17.1	0.7	72.1	2.0	0.0%
6	120.0	13.7	0.7	47.9	2.0	0.0%
7	120.0	16.2	0.7	50.6	2.0	0.0%
8	120.0	19.6	0.8	71.9	2.0	0.0%
9	120.0	17.4	0.8	69.6	2.0	0.0%
10	120.0	18.0	0.8	71.5	2.0	0.0%
Average:	**120.0**	**17.6**	**0.8**	**67.5**	**2.2**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	13.7	0.7	49.3	2.0	0.0%
2	120.0	18.0	0.8	66.4	2.0	0.0%
3	120.0	21.3	0.9	76.5	3.0	0.0%
4	120.0	14.6	0.7	50.2	2.0	0.0%
5	120.0	18.4	0.8	89.1	2.0	0.0%
6	120.0	15.5	0.7	64.8	2.0	0.0%
7	120.0	17.6	0.6	74.2	2.0	0.0%
8	120.0	17.7	0.8	69.8	3.0	0.0%
9	120.0	17.1	0.8	61.9	2.0	0.0%
10	120.0	18.2	0.7	68.5	2.0	0.0%
Average:	**120.0**	**17.2**	**0.8**	**67.1**	**2.2**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	95.9	2.7	273.9	8.0	0.0%
2	120.0	56.4	1.8	195.3	6.0	0.0%
3	120.0	107.2	2.9	315.2	8.0	0.0%
4	120.0	130.3	3.6	437.1	13.0	0.0%
5	120.0	131.7	3.3	388.8	9.0	0.0%
6	120.0	73.1	2.1	251.1	7.0	0.0%
7	120.0	96.2	2.7	313.0	9.0	0.0%
8	120.0	67.8	2.1	215.5	6.0	0.0%
9	120.0	98.7	2.9	297.5	8.0	0.0%
10	120.0	98.0	2.6	286.4	7.0	0.0%
Average:	**120.0**	**95.5**	**2.7**	**297.4**	**8.1**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	99.7	2.8	377.8	8.0	0.0%
2	120.0	48.4	1.7	203.6	6.0	0.0%
3	120.0	86.6	2.7	300.9	9.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
4	120.0	120.1	3.3	446.7	11.0	0.0%
5	120.0	126.0	3.6	364.5	10.0	0.0%
6	120.0	78.3	2.2	265.6	7.0	0.0%
7	120.0	92.2	2.7	285.9	9.0	0.0%
8	120.0	62.2	1.8	227.9	7.0	0.0%
9	120.0	97.4	2.8	333.3	9.0	0.0%
10	120.0	82.4	2.3	299.6	8.0	0.0%
Average:	**120.0**	**89.3**	**2.6**	**310.6**	**8.4**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	263.2	6.8	749.5	18.0	5.0%
2	120.0	270.1	7.0	807.7	20.0	10.0%
3	120.0	316.8	8.4	812.4	21.0	10.0%
4	120.0	216.3	5.8	635.8	17.0	0.8%
5	120.0	173.6	4.7	667.1	17.0	3.3%
6	120.0	244.8	7.2	591.0	16.0	0.0%
7	120.0	398.9	10.5	800.0	22.0	10.0%
8	120.0	161.2	4.3	623.4	17.0	0.8%
9	120.0	251.0	6.8	777.6	20.0	5.8%
10	120.0	161.2	4.6	544.5	16.0	0.0%
Average:	**120.0**	**245.7**	**6.6**	**700.9**	**18.4**	**4.6%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	6.4	0.2	37.4	1.0	0.0%
2	120.0	6.1	0.2	39.9	1.0	0.0%
3	120.0	7.9	0.3	46.9	1.0	0.0%
4	120.0	6.3	0.2	69.2	1.0	0.0%
5	120.0	4.5	0.2	20.7	1.0	0.0%
6	120.0	3.6	0.2	17.9	1.0	0.0%
7	120.0	6.3	0.2	51.1	1.0	0.0%
8	120.0	4.5	0.2	22.0	1.0	0.0%
9	120.0	2.6	0.1	15.3	1.0	0.0%
10	120.0	2.9	0.1	16.3	1.0	0.0%
Average:	**120.0**	**5.1**	**0.2**	**33.7**	**1.0**	**0.0%**

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	102.8	20.3	81.1	139.2	10
SEB T	33640840	BUCK RD	10.6	3.4	6.5	16.1	10
NWB T	33640939	BUCK RD	0.3	0.6	0.0	1.7	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	822.7	214.3	543.3	1,188.3	10
NB T	33640842	LIME CITY RD	22.4	3.3	13.9	25.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	26.5	3.7	21.8	31.6	10
EB T	33640867	BUCK RD	39.2	5.0	31.6	48.1	10
EB T	33640868	BUCK RD	11.5	2.1	7.1	14.9	10
EB T	33640869	BUCK RD	14.6	2.7	11.1	19.9	10
WB T	33640876	BUCK RD	49.4	5.3	43.6	62.3	10
SWB R	33640907	BUCK RD	1.0	0.6	0.0	1.9	10
WB T	33640919	BUCK RD	25.9	5.1	21.0	37.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	56.6	6.1	44.3	64.9	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.6	0.5	0.1	1.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	140.7	35.9	111.1	233.3	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.2	0.3	0.0	0.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	4.5	1.7	2.4	7.9	10
WB T	33640880	3RD ST	2.4	1.1	1.1	4.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	2.9	1.1	1.3	4.8	10
EB T	33640889	BUCK RD	10.8	1.8	7.7	13.4	10
EB T	33640890	BUCK RD	10.7	2.1	7.7	13.4	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	5.4	1.7	3.6	7.9	10
NB T	33640885	GLENWOOD RD	23.3	5.9	13.4	30.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	12.0	2.2	9.9	17.2	10
NB R	9799	NB I 75 TO WALES OFF RAMP	5.7	1.3	4.5	8.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.4	0.4	0.0	1.2	10
EB L	33573857	WALES RD	23.3	2.3	20.5	27.9	10
EB T	33573858	WALES RD	55.3	8.4	44.5	68.9	10
EB T	33573859	WALES RD	57.7	7.7	41.8	67.6	10
WB T	33634092	WALES RD	89.1	43.9	43.4	156.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	95.5	24.7	56.4	131.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	89.3	23.7	48.4	126.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	17.6	3.0	13.7	23.9	10
EB TR	33573865	WALES RD	17.2	2.2	13.7	21.3	10
WB L	33573866	WALES RD	245.7	74.4	161.2	398.9	10
WB T	33573867	WALES RD	5.1	1.7	2.6	7.9	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	2.8	0.6	2.1	3.8	10
SEB T	33640840	BUCK RD	0.4	0.1	0.2	0.5	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	28.3	6.9	18.7	40.0	10
NB T	33640842	LIME CITY RD	0.8	0.1	0.5	0.9	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.9	0.1	0.8	1.0	10
EB T	33640867	BUCK RD	1.5	0.1	1.3	1.7	10
EB T	33640868	BUCK RD	0.6	0.1	0.4	0.6	10
EB T	33640869	BUCK RD	0.6	0.1	0.5	0.8	10
WB T	33640876	BUCK RD	1.6	0.1	1.4	1.8	10
SWB R	33640907	BUCK RD	0.1	0.1	0.0	0.1	10
WB T	33640919	BUCK RD	0.9	0.1	0.8	1.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	2.2	0.3	1.7	2.5	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	3.9	1.0	3.3	6.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.2	0.1	0.1	0.3	10
WB T	33640880	3RD ST	0.1	0.0	0.1	0.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.1	0.0	0.1	0.2	10
EB T	33640889	BUCK RD	0.3	0.1	0.2	0.5	10
EB T	33640890	BUCK RD	0.4	0.1	0.3	0.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.3	0.1	0.2	0.4	10
NB T	33640885	GLENWOOD RD	0.9	0.2	0.6	1.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.6	0.1	0.5	0.7	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.8	0.1	0.7	0.9	10
EB T	33573858	WALES RD	1.5	0.2	1.2	1.8	10
EB T	33573859	WALES RD	1.6	0.2	1.3	1.8	10
WB T	33634092	WALES RD	2.6	1.1	1.5	4.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.7	0.6	1.8	3.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.6	0.6	1.7	3.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.8	0.1	0.6	0.9	10
EB TR	33573865	WALES RD	0.8	0.1	0.6	0.9	10
WB L	33573866	WALES RD	6.6	1.9	4.3	10.5	10
WB T	33573867	WALES RD	0.2	0.1	0.1	0.3	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	409.1	92.2	294.2	566.0	10
SEB T	33640840	BUCK RD	64.4	21.4	36.7	93.1	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	2,023.2	529.2	1,418.9	2,897.5	10
NB T	33640842	LIME CITY RD	128.0	22.1	87.5	160.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	101.5	16.6	77.7	138.4	10
EB T	33640867	BUCK RD	131.9	9.9	116.9	149.7	10
EB T	33640868	BUCK RD	50.9	8.3	41.2	65.6	10
EB T	33640869	BUCK RD	62.5	12.5	44.6	76.4	10
WB T	33640876	BUCK RD	167.9	17.2	150.9	209.2	10
SWB R	33640907	BUCK RD	1.6	4.6	0.0	14.7	10
WB T	33640919	BUCK RD	98.4	19.9	66.7	138.4	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	239.7	30.9	179.2	294.1	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.9	2.8	0.0	9.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	568.0	153.1	368.9	919.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	39.4	26.5	6.3	79.2	10
WB T	33640880	3RD ST	15.2	16.8	0.0	41.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	20.4	9.5	13.8	39.1	10
EB T	33640889	BUCK RD	81.7	13.0	66.4	102.6	10
EB T	33640890	BUCK RD	78.0	24.9	38.5	115.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	36.4	12.8	13.6	55.6	10
NB T	33640885	GLENWOOD RD	128.2	24.9	80.4	158.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	53.0	10.0	44.6	73.2	10
NB R	9799	NB I 75 TO WALES OFF RAMP	31.0	10.5	18.9	43.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	104.8	12.2	86.7	132.7	10
EB T	33573858	WALES RD	227.6	23.2	198.6	271.4	10
EB T	33573859	WALES RD	229.2	25.6	176.0	260.2	10
WB T	33634092	WALES RD	346.5	157.0	170.7	568.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	297.4	73.3	195.3	437.1	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	310.6	72.7	203.6	446.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	67.5	14.2	47.9	96.5	10
EB TR	33573865	WALES RD	67.1	11.9	49.3	89.1	10
WB L	33573866	WALES RD	700.9	99.9	544.5	812.4	10
WB T	33573867	WALES RD	33.7	18.2	15.3	69.2	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	12.2	3.0	8.0	17.0	10
SEB T	33640840	BUCK RD	2.1	0.3	2.0	3.0	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	68.6	17.8	48.1	98.1	10
NB T	33640842	LIME CITY RD	4.0	0.5	3.0	5.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	2.7	0.5	2.0	3.0	10
EB T	33640867	BUCK RD	4.5	0.5	4.0	5.0	10
EB T	33640868	BUCK RD	2.0	0.0	2.0	2.0	10
EB T	33640869	BUCK RD	2.3	0.5	2.0	3.0	10
WB T	33640876	BUCK RD	4.6	0.5	4.0	5.0	10
SWB R	33640907	BUCK RD	0.1	0.3	0.0	1.0	10
WB T	33640919	BUCK RD	2.9	0.3	2.0	3.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	8.8	1.0	7.0	10.0	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.1	0.3	0.0	1.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	14.9	4.1	10.0	25.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	1.1	0.3	1.0	2.0	10
WB T	33640880	3RD ST	1.0	0.0	1.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	1.0	0.0	1.0	1.0	10
EB T	33640889	BUCK RD	2.1	0.3	2.0	3.0	10
EB T	33640890	BUCK RD	2.8	0.6	2.0	4.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	1.5	0.5	1.0	2.0	10
NB T	33640885	GLENWOOD RD	3.9	0.7	3.0	5.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.1	0.3	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.0	0.0	1.0	1.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	2.5	0.5	2.0	3.0	10
EB T	33573858	WALES RD	6.0	0.7	5.0	7.0	10
EB T	33573859	WALES RD	6.1	0.6	5.0	7.0	10
WB T	33634092	WALES RD	8.6	3.7	5.0	14.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	8.1	2.0	6.0	13.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	8.4	1.5	6.0	11.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.2	0.4	2.0	3.0	10
EB TR	33573865	WALES RD	2.2	0.4	2.0	3.0	10
WB L	33573866	WALES RD	18.4	2.2	16.0	22.0	10
WB T	33573867	WALES RD	1.0	0.0	1.0	1.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640867	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640868	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640869	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640876	BUCK RD	0.0	0.0	0.0	0.0	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640919	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640889	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640890	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640885	GLENWOOD RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.1	0.0	0.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD

NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.1	0.0	8.3	1.0	0.0	1.0
10	60.0	0.8	0.0	45.2	2.0	0.0	2.0
Average:	**60.0**	**0.1**	**0.0**	**5.4**	**0.3**	**0.0**	**0.3**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	2.3	0.0	139.5	2.0	0.0	2.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.3	0.0	20.3	1.0	0.0	1.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	5.3	0.1	158.9	4.0	0.1	4.0
8	60.0	1.5	0.0	91.1	2.0	0.0	2.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.4	0.0	23.3	1.0	0.0	1.0
Average:	**60.0**	**1.0**	**0.0**	**43.3**	**1.0**	**0.0**	**1.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	0.8	0.0	45.8	2.0	0.0	2.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.9	0.0	54.8	2.0	0.0	2.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	2.1	0.1	57.7	2.0	0.1	2.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	1.1	0.1	51.3	2.0	0.1	2.0
Average:	**60.0**	**0.5**	**0.0**	**21.0**	**0.8**	**0.0**	**0.8**
WB on BUCK RD							
1	60.0	2.4	0.1	81.9	3.0	0.1	3.0
2	60.0	4.0	0.1	78.5	2.0	0.1	2.0
3	60.0	8.6	0.2	161.3	3.0	0.2	3.0
4	60.0	4.2	0.1	87.9	2.0	0.1	2.0
5	60.0	4.9	0.2	109.9	2.0	0.2	2.0
6	60.0	5.8	0.2	124.1	4.0	0.2	4.0
7	60.0	4.3	0.1	60.9	2.0	0.1	2.0
8	60.0	5.9	0.2	104.5	2.0	0.2	2.0

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	2.9	0.2	80.5	2.0	0.2	2.0
10	60.0	6.0	0.2	86.5	3.0	0.2	3.0
Average:	**60.0**	**4.9**	**0.2**	**97.6**	**2.5**	**0.2**	**2.5**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	25.0	0.9	241.7	8.0	0.9	8.0
2	60.0	31.4	1.2	300.1	11.0	1.2	11.0
3	60.0	26.1	1.0	444.9	16.0	1.0	16.0
4	60.0	36.8	1.3	332.5	10.0	1.3	10.0
5	60.0	19.6	0.7	256.2	8.0	0.7	8.0
6	60.0	55.9	2.0	597.8	21.0	2.0	21.0
7	60.0	32.7	1.2	296.6	11.0	1.2	11.0
8	60.0	34.0	1.3	312.6	12.0	1.3	12.0
9	60.0	26.5	1.0	257.9	8.0	1.0	8.0
10	60.0	21.2	0.8	321.1	11.0	0.8	11.0
Average:	**60.0**	**30.9**	**1.1**	**336.1**	**11.6**	**1.1**	**11.6**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.8	0.0	45.1	1.0	0.0	1.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**4.5**	**0.1**	**0.0**	**0.1**

SB I 75 TO BUCK OFF RAMP — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	111.0	3.1	701.0	19.0	3.1	19.0
2	60.0	126.9	3.5	578.6	16.0	3.5	16.0
3	60.0	225.8	5.9	1,042.5	30.0	5.9	30.0
4	60.0	122.2	3.3	696.3	17.0	3.3	17.0
5	60.0	126.1	3.3	839.2	22.0	3.3	22.0
6	60.0	184.5	5.0	846.6	20.0	5.0	20.0
7	60.0	84.9	2.4	506.2	15.0	2.4	15.0
8	60.0	131.7	3.8	655.6	19.0	3.8	19.0
9	60.0	161.0	4.4	829.1	21.0	4.4	21.0
10	60.0	103.1	2.5	872.1	16.0	2.5	16.0
Average:	**60.0**	**137.7**	**3.7**	**756.7**	**19.5**	**3.7**	**19.5**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	47.6	2.8	177.9	8.0	2.8	8.0
2	60.0	42.6	2.7	133.5	9.0	2.7	9.0
3	60.0	61.5	3.4	149.5	9.0	3.4	9.0
4	60.0	48.0	2.7	189.5	8.0	2.7	8.0
5	60.0	46.0	2.8	169.7	9.0	2.8	9.0
6	60.0	39.3	2.3	145.7	8.0	2.3	8.0

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	60.0	2.9	174.6	10.0	2.9	10.0
8	60.0	39.4	2.4	182.0	9.0	2.4	9.0
9	60.0	58.4	3.1	259.7	8.0	3.1	8.0
10	60.0	59.2	2.9	296.6	8.0	2.9	8.0
Average:	**60.0**	**50.2**	**2.8**	**187.9**	**8.6**	**2.8**	**8.6**
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	42.5	1.7	234.0	8.0	1.7	8.0
2	60.0	66.2	2.5	323.3	12.0	2.5	12.0
3	60.0	47.4	1.9	249.4	10.0	1.9	10.0
4	60.0	48.7	1.9	328.8	11.0	1.9	11.0
5	60.0	44.6	1.6	376.4	12.0	1.6	12.0
6	60.0	76.2	2.8	718.0	25.0	2.8	25.0
7	60.0	62.3	2.5	416.9	15.0	2.5	15.0
8	60.0	49.9	1.9	262.8	9.0	1.9	9.0
9	60.0	60.1	2.3	330.3	11.0	2.3	11.0
10	60.0	45.4	1.7	441.3	13.0	1.7	13.0
Average:	**60.0**	**54.3**	**2.1**	**368.1**	**12.6**	**2.1**	**12.6**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	83.6	2.3	580.1	13.0	2.3	13.0
2	60.0	69.4	1.8	586.9	16.0	1.8	16.0
3	60.0	120.5	2.9	958.1	19.0	2.9	19.0
4	60.0	73.0	2.1	528.3	16.0	2.1	16.0
5	60.0	106.1	2.7	803.3	21.0	2.7	21.0
6	60.0	129.8	3.6	838.4	22.0	3.6	22.0
7	60.0	83.8	2.4	448.6	11.0	2.4	11.0
8	60.0	127.2	3.5	654.0	18.0	3.5	18.0
9	60.0	129.8	3.5	840.7	23.0	3.5	23.0
10	60.0	68.9	2.1	515.3	14.0	2.1	14.0
Average:	**60.0**	**99.2**	**2.7**	**675.4**	**17.3**	**2.7**	**17.3**
WB on BUCK RD							
1	60.0	60.7	3.2	220.3	10.0	3.2	10.0
2	60.0	67.1	3.5	217.0	9.0	3.5	9.0
3	60.0	89.4	3.9	299.8	8.0	3.9	8.0
4	60.0	69.6	3.3	183.7	8.0	3.3	8.0
5	60.0	78.7	3.8	248.4	8.0	3.8	8.0
6	60.0	69.0	3.4	176.7	10.0	3.4	10.0
7	60.0	62.8	3.1	196.4	9.0	3.1	9.0
8	60.0	62.0	3.3	227.0	9.0	3.3	9.0

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	64.8	3.4	218.9	8.0	3.4	8.0
10	60.0	66.6	3.3	225.0	8.0	3.3	8.0
Average:	**60.0**	**69.1**	**3.4**	**221.3**	**8.7**	**3.4**	**8.7**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	0.8	10
SW	SB I 75 TO BUCK OFF RAMP	1.0	1.7	0.0	5.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.5	0.7	0.0	2.1	10
W	BUCK RD	4.9	1.8	2.4	8.6	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	30.9	10.4	19.6	55.9	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.1	0.3	0.0	0.8	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	137.7	41.8	84.9	225.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	50.2	8.8	39.3	61.5	10
NW	NB I 75 TO BUCK OFF RAMP	54.3	11.2	42.5	76.2	10
SE	SB I 75 TO BUCK OFF RAMP	99.2	26.1	68.9	129.8	10
W	BUCK RD	69.1	8.8	60.7	89.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.2	0.1	0.1	0.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.1	0.4	0.7	2.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	3.7	1.1	2.4	5.9	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.8	0.3	2.3	3.4	10
NW	NB I 75 TO BUCK OFF RAMP	2.1	0.4	1.6	2.8	10
SE	SB I 75 TO BUCK OFF RAMP	2.7	0.7	1.8	3.6	10
W	BUCK RD	3.4	0.3	3.1	3.9	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10
W	BUCK RD	0.2	0.1	0.1	0.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.1	0.4	0.7	2.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	3.7	1.1	2.4	5.9	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.8	0.3	2.3	3.4	10
NW	NB I 75 TO BUCK OFF RAMP	2.1	0.4	1.6	2.8	10
SE	SB I 75 TO BUCK OFF RAMP	2.7	0.7	1.8	3.6	10
W	BUCK RD	3.4	0.3	3.1	3.9	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	5.4	14.2	0.0	45.2	10
SW	SB I 75 TO BUCK OFF RAMP	43.3	62.5	0.0	158.9	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	21.0	27.2	0.0	57.7	10
W	BUCK RD	97.6	28.7	60.9	161.3	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	336.1	108.2	241.7	597.8	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	4.5	14.3	0.0	45.1	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	756.7	158.7	506.2	1,042.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	187.9	51.5	133.5	296.6	10
NW	NB I 75 TO BUCK OFF RAMP	368.1	140.8	234.0	718.0	10
SE	SB I 75 TO BUCK OFF RAMP	675.4	172.0	448.6	958.1	10
W	BUCK RD	221.3	34.9	176.7	299.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.3	0.7	0.0	2.0	10
SW	SB I 75 TO BUCK OFF RAMP	1.0	1.3	0.0	4.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.8	1.0	0.0	2.0	10
W	BUCK RD	2.5	0.7	2.0	4.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	11.6	4.1	8.0	21.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.1	0.3	0.0	1.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	19.5	4.4	15.0	30.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.6	0.7	8.0	10.0	10
NW	NB I 75 TO BUCK OFF RAMP	12.6	4.8	8.0	25.0	10
SE	SB I 75 TO BUCK OFF RAMP	17.3	4.0	11.0	23.0	10
W	BUCK RD	8.7	0.8	8.0	10.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.3	0.7	0.0	2.0	10
SW	SB I 75 TO BUCK OFF RAMP	1.0	1.3	0.0	4.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.8	1.0	0.0	2.0	10
W	BUCK RD	2.5	0.7	2.0	4.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	11.6	4.1	8.0	21.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.1	0.3	0.0	1.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	19.5	4.4	15.0	30.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.6	0.7	8.0	10.0	10
NW	NB I 75 TO BUCK OFF RAMP	12.6	4.8	8.0	25.0	10
SE	SB I 75 TO BUCK OFF RAMP	17.3	4.0	11.0	23.0	10
W	BUCK RD	8.7	0.8	8.0	10.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
8:00 AM	1	11,736	36,407.9	697.0	151.8	64.7	8,063	3.1	3.6	58.1
8:00 AM	2	11,733	36,443.2	699.1	152.6	65.9	7,867	3.1	3.6	58.1
8:00 AM	3	11,769	36,515.1	707.0	159.1	68.1	8,762	3.1	3.6	57.6
8:00 AM	4	11,731	36,383.1	705.2	159.9	74.0	8,358	3.1	3.6	58.2
8:00 AM	5	11,741	36,461.6	690.0	142.9	54.7	8,061	3.1	3.5	58.1
8:00 AM	6	11,750	36,455.6	695.4	148.8	63.1	7,924	3.1	3.6	58.2
8:00 AM	7	11,734	36,472.0	701.9	155.0	66.6	8,303	3.1	3.6	58.1
8:00 AM	8	11,745	36,447.5	693.4	146.7	59.8	8,151	3.1	3.5	58.2
8:00 AM	9	11,699	36,324.8	704.4	160.5	73.7	8,693	3.1	3.6	58.0
8:00 AM	10	11,724	36,425.5	690.8	145.2	59.3	7,796	3.1	3.5	58.4
En Route Start	1	671	2,540.2	44.6	7.1	1.8	369	3.8	4.0	60.2
En Route Start	2	697	2,594.7	46.6	8.1	2.2	422	3.7	4.0	59.2
En Route Start	3	673	2,501.2	44.7	7.8	2.2	358	3.7	4.0	59.2
En Route Start	4	687	2,560.1	45.4	7.6	2.2	404	3.7	4.0	59.9
En Route Start	5	668	2,504.3	44.2	7.2	1.8	344	3.7	4.0	59.8
En Route Start	6	687	2,570.7	46.4	8.5	2.9	450	3.7	4.1	59.3
En Route Start	7	683	2,563.4	45.3	7.4	1.9	364	3.8	4.0	59.9
En Route Start	8	703	2,607.4	45.8	7.2	1.9	374	3.7	3.9	60.2
En Route Start	9	702	2,628.6	46.6	7.7	2.2	398	3.7	4.0	59.9
En Route Start	10	675	2,512.3	44.3	7.2	1.9	382	3.7	3.9	59.9
En Route End	1	810	1,473.0	37.2	14.8	11.8	431	1.8	2.8	57.3
En Route End	2	794	1,359.1	36.7	16.0	11.2	540	1.7	2.8	57.4
En Route End	3	781	1,384.9	32.6	11.5	8.2	548	1.8	2.5	57.7
En Route End	4	808	1,413.1	40.2	18.5	16.1	485	1.7	3.0	57.8
En Route End	5	803	1,406.4	34.3	12.8	10.1	581	1.8	2.6	58.8
En Route End	6	789	1,445.0	35.4	13.3	10.7	455	1.8	2.7	58.4
En Route End	7	769	1,320.5	34.9	14.6	9.7	570	1.7	2.7	57.3
En Route End	8	787	1,403.2	34.7	13.4	10.5	454	1.8	2.6	57.9
En Route End	9	827	1,423.3	45.2	23.0	20.5	609	1.7	3.3	56.1
En Route End	10	812	1,387.1	41.1	19.5	17.0	570	1.7	3.0	56.7
Missed	1	29	62.0	1.8	0.3	0.0	18	2.1	3.7	36.4
Missed	2	34	86.8	2.4	0.5	0.1	40	2.6	4.2	38.2
Missed	3	24	52.9	1.5	0.2	0.0	18	2.2	3.8	37.3
Missed	4	34	78.4	2.4	0.6	0.3	41	2.3	4.3	36.4
Missed	5	31	72.0	2.1	0.4	0.1	35	2.3	4.1	35.6
Missed	6	33	73.8	2.1	0.3	0.0	21	2.2	3.9	36.4
Missed	7	29	79.9	2.0	0.3	0.1	20	2.8	4.1	44.8

Missed	8	43	105.8	3.0	0.6	0.2	55	2.5	4.2	36.7
Missed	9	48	114.7	3.2	0.6	0.1	48	2.4	4.0	37.4
Missed	10	35	83.5	2.3	0.4	0.1	29	2.4	3.9	39.0
Unserved	1	--	--	--	--	--	--	--		--
Unserved	2	14	0.0	0.1	0.1	0.0	0	0.0	0.5	0.0
Unserved	3	3	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0
Unserved	4	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	7	41	0.0	1.1	1.1	0.0	0	0.0	1.5	--
Unserved	8	--	--	--	--	--	--	--		--
Unserved	9	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	10	2	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0
8:00 AM	Avg	11,736	36,433.6	698.4	152.2	65.0	8,198	3.1	3.6	58.1
En Route Start	Avg	685	2,558.3	45.4	7.6	2.1	387	3.7	4.0	59.8
En Route End	Avg	798	1,401.6	37.2	15.7	12.6	524	1.8	2.8	57.5
Missed	Avg	34	81.0	2.3	0.4	0.1	33	2.4	4.0	37.8
Unserved	Avg	6	0.0	0.1	0.2	0.0	0	0.0	0.2	0.0

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	11,736.2	18.1	11,699.0	11,769.0	10
En Route Start	684.6	12.9	668.0	703.0	10
En Route End	798.0	17.2	769.0	827.0	10
Missed	34.0	7.0	24.0	48.0	10
Unserved	6.3	12.9	1.0	41.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	36,433.6	52.5	36,324.8	36,515.1	10
En Route Start	2,558.3	44.1	2,501.2	2,628.6	10
En Route End	1,401.6	42.8	1,320.5	1,473.0	10
Missed	81.0	18.5	52.9	114.7	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VHT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	698.4	6.1	690.0	707.0	10
En Route Start	45.4	0.9	44.2	46.6	10
En Route End	37.2	3.8	32.6	45.2	10
Missed	2.3	0.5	1.5	3.2	10
Unserved	0.1	0.3	0.0	1.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	152.2	6.3	142.9	160.5	10
En Route Start	7.6	0.5	7.1	8.5	10
En Route End	15.7	3.6	11.5	23.0	10
Missed	0.4	0.1	0.2	0.6	10
Unserved	0.1	0.3	0.0	1.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	65.0	6.1	54.7	74.0	10
En Route Start	2.1	0.3	1.8	2.9	10
En Route End	12.6	3.9	8.2	20.5	10
Missed	0.1	0.1	0.0	0.3	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	8,197.8	330.9	7,796.0	8,762.0	10
En Route Start	386.5	32.2	344.0	450.0	10
En Route End	524.3	62.7	431.0	609.0	10
Missed	32.5	13.3	18.0	55.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.1	0.0	3.1	3.1	10
En Route Start	3.7	0.0	3.7	3.8	10
En Route End	1.8	0.1	1.7	1.8	10
Missed	2.4	0.2	2.1	2.8	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.6	0.0	3.5	3.6	10
En Route Start	4.0	0.1	3.9	4.1	10
En Route End	2.8	0.2	2.5	3.3	10
Missed	4.0	0.2	3.7	4.3	10
Unserved	0.2	0.5	0.0	1.5	10

Project: Proposed SPI with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	58.1	0.2	57.6	58.4	10
En Route Start	59.8	0.4	59.2	60.2	10
En Route End	57.5	0.8	56.1	58.8	10
Missed	37.8	2.6	35.6	44.8	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB				**Segment: 4708**
	1	12.2	No	B
	2	12.1	No	B
	3	12.1	No	B
	4	12.0	No	B
	5	12.3	No	B
	6	12.3	No	B
	7	12.2	No	B
	8	12.2	No	B
	9	12.1	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4708**
10	12.0	No	B
Average:	**12.2**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD (WB) - NEB			**Segment: 4709**
1	12.2	No	B
2	12.1	No	B
3	12.1	No	B
4	12.0	No	B
5	12.3	No	B
6	12.3	No	B
7	12.2	No	B
8	12.2	No	B
9	12.1	No	B
10	12.0	No	B
Average:	**12.2**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP - NEB			**Segment: 4698**
1	15.5	No	B
2	15.5	No	B
3	15.8	No	B
4	15.8	No	B
5	15.8	No	B
6	15.5	No	B
7	15.6	No	B
8	15.5	No	B
9	15.8	No	B
10	16.1	No	B
Average:	**15.7**	**No**	**B**
Merge - From BUCK RD (EB) - NEB			**Segment: 4689**
1	14.4	No	B
2	13.4	No	B
3	14.1	No	B
4	15.3	No	B
5	14.2	No	B
6	13.7	No	B
7	14.5	No	B
8	14.7	No	B
9	14.6	No	B
10	14.3	No	B
Average:	**14.3**	**No**	**B**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK RD (EB) - NEB				**Segment: 4690**
	1	14.4	No	B
	2	13.4	No	B
	3	14.1	No	B
	4	15.3	No	B
	5	14.2	No	B
	6	13.7	No	B
	7	14.5	No	B
	8	14.7	No	B
	9	14.6	No	B
	10	14.3	No	B
	Average:	**14.3**	**No**	**B**
Basic - Between BUCK RD (EB) and WALES RD - NEB				**Segment: 4691**
	1	18.4	No	C
	2	18.3	No	C
	3	18.4	No	C
	4	17.9	No	B
	5	18.4	No	C
	6	18.2	No	C
	7	18.2	No	C
	8	18.2	No	C
	9	18.2	No	C
	10	18.4	No	C
	Average:	**18.3**	**No**	**C**
Diverge - To WALES RD - NEB				**Segment: 4692**
	1	15.3	No	B
	2	14.2	No	B
	3	14.8	No	B
	4	16.2	No	B
	5	14.6	No	B
	6	14.6	No	B
	7	15.3	No	B
	8	15.1	No	B
	9	15.0	No	B
	10	14.7	No	B
	Average:	**15.0**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB				**Segment: 4680**
	1	16.8	No	B
	2	17.6	No	B
	3	16.7	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	16.4	No	B
5	16.6	No	B
6	16.9	No	B
7	16.1	No	B
8	16.4	No	B
9	16.2	No	B
10	17.1	No	B
Average:	**16.7**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	22.1	No	C
2	21.9	No	C
3	22.3	No	C
4	23.0	No	C
5	21.8	No	C
6	22.8	No	C
7	21.4	No	C
8	23.3	No	C
9	22.7	No	C
10	22.3	No	C
Average:	**22.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	22.1	No	C
2	21.9	No	C
3	22.3	No	C
4	23.0	No	C
5	21.8	No	C
6	22.8	No	C
7	21.4	No	C
8	23.3	No	C
9	22.7	No	C
10	22.3	No	C
Average:	**22.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	22.1	No	C
2	21.9	No	C
3	22.3	No	C
4	23.0	No	C
5	21.8	No	C
6	22.8	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	21.4	No	C
	8	23.3	No	C
	9	22.7	No	C
	10	22.3	No	C
	Average:	**22.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	25.9	No	C
	2	27.9	No	D
	3	28.1	No	D
	4	28.1	No	D
	5	28.4	No	D
	6	25.8	No	C
	7	23.2	No	C
	8	28.3	No	D
	9	28.4	No	D
	10	24.7	No	C
	Average:	**26.9**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	22.2	No	C
	2	21.7	No	C
	3	21.6	No	C
	4	21.6	No	C
	5	22.6	No	C
	6	21.5	No	C
	7	22.1	No	C
	8	21.9	No	C
	9	21.2	No	C
	10	21.2	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	20.7	No	C
	2	22.3	No	C
	3	21.1	No	C
	4	20.8	No	C
	5	21.1	No	C
	6	20.9	No	C
	7	21.5	No	C
	8	20.7	No	C
	9	20.1	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	22.4	No	C
	Average:	**21.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	20.7	No	C
	2	22.3	No	C
	3	21.1	No	C
	4	20.8	No	C
	5	21.1	No	C
	6	20.9	No	C
	7	21.5	No	C
	8	20.7	No	C
	9	20.1	No	C
	10	22.4	No	C
	Average:	**21.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	20.7	No	C
	2	22.3	No	C
	3	21.1	No	C
	4	20.8	No	C
	5	21.1	No	C
	6	20.9	No	C
	7	21.5	No	C
	8	20.7	No	C
	9	20.1	No	C
	10	22.4	No	C
	Average:	**21.2**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	21.9	No	C
	2	21.6	No	C
	3	21.6	No	C
	4	22.0	No	C
	5	21.5	No	C
	6	22.7	No	C
	7	20.7	No	C
	8	22.0	No	C
	9	22.2	No	C
	10	22.1	No	C
	Average:	**21.8**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	21.9	No	C
	2	21.6	No	C
	3	21.6	No	C
	4	22.0	No	C
	5	21.5	No	C
	6	22.7	No	C
	7	20.7	No	C
	8	22.0	No	C
	9	22.2	No	C
	10	22.1	No	C
	Average:	**21.8**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	21.9	No	C
	2	21.6	No	C
	3	21.6	No	C
	4	22.0	No	C
	5	21.5	No	C
	6	22.7	No	C
	7	20.7	No	C
	8	22.0	No	C
	9	22.2	No	C
	10	22.1	No	C
	Average:	**21.8**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 720535322**
	1	8.5	No	A
	2	8.6	No	A
	3	9.1	No	A
	4	9.4	No	A
	5	8.7	No	A
	6	8.9	No	A
	7	8.8	No	A
	8	9.2	No	A
	9	9.1	No	A
	10	8.7	No	A
	Average:	**8.9**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.8	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	12.3	No	B
	3	13.2	No	B
	4	12.6	No	B
	5	13.2	No	B
	6	13.8	No	B
	7	12.4	No	B
	8	13.0	No	B
	9	12.9	No	B
	10	13.5	No	B
	Average:	**13.0**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	3.0	No	A
	2	2.8	No	A
	3	2.5	No	A
	4	3.2	No	A
	5	2.8	No	A
	6	2.7	No	A
	7	3.0	No	A
	8	2.9	No	A
	9	2.9	No	A
	10	2.6	No	A
	Average:	**2.8**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.1	No	A
	2	6.9	No	A
	3	6.2	No	A
	4	5.9	No	A
	5	6.8	No	A
	6	6.9	No	A
	7	7.3	No	A
	8	6.0	No	A
	9	6.6	No	A
	10	5.7	No	A
	Average:	**6.5**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	17.0	No	B
	2	14.1	No	B
	3	15.3	No	B
	4	15.2	No	B
	5	13.8	No	B
	6	15.2	No	B
	7	14.6	No	B
	8	15.9	No	B
	9	14.1	No	B
	10	15.5	No	B
	Average:	**15.1**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	21.0	No	C
	2	20.7	No	C
	3	22.6	No	C
	4	22.8	No	C
	5	21.5	No	C
	6	21.7	No	C
	7	22.4	No	C
	8	21.5	No	C
	9	22.5	No	C
	10	23.3	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	22.2	No	C
	2	21.2	No	C
	3	22.0	No	C
	4	21.6	No	C
	5	21.9	No	C
	6	21.6	No	C
	7	22.0	No	C
	8	21.9	No	C
	9	22.4	No	C
	10	21.6	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	22.2	No	C
	2	21.2	No	C
	3	22.0	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	21.6	No	C
	5	21.9	No	C
	6	21.6	No	C
	7	22.0	No	C
	8	21.9	No	C
	9	22.4	No	C
	10	21.6	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	20.8	No	C
	2	22.1	No	C
	3	21.7	No	C
	4	23.0	No	C
	5	21.2	No	C
	6	21.8	No	C
	7	21.6	No	C
	8	21.2	No	C
	9	21.6	No	C
	10	22.0	No	C
	Average:	**21.7**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	23.3	No	C
	2	22.3	No	C
	3	22.6	No	C
	4	21.6	No	C
	5	22.9	No	C
	6	22.3	No	C
	7	21.6	No	C
	8	22.7	No	C
	9	22.2	No	C
	10	21.8	No	C
	Average:	**22.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	26.9	No	D
	2	33.5	No	D
	3	24.3	No	C
	4	24.4	No	C
	5	24.7	No	C
	6	30.5	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	28.6	No	D
	8	24.0	No	C
	9	26.8	No	D
	10	24.5	No	C
	Average:	**26.8**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	22.4	No	C
	2	22.9	No	C
	3	23.3	No	C
	4	23.5	No	C
	5	23.4	No	C
	6	23.3	No	C
	7	23.5	No	C
	8	22.6	No	C
	9	23.1	No	C
	10	23.8	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	22.4	No	C
	2	22.9	No	C
	3	23.3	No	C
	4	23.5	No	C
	5	23.4	No	C
	6	23.3	No	C
	7	23.5	No	C
	8	22.6	No	C
	9	23.1	No	C
	10	23.8	No	C
	Average:	**23.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	22.4	No	C
	2	22.9	No	C
	3	23.3	No	C
	4	23.5	No	C
	5	23.4	No	C
	6	23.3	No	C
	7	23.5	No	C
	8	22.6	No	C
	9	23.1	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	23.8	No	C
	Average:	**23.2**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	17.8	No	B
	2	18.1	No	C
	3	18.0	No	B
	4	18.2	No	C
	5	17.7	No	B
	6	18.1	No	C
	7	17.8	No	B
	8	18.1	No	C
	9	18.6	No	C
	10	18.0	No	C
	Average:	**18.0**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	19.0	No	B
	2	16.6	No	B
	3	16.3	No	B
	4	16.8	No	B
	5	17.7	No	B
	6	16.7	No	B
	7	16.2	No	B
	8	17.1	No	B
	9	17.1	No	B
	10	17.1	No	B
	Average:	**17.1**	**No**	**B**
Basic - Between WALES RD and BUCK RD (EB) - SWB				**Segment: 4694**
	1	20.8	No	C
	2	21.1	No	C
	3	21.2	No	C
	4	20.9	No	C
	5	20.6	No	C
	6	21.2	No	C
	7	20.9	No	C
	8	20.8	No	C
	9	21.2	No	C
	10	21.6	No	C
	Average:	**21.0**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD (EB) - SWB				**Segment: 4695**
	1	19.8	No	B
	2	17.0	No	B
	3	18.1	No	B
	4	17.4	No	B
	5	18.1	No	B
	6	16.6	No	B
	7	17.4	No	B
	8	17.9	No	B
	9	18.1	No	B
	10	17.3	No	B
	Average:	**17.8**	**No**	**B**
Diverge - To BUCK RD (EB) - SWB				**Segment: 4696**
	1	19.8	No	B
	2	17.0	No	B
	3	18.1	No	B
	4	17.4	No	B
	5	18.1	No	B
	6	16.6	No	B
	7	17.4	No	B
	8	17.9	No	B
	9	18.1	No	B
	10	17.3	No	B
	Average:	**17.8**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	17.2	No	B
	2	18.2	No	C
	3	18.4	No	C
	4	17.7	No	B
	5	17.7	No	B
	6	18.2	No	C
	7	18.0	No	C
	8	17.6	No	B
	9	17.9	No	B
	10	18.7	No	C
	Average:	**18.0**	**No**	**B**
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	17.6	No	B
	2	16.8	No	B
	3	17.0	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD (WB) and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	17.0	No	B
5	17.1	No	B
6	16.7	No	B
7	16.7	No	B
8	16.9	No	B
9	17.4	No	B
10	16.9	No	B
Average:	**17.0**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	18.0	No	B
2	18.0	No	B
3	18.2	No	C
4	18.0	No	C
5	18.0	No	B
6	18.1	No	C
7	18.2	No	C
8	18.2	No	C
9	18.3	No	C
10	18.6	No	C
Average:	**18.2**	**No**	**C**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	16.0	No	B
2	19.4	No	C
3	21.2	No	C
4	18.1	No	C
5	18.6	No	C
6	21.9	No	C
7	17.4	No	B
8	16.7	No	B
9	16.8	No	B
10	19.3	No	C
Average:	**18.5**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	8.8	No	A
2	9.0	No	A
3	7.5	No	A
4	9.1	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	9.4	No	A
	6	8.4	No	A
	7	8.7	No	A
	8	9.6	No	A
	9	9.6	No	A
	10	9.0	No	A
	Average:	**8.9**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	11.6	No	B
	2	11.0	No	B
	3	11.2	No	B
	4	12.3	No	B
	5	10.7	No	A
	6	11.8	No	B
	7	11.9	No	B
	8	11.6	No	B
	9	12.9	No	B
	10	11.7	No	B
	Average:	**11.7**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	6.1	No	A
	2	5.7	No	A
	3	5.9	No	A
	4	6.0	No	A
	5	6.0	No	A
	6	5.7	No	A
	7	5.8	No	A
	8	5.6	No	A
	9	5.8	No	A
	10	5.8	No	A
	Average:	**5.8**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.3	No	A
	2	6.5	No	A
	3	6.2	No	A
	4	6.6	No	A
	5	6.2	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.0	No	A
	7	6.4	No	A
	8	6.3	No	A
	9	6.3	No	A
	10	6.0	No	A
	Average:	**6.3**	**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: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	12.2	0.1	12.0	12.3	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	12.2	0.1	12.0	12.3	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	15.7	0.2	15.5	16.1	10
4689	NE	Merge	From BUCK RD (EB)	14.3	0.5	13.4	15.3	10
4690	NE	Merge	From BUCK RD (EB)	14.3	0.5	13.4	15.3	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	18.3	0.2	17.9	18.4	10
4692	NE	Diverge	To WALES RD	15.0	0.5	14.2	16.2	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	16.7	0.4	16.1	17.6	10
4670	N	Merge	From WALES RD	22.4	0.6	21.4	23.3	10
4671	N	Merge	From WALES RD	22.4	0.6	21.4	23.3	10
4672	N	Merge	From WALES RD	22.4	0.6	21.4	23.3	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	26.9	1.9	23.2	28.4	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	21.8	0.4	21.2	22.6	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	21.2	0.7	20.1	22.4	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	21.2	0.7	20.1	22.4	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	21.2	0.7	20.1	22.4	10
4646	N	Basic	From WALES RD	21.8	0.5	20.7	22.7	10
4647	N	Basic	From WALES RD	21.8	0.5	20.7	22.7	10
4648	N	Basic	From WALES RD	21.8	0.5	20.7	22.7	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	8.9	0.3	8.5	9.4	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	13.0	0.5	12.3	13.8	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	2.8	0.2	2.5	3.2	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.5	0.6	5.7	7.3	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.1	1.0	13.8	17.0	10
4655	S	Basic	To SB I 75 (SB)	22.0	0.8	20.7	23.3	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	21.8	0.3	21.2	22.4	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	21.8	0.3	21.2	22.4	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.7	0.6	20.8	23.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.3	0.6	21.6	23.3	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	26.8	3.2	24.0	33.5	10
4676	S	Diverge	To WALES RD	23.2	0.4	22.4	23.8	10
4677	S	Diverge	To WALES RD	23.2	0.4	22.4	23.8	10
4678	S	Diverge	To WALES RD	23.2	0.4	22.4	23.8	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.0	0.3	17.7	18.6	10
4693	SW	Merge	From WALES RD	17.1	0.8	16.2	19.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	21.0	0.3	20.6	21.6	10
4695	SW	Diverge	To BUCK RD (EB)	17.8	0.9	16.6	19.8	10
4696	SW	Diverge	To BUCK RD (EB)	17.8	0.9	16.6	19.8	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	18.0	0.4	17.2	18.7	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	17.0	0.3	16.7	17.6	10
4717	SW	Basic		18.2	0.2	18.0	18.6	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	18.5	1.9	16.0	21.9	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	8.9	0.6	7.5	9.6	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	11.7	0.6	10.7	12.9	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	5.8	0.2	5.6	6.1	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.3	0.2	6.0	6.6	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD (WB)	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and BUCK TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK RD (EB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
720535322	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD (EB)	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD (WB) and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,624.0	20.42	28.0	C
2	2,619.0	13.68	18.8	B
3	2,610.0	17.99	24.8	C
4	2,612.0	18.92	26.1	C
5	2,620.0	15.53	21.3	C
6	2,613.0	20.42	28.1	C
7	2,602.0	19.10	26.4	C
8	2,614.0	19.53	26.9	C
9	2,621.0	13.09	18.0	B
10	2,620.0	16.25	22.3	C
Average:	**2,615.5**	**17.49**	**24.1**	**C**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,412.0	6.72	10.0	B
2	2,389.0	12.29	18.5	B
3	2,423.0	8.84	13.1	B
4	2,422.0	9.47	14.1	B
5	2,411.0	7.48	11.2	B
6	2,412.0	5.77	8.6	A
7	2,399.0	11.06	16.6	B
8	2,408.0	7.61	11.4	B
9	2,406.0	8.09	12.1	B
10	2,399.0	11.86	17.8	B
Average:	**2,408.1**	**8.92**	**13.3**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,400.0	18.40	47.3	D
2	1,381.0	19.92	51.9	D
3	1,406.0	21.48	55.0	D
4	1,398.0	20.20	52.0	D
5	1,395.0	14.73	38.0	D
6	1,419.0	13.21	33.5	C

7	1,375.0	20.22	52.9	D
8	1,404.0	19.02	48.8	D
9	1,383.0	16.53	43.0	D
10	1,402.0	22.74	58.4	E
Average:	**1,396.3**	**18.65**	**48.1**	**D**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	17.5	2.7	13.1	20.4	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	8.9	2.2	5.8	12.3	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	18.6	3.0	13.2	22.7	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
18	SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP	Actuated	24.1	3.7	18.0	28.1	10
9333	WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP	Actuated	13.3	3.4	8.6	18.5	10
4881	WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP	Actuated	48.1	7.8	33.5	58.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on BUCK RD: Superlink ID 720509752				
1	794.0	2.58	11.7	B
2	783.0	2.44	11.2	B
3	789.0	2.56	11.7	B
4	784.0	2.60	11.9	B
5	792.0	2.31	10.5	B
6	797.0	2.32	10.5	B
7	789.0	2.34	10.7	B
8	783.0	2.42	11.1	B
9	789.0	2.58	11.8	B
10	786.0	2.66	12.2	B
Average:	**788.6**	**2.48**	**11.3**	**B**
NWB on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	907.0	1.62	6.4	A
2	908.0	1.59	6.3	A
3	903.0	1.68	6.7	A
4	905.0	1.44	5.7	A
5	905.0	1.57	6.2	A
6	904.0	1.57	6.3	A
7	900.0	1.86	7.4	A
8	906.0	1.96	7.8	A
9	906.0	1.50	6.0	A
10	909.0	1.59	6.3	A
Average:	**905.3**	**1.64**	**6.5**	**A**
SWB on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	478.0	2.06	15.5	B
2	475.0	2.07	15.7	B
3	481.0	1.61	12.1	B
4	475.0	1.75	13.2	B
5	487.0	1.83	13.6	B
6	484.0	1.99	14.8	B
7	470.0	1.36	10.4	B
8	479.0	1.75	13.1	B
9	479.0	1.86	14.0	B

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	478.0	1.80	13.6	B
Average:	**478.6**	**1.81**	**13.6**	**B**
WB on BUCK RD: Superlink ID 720495034				
1	445.0	14.16	114.6	F
2	453.0	7.58	60.3	E
3	437.0	12.13	99.9	F
4	448.0	13.14	105.6	F
5	436.0	9.82	81.1	F
6	428.0	14.54	122.3	F
7	443.0	13.54	110.0	F
8	446.0	13.40	108.2	F
9	447.0	7.15	57.6	E
10	447.0	10.20	82.2	F
Average:	**443.0**	**11.57**	**94.2**	**F**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720495030				
1	737.0	2.21	10.8	B
2	745.0	2.26	10.9	B
3	745.0	2.38	11.5	B
4	747.0	2.34	11.3	B
5	745.0	2.53	12.2	B
6	745.0	2.39	11.5	B
7	741.0	2.39	11.6	B
8	742.0	2.34	11.4	B
9	738.0	2.36	11.5	B
10	738.0	2.47	12.1	B
Average:	**742.3**	**2.37**	**11.5**	**B**
NB on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	320.0	1.40	15.8	B
2	321.0	1.61	18.1	B
3	323.0	1.72	19.2	B
4	325.0	1.53	16.9	B
5	324.0	1.44	16.0	B
6	316.0	1.40	16.0	B
7	321.0	1.83	20.5	C
8	320.0	1.45	16.3	B
9	326.0	1.28	14.1	B

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	319.0	1.65	18.6	B
Average:	**321.5**	**1.53**	**17.2**	**B**
WB on WALES RD: Superlink ID 720495029				
1	1,355.0	3.11	8.3	A
2	1,323.0	8.42	22.9	C
3	1,355.0	4.74	12.6	B
4	1,350.0	5.60	14.9	B
5	1,342.0	3.51	9.4	A
6	1,351.0	1.98	5.3	A
7	1,337.0	6.84	18.4	B
8	1,346.0	3.83	10.2	B
9	1,342.0	4.45	11.9	B
10	1,342.0	7.75	20.8	C
Average:	**1,344.3**	**5.02**	**13.5**	**B**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB on WALES RD: Superlink ID 720506516				
1	220.0	1.28	20.9	C
2	224.0	1.37	22.1	C
3	221.0	1.48	24.0	C
4	223.0	1.39	22.4	C
5	225.0	1.50	24.0	C
6	225.0	1.50	23.9	C
7	220.0	1.45	23.8	C
8	224.0	1.30	20.8	C
9	222.0	1.37	22.2	C
10	224.0	1.46	23.5	C
Average:	**222.8**	**1.41**	**22.8**	**C**
SB on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	651.0	3.86	21.3	C
2	650.0	3.54	19.6	B
3	654.0	4.12	22.7	C
4	648.0	3.87	21.5	C
5	651.0	3.89	21.5	C
6	651.0	4.07	22.5	C
7	649.0	3.79	21.0	C
8	646.0	3.74	20.8	C
9	648.0	4.01	22.3	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	651.0	3.81	21.1	C
Average:	**649.9**	**3.87**	**21.4**	**C**

WB on WALES RD: Superlink ID 720495030

1	529.0	13.26	90.2	F
2	507.0	15.00	106.5	F
3	531.0	15.88	107.7	F
4	527.0	14.95	102.1	F
5	519.0	9.34	64.8	E
6	543.0	7.64	50.7	D
7	506.0	14.98	106.6	F
8	534.0	13.99	94.3	F
9	513.0	11.15	78.2	E
10	527.0	17.46	119.3	F
Average:	**523.6**	**13.37**	**92.0**	**F**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	2.5	0.1	2.3	2.7	10
NW	NB I 75 TO BUCK OFF RAMP	14412	1.6	0.2	1.4	2.0	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	1.8	0.2	1.4	2.1	10
W	BUCK RD	720495034	11.6	2.7	7.2	14.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	2.4	0.1	2.2	2.5	10
N	NB I 75 TO WALES OFF RAMP	4226	1.5	0.2	1.3	1.8	10
W	WALES RD	720495029	5.0	2.1	2.0	8.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	1.4	0.1	1.3	1.5	10
S	SB I 75 TO WALES OFF RAMP	13720	3.9	0.2	3.5	4.1	10
W	WALES RD	720495030	13.4	3.1	7.6	17.5	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Approach - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	BUCK RD	720509752	11.3	0.6	10.5	12.2	10
NW	NB I 75 TO BUCK OFF RAMP	14412	6.5	0.6	5.7	7.8	10
SW	SB I 75 TO BUCK OFF RAMP	720509751	13.6	1.6	10.4	15.7	10
W	BUCK RD	720495034	94.2	22.7	57.6	122.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720495030	11.5	0.4	10.8	12.2	10
N	NB I 75 TO WALES OFF RAMP	4226	17.2	1.9	14.1	20.5	10
W	WALES RD	720495029	13.5	5.7	5.3	22.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Direction	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
E	WALES RD	720506516	22.8	1.3	20.8	24.0	10
S	SB I 75 TO WALES OFF RAMP	13720	21.4	0.9	19.6	22.7	10
W	WALES RD	720495030	92.0	21.5	50.7	119.3	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Superlink ID 720509752				
1	389.0	2.52	23.3	C
2	382.0	2.33	21.9	C
3	386.0	2.49	23.2	C
4	385.0	2.54	23.7	C
5	383.0	2.27	21.3	C
6	388.0	2.25	20.9	C
7	388.0	2.24	20.8	C
8	377.0	2.34	22.3	C
9	382.0	2.52	23.7	C
10	384.0	2.58	24.2	C
Average:	**384.4**	**2.41**	**22.5**	**C**
NWB R on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	673.0	0.42	2.2	A
2	669.0	0.36	1.9	A
3	670.0	0.43	2.3	A
4	675.0	0.37	2.0	A
5	665.0	0.32	1.7	A
6	671.0	0.41	2.2	A
7	669.0	0.45	2.4	A
8	671.0	0.65	3.5	A
9	670.0	0.39	2.1	A
10	673.0	0.38	2.1	A
Average:	**670.6**	**0.42**	**2.2**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Superlink ID 14412				
1	234.0	1.20	18.5	B
2	239.0	1.23	18.5	B
3	233.0	1.26	19.4	B
4	230.0	1.07	16.7	B
5	240.0	1.25	18.7	B
6	233.0	1.17	18.0	B
7	231.0	1.41	22.0	C
8	235.0	1.31	20.1	C
9	236.0	1.11	16.9	B
10	236.0	1.20	18.4	B

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**234.7**	**1.22**	**18.7**	**B**
SEB T on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	252.0	1.68	23.9	C
2	258.0	1.69	23.6	C
3	255.0	1.36	19.2	B
4	256.0	1.45	20.4	C
5	263.0	1.55	21.2	C
6	258.0	1.63	22.8	C
7	249.0	1.24	18.0	B
8	256.0	1.51	21.3	C
9	255.0	1.52	21.5	C
10	255.0	1.51	21.3	C
Average:	**255.7**	**1.51**	**21.3**	**C**
SWB R on BUCK RD: Superlink ID 720509752				
1	405.0	0.06	0.5	A
2	401.0	0.12	1.1	A
3	403.0	0.07	0.6	A
4	399.0	0.07	0.6	A
5	409.0	0.05	0.4	A
6	409.0	0.07	0.6	A
7	401.0	0.09	0.8	A
8	406.0	0.08	0.7	A
9	407.0	0.06	0.6	A
10	402.0	0.08	0.7	A
Average:	**627.1**	**0.37**	**2.7**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Superlink ID 720509751				
1	226.0	0.39	6.1	A
2	217.0	0.38	6.3	A
3	226.0	0.25	4.1	A
4	219.0	0.30	4.9	A
5	224.0	0.28	4.6	A
6	226.0	0.36	5.7	A
7	221.0	0.12	2.0	A
8	223.0	0.24	3.8	A
9	224.0	0.34	5.5	A
10	223.0	0.30	4.8	A
Average:	**627.1**	**0.37**	**2.7**	**A**

WB T on BUCK RD: Superlink ID 720495034

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	445.0	14.16	114.6	F
2	453.0	7.58	60.3	E
3	437.0	12.13	99.9	F
4	448.0	13.14	105.6	F
5	436.0	9.82	81.1	F
6	428.0	14.54	122.3	F
7	443.0	13.54	110.0	F
8	446.0	13.40	108.2	F
9	447.0	7.15	57.6	E
10	447.0	10.20	82.2	F
Average:	**443.0**	**11.57**	**94.2**	**F**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Superlink ID 720495030				
1	71.0	0.37	18.9	B
2	75.0	0.41	19.6	B
3	73.0	0.37	18.1	B
4	74.0	0.42	20.6	C
5	75.0	0.37	17.6	B
6	72.0	0.32	16.1	B
7	73.0	0.32	15.7	B
8	74.0	0.33	16.1	B
9	73.0	0.37	18.2	B
10	73.0	0.40	19.9	B
Average:	**73.3**	**0.37**	**18.1**	**B**
EB T on WALES RD: Superlink ID 720495030				
1	666.0	1.83	9.9	A
2	670.0	1.85	10.0	A
3	672.0	2.01	10.8	B
4	673.0	1.91	10.2	B
5	670.0	2.16	11.6	B
6	673.0	2.07	11.1	B
7	668.0	2.07	11.2	B
8	668.0	2.01	10.9	B
9	665.0	1.99	10.8	B
10	665.0	2.07	11.2	B
Average:	**669.0**	**2.00**	**10.8**	**B**

NB LTR on NB I 75 TO WALES OFF RAMP: Superlink ID 4226

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	121.0	0.98	29.1	C
2	109.0	1.06	35.2	D
3	96.0	1.14	42.9	D
4	99.0	1.02	37.0	D
5	116.0	0.98	30.3	C
6	129.0	0.99	27.6	C
7	97.0	1.26	46.8	D
8	108.0	0.95	31.7	C
9	122.0	0.86	25.5	C
10	85.0	1.05	44.6	D
Average:	**108.2**	**1.03**	**35.1**	**D**
NB R on NB I 75 TO WALES OFF RAMP: Superlink ID 4226				
1	199.0	0.43	7.7	A
2	212.0	0.55	9.3	A
3	227.0	0.58	9.1	A
4	226.0	0.51	8.2	A
5	208.0	0.46	7.9	A
6	187.0	0.41	7.9	A
7	224.0	0.56	9.1	A
8	212.0	0.50	8.4	A
9	204.0	0.41	7.3	A
10	234.0	0.59	9.1	A
Average:	**213.3**	**0.50**	**8.4**	**A**
WB R on WALES RD: Superlink ID 720495029				
1	819.0	0.00	0.0	A
2	811.0	0.00	0.0	A
3	819.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	818.0	0.00	0.0	A
6	819.0	0.00	0.0	A
7	820.0	0.00	0.0	A
8	818.0	0.00	0.0	A
9	819.0	0.00	0.0	A
10	820.0	0.00	0.0	A
Average:	**818.3**	**0.00**	**0.0**	**A**
WB T on WALES RD: Superlink ID 720495029				
1	536.0	3.11	20.9	C
2	512.0	8.42	59.2	E
3	536.0	4.74	31.8	C

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	530.0	5.60	38.0	D
5	524.0	3.51	24.1	C
6	532.0	1.98	13.4	B
7	517.0	6.84	47.7	D
8	528.0	3.83	26.1	C
9	523.0	4.45	30.6	C
10	522.0	7.75	53.4	D
Average:	**526.0**	**5.02**	**34.5**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Superlink ID 720506516				
1	113.0	0.71	22.5	C
2	106.0	0.74	25.0	C
3	105.0	0.70	24.1	C
4	113.0	0.63	20.0	B
5	107.0	0.73	24.5	C
6	110.0	0.77	25.1	C
7	104.0	0.64	22.1	C
8	106.0	0.67	22.6	C
9	103.0	0.65	22.6	C
10	109.0	0.75	24.9	C
Average:	**107.6**	**0.70**	**23.3**	**C**
EB TR on WALES RD: Superlink ID 720506516				
1	107.0	0.57	19.3	B
2	118.0	0.64	19.5	B
3	116.0	0.77	24.0	C
4	110.0	0.76	24.9	C
5	118.0	0.77	23.6	C
6	115.0	0.73	22.8	C
7	116.0	0.81	25.2	C
8	118.0	0.63	19.2	B
9	119.0	0.72	21.8	C
10	115.0	0.71	22.3	C
Average:	**115.2**	**0.71**	**22.3**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	319.0	1.93	21.8	C
2	317.0	1.79	20.3	C
3	301.0	2.01	24.0	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	314.0	2.03	23.3	C
5	314.0	1.90	21.8	C
6	319.0	1.97	22.3	C
7	319.0	1.90	21.4	C
8	313.0	1.86	21.4	C
9	300.0	1.99	23.9	C
10	309.0	1.89	22.0	C
Average:	**312.5**	**1.93**	**22.2**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Superlink ID 13720				
1	332.0	1.93	20.9	C
2	333.0	1.75	18.9	B
3	353.0	2.12	21.6	C
4	334.0	1.84	19.8	B
5	337.0	1.99	21.2	C
6	332.0	2.10	22.7	C
7	330.0	1.89	20.6	C
8	333.0	1.88	20.3	C
9	348.0	2.02	20.9	C
10	342.0	1.92	20.2	C
Average:	**337.4**	**1.94**	**20.7**	**C**
WB L on WALES RD: Superlink ID 720495030				
1	428.0	11.92	100.3	F
2	409.0	13.20	116.2	F
3	427.0	13.91	117.2	F
4	423.0	13.06	111.1	F
5	417.0	8.23	71.1	E
6	436.0	6.93	57.2	E
7	405.0	13.16	117.0	F
8	429.0	12.39	104.0	F
9	410.0	9.85	86.5	F
10	422.0	15.20	129.6	F
Average:	**420.6**	**11.79**	**101.0**	**F**
WB T on WALES RD: Superlink ID 720495030				
1	101.0	1.34	47.7	D
2	98.0	1.80	66.2	E
3	104.0	1.97	68.4	E
4	104.0	1.89	65.4	E
5	102.0	1.10	39.0	D
6	107.0	0.71	23.9	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	101.0	1.82	65.0	E
8	105.0	1.60	54.7	D
9	103.0	1.30	45.5	D
10	105.0	2.26	77.6	E
Average:	**103.0**	**1.58**	**55.3**	**E**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	2.4	0.1	2.2	2.6	10
NWB R	NB I 75 TO BUCK OFF RAMP	14412	0.4	0.1	0.3	0.7	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	1.2	0.1	1.1	1.4	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	1.5	0.1	1.2	1.7	10
SWB R	BUCK RD	720509752	0.2	0.1	0.1	0.4	10
WB T	BUCK RD	720495034	11.6	2.7	7.2	14.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	0.4	0.0	0.3	0.4	10
EB T	WALES RD	720495030	2.0	0.1	1.8	2.2	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	1.0	0.1	0.9	1.3	10
NB R	NB I 75 TO WALES OFF RAMP	4226	0.5	0.1	0.4	0.6	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	5.0	2.1	2.0	8.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	0.7	0.0	0.6	0.8	10
EB TR	WALES RD	720506516	0.7	0.1	0.6	0.8	10
SB L	SB I 75 TO WALES OFF RAMP	13720	1.9	0.1	1.8	2.0	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	1.9	0.1	1.8	2.1	10
WB L	WALES RD	720495030	11.8	2.6	6.9	15.2	10
WB T	WALES RD	720495030	1.6	0.5	0.7	2.3	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane Group - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	BUCK RD	720509752	22.5	1.3	20.8	24.2	10
NWB R	NB I 75 TO BUCK OFF RAMP	14412	2.2	0.5	1.7	3.5	10
NWB T	NB I 75 TO BUCK OFF RAMP	14412	18.7	1.5	16.7	22.0	10
SEB T	SB I 75 TO BUCK OFF RAMP	720509751	21.3	1.8	18.0	23.9	10
SWB R	BUCK RD	720509752	2.7	2.3	0.4	6.3	10
WB T	BUCK RD	720495034	94.2	22.7	57.6	122.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	WALES RD	720495030	18.1	1.7	15.7	20.6	10
EB T	WALES RD	720495030	10.8	0.6	9.9	11.6	10
NB LTR	NB I 75 TO WALES OFF RAMP	4226	35.1	7.5	25.5	46.8	10
NB R	NB I 75 TO WALES OFF RAMP	4226	8.4	0.7	7.3	9.3	10
WB R	WALES RD	720495029	0.0	0.0	0.0	0.0	10
WB T	WALES RD	720495029	34.5	14.9	13.4	59.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB T	WALES RD	720506516	23.3	1.7	20.0	25.1	10
EB TR	WALES RD	720506516	22.3	2.3	19.2	25.2	10
SB L	SB I 75 TO WALES OFF RAMP	13720	22.2	1.2	20.3	24.0	10
SB LTR	SB I 75 TO WALES OFF RAMP	13720	20.7	1.0	18.9	22.7	10
WB L	WALES RD	720495030	101.0	22.9	57.2	129.6	10
WB T	WALES RD	720495030	55.3	16.3	23.9	77.6	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Overview

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640867				
1	141.0	0.79	20.0	C
2	138.0	0.69	18.1	B
3	138.0	0.83	21.6	C
4	140.0	0.79	20.2	C
5	136.0	0.80	21.2	C
6	137.0	0.79	20.9	C
7	140.0	0.70	17.9	B
8	139.0	0.75	19.5	B
9	140.0	0.81	20.8	C
10	138.0	0.83	21.7	C
Average:	**138.0**	**0.78**	**20.2**	**C**
EB T on BUCK RD: Lane ID 33640868				
1	132.0	0.98	26.7	C
2	131.0	0.88	24.3	C
3	129.0	0.82	23.0	C
4	134.0	0.91	24.5	C
5	115.0	0.69	21.7	C
6	141.0	0.79	20.2	C
7	133.0	0.88	23.8	C
8	139.0	0.82	21.2	C
9	127.0	0.93	26.4	C
10	126.0	0.94	26.8	C
Average:	**130.0**	**0.86**	**23.9**	**C**
EB T on BUCK RD: Lane ID 33640869				
1	116.0	0.76	23.5	C
2	113.0	0.75	23.8	C
3	119.0	0.84	25.4	C
4	111.0	0.84	27.2	C
5	132.0	0.77	21.0	C
6	110.0	0.67	21.9	C
7	115.0	0.67	20.9	C
8	99.0	0.77	28.0	C
9	115.0	0.78	24.4	C
10	120.0	0.81	24.2	C

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**115.0**	**0.77**	**24.0**	**C**
NWB R on NB I 75 TO BUCK OFF RAMP: Lane ID 33640916				
1	673.0	0.42	2.2	A
2	669.0	0.36	1.9	A
3	670.0	0.43	2.3	A
4	675.0	0.37	2.0	A
5	665.0	0.32	1.7	A
6	671.0	0.41	2.2	A
7	669.0	0.45	2.4	A
8	671.0	0.65	3.5	A
9	670.0	0.39	2.1	A
10	673.0	0.38	2.1	A
Average:	**670.0**	**0.42**	**2.2**	**A**
NWB T on NB I 75 TO BUCK OFF RAMP: Lane ID 33640853				
1	234.0	1.20	18.5	B
2	239.0	1.23	18.5	B
3	233.0	1.26	19.4	B
4	230.0	1.07	16.7	B
5	240.0	1.25	18.7	B
6	233.0	1.17	18.0	B
7	231.0	1.41	22.0	C
8	235.0	1.31	20.1	C
9	236.0	1.11	16.9	B
10	236.0	1.20	18.4	B
Average:	**234.0**	**1.22**	**18.7**	**B**
SEB T on SB I 75 TO BUCK OFF RAMP: Lane ID 33640860				
1	252.0	1.68	23.9	C
2	258.0	1.69	23.6	C
3	255.0	1.36	19.2	B
4	256.0	1.45	20.4	C
5	263.0	1.55	21.2	C
6	258.0	1.63	22.8	C
7	249.0	1.24	18.0	B
8	256.0	1.51	21.3	C
9	255.0	1.52	21.5	C
10	255.0	1.51	21.3	C
Average:	**255.0**	**1.51**	**21.3**	**C**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SWB R on BUCK RD: Lane ID 33640907				
1	405.0	0.06	0.5	A
2	401.0	0.12	1.1	A
3	403.0	0.07	0.6	A
4	399.0	0.07	0.6	A
5	409.0	0.05	0.4	A
6	409.0	0.07	0.6	A
7	401.0	0.09	0.8	A
8	406.0	0.08	0.7	A
9	407.0	0.06	0.6	A
10	402.0	0.08	0.7	A
Average:	**404.0**	**0.08**	**0.7**	**A**
SWB R on SB I 75 TO BUCK OFF RAMP: Lane ID 33640865				
1	226.0	0.39	6.1	A
2	217.0	0.38	6.3	A
3	226.0	0.25	4.1	A
4	219.0	0.30	4.9	A
5	224.0	0.28	4.6	A
6	226.0	0.36	5.7	A
7	221.0	0.12	2.0	A
8	223.0	0.24	3.8	A
9	224.0	0.34	5.5	A
10	223.0	0.30	4.8	A
Average:	**222.0**	**0.30**	**4.8**	**A**
WB T on BUCK RD: Lane ID 33573882				
1	20.0	0.19	34.3	C
2	18.0	0.16	31.8	C
3	17.0	0.14	30.4	C
4	18.0	0.14	27.5	C
5	21.0	0.17	29.8	C
6	22.0	0.19	30.6	C
7	15.0	0.17	39.8	D
8	19.0	0.18	33.2	C
9	19.0	0.16	30.9	C
10	17.0	0.12	25.5	C
Average:	**18.0**	**0.16**	**31.4**	**C**
WB T on BUCK RD: Lane ID 33640876				
1	386.0	13.48	125.7	F
2	401.0	7.09	63.6	E

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 18

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	388.0	11.64	108.0	F
4	392.0	12.61	115.8	F
5	383.0	9.41	88.5	F
6	366.0	13.93	137.1	F
7	387.0	12.88	119.9	F
8	388.0	12.80	118.7	F
9	393.0	6.63	60.7	E
10	397.0	9.79	88.8	F
Average:	**388.0**	**11.03**	**102.7**	**F**
WB T on BUCK RD: Lane ID 33640919				
1	39.0	0.49	45.4	D
2	34.0	0.34	35.6	D
3	32.0	0.35	39.0	D
4	38.0	0.39	36.9	D
5	32.0	0.24	26.5	C
6	40.0	0.42	37.7	D
7	41.0	0.49	42.9	D
8	39.0	0.43	39.8	D
9	35.0	0.36	36.8	D
10	33.0	0.29	31.6	C
Average:	**36.0**	**0.38**	**37.2**	**D**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on WALES RD: Lane ID 33573857				
1	71.0	0.37	18.9	B
2	75.0	0.41	19.6	B
3	73.0	0.37	18.1	B
4	74.0	0.42	20.6	C
5	75.0	0.37	17.6	B
6	72.0	0.32	16.1	B
7	73.0	0.32	15.7	B
8	74.0	0.33	16.1	B
9	73.0	0.37	18.2	B
10	73.0	0.40	19.9	B
Average:	**73.0**	**0.37**	**18.1**	**B**
EB T on WALES RD: Lane ID 33573858				
1	344.0	0.90	9.4	A
2	333.0	0.91	9.8	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	329.0	0.94	10.3	B
4	357.0	0.95	9.6	A
5	329.0	1.00	10.9	B
6	341.0	0.96	10.1	B
7	340.0	0.99	10.5	B
8	346.0	1.04	10.8	B
9	336.0	0.98	10.6	B
10	331.0	0.94	10.2	B
Average:	**338.0**	**0.96**	**10.2**	**B**
EB T on WALES RD: Lane ID 33573859				
1	322.0	0.94	10.5	B
2	337.0	0.94	10.1	B
3	343.0	1.07	11.2	B
4	316.0	0.96	10.9	B
5	341.0	1.16	12.3	B
6	332.0	1.11	12.0	B
7	328.0	1.08	11.8	B
8	322.0	0.97	10.9	B
9	329.0	1.01	11.0	B
10	334.0	1.13	12.2	B
Average:	**330.0**	**1.04**	**11.3**	**B**
NB LTR on NB I 75 TO WALES OFF RAMP: Lane ID 9798				
1	121.0	0.98	29.1	C
2	109.0	1.06	35.2	D
3	96.0	1.14	42.9	D
4	99.0	1.02	37.0	D
5	116.0	0.98	30.3	C
6	129.0	0.99	27.6	C
7	97.0	1.26	46.8	D
8	108.0	0.95	31.7	C
9	122.0	0.86	25.5	C
10	85.0	1.05	44.6	D
Average:	**108.0**	**1.03**	**35.1**	**D**
NB R on NB I 75 TO WALES OFF RAMP: Lane ID 9799				
1	199.0	0.43	7.7	A
2	212.0	0.55	9.3	A
3	227.0	0.58	9.1	A
4	226.0	0.51	8.2	A
5	208.0	0.46	7.9	A

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP -- SIGNALIZED

NODE: 9333

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	187.0	0.41	7.9	A
7	224.0	0.56	9.1	A
8	212.0	0.50	8.4	A
9	204.0	0.41	7.3	A
10	234.0	0.59	9.1	A
Average:	**213.0**	**0.50**	**8.4**	**A**
WB R on WALES RD: Lane ID 9795				
1	819.0	0.00	0.0	A
2	811.0	0.00	0.0	A
3	819.0	0.00	0.0	A
4	820.0	0.00	0.0	A
5	818.0	0.00	0.0	A
6	819.0	0.00	0.0	A
7	820.0	0.00	0.0	A
8	818.0	0.00	0.0	A
9	819.0	0.00	0.0	A
10	820.0	0.00	0.0	A
Average:	**818.0**	**0.00**	**0.0**	**A**
WB T on WALES RD: Lane ID 33634092				
1	536.0	3.11	20.9	C
2	512.0	8.42	59.2	E
3	536.0	4.74	31.8	C
4	530.0	5.60	38.0	D
5	524.0	3.51	24.1	C
6	532.0	1.98	13.4	B
7	517.0	6.84	47.7	D
8	528.0	3.83	26.1	C
9	523.0	4.45	30.6	C
10	522.0	7.75	53.4	D
Average:	**526.0**	**5.02**	**34.5**	**C**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on WALES RD: Lane ID 33573864				
1	113.0	0.71	22.5	C
2	106.0	0.74	25.0	C
3	105.0	0.70	24.1	C
4	113.0	0.63	20.0	B
5	107.0	0.73	24.5	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	110.0	0.77	25.1	C
7	104.0	0.64	22.1	C
8	106.0	0.67	22.6	C
9	103.0	0.65	22.6	C
10	109.0	0.75	24.9	C
Average:	**107.0**	**0.70**	**23.3**	**C**
EB TR on WALES RD: Lane ID 33573865				
1	107.0	0.57	19.3	B
2	118.0	0.64	19.5	B
3	116.0	0.77	24.0	C
4	110.0	0.76	24.9	C
5	118.0	0.77	23.6	C
6	115.0	0.73	22.8	C
7	116.0	0.81	25.2	C
8	118.0	0.63	19.2	B
9	119.0	0.72	21.8	C
10	115.0	0.71	22.3	C
Average:	**115.0**	**0.71**	**22.3**	**C**
SB L on SB I 75 TO WALES OFF RAMP: Lane ID 9791				
1	319.0	1.93	21.8	C
2	317.0	1.79	20.3	C
3	301.0	2.01	24.0	C
4	314.0	2.03	23.3	C
5	314.0	1.90	21.8	C
6	319.0	1.97	22.3	C
7	319.0	1.90	21.4	C
8	313.0	1.86	21.4	C
9	300.0	1.99	23.9	C
10	309.0	1.89	22.0	C
Average:	**312.0**	**1.93**	**22.2**	**C**
SB LTR on SB I 75 TO WALES OFF RAMP: Lane ID 54297				
1	332.0	1.93	20.9	C
2	333.0	1.75	18.9	B
3	353.0	2.12	21.6	C
4	334.0	1.84	19.8	B
5	337.0	1.99	21.2	C
6	332.0	2.10	22.7	C
7	330.0	1.89	20.6	C
8	333.0	1.88	20.3	C

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP -- SIGNALIZED

NODE: 4881

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	348.0	2.02	20.9	C
10	342.0	1.92	20.2	C
Average:	**337.0**	**1.94**	**20.7**	**C**
WB L on WALES RD: Lane ID 33573866				
1	428.0	11.92	100.3	F
2	409.0	13.20	116.2	F
3	427.0	13.91	117.2	F
4	423.0	13.06	111.1	F
5	417.0	8.23	71.1	E
6	436.0	6.93	57.2	E
7	405.0	13.16	117.0	F
8	429.0	12.39	104.0	F
9	410.0	9.85	86.5	F
10	422.0	15.20	129.6	F
Average:	**420.0**	**11.79**	**101.0**	**F**
WB T on WALES RD: Lane ID 33573867				
1	101.0	1.34	47.7	D
2	98.0	1.80	66.2	E
3	104.0	1.97	68.4	E
4	104.0	1.89	65.4	E
5	102.0	1.10	39.0	D
6	107.0	0.71	23.9	C
7	101.0	1.82	65.0	E
8	105.0	1.60	54.7	D
9	103.0	1.30	45.5	D
10	105.0	2.26	77.6	E
Average:	**103.0**	**1.58**	**55.3**	**E**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Total Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.2	0.0	0.1	0.2	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	1.2	0.1	1.1	1.4	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	1.5	0.1	1.2	1.7	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.3	0.1	0.1	0.4	10
EB T	33640867	BUCK RD	0.8	0.0	0.7	0.8	10
EB T	33640868	BUCK RD	0.9	0.1	0.7	1.0	10
EB T	33640869	BUCK RD	0.8	0.1	0.7	0.8	10
WB T	33640876	BUCK RD	11.0	2.6	6.6	13.9	10
SWB R	33640907	BUCK RD	0.1	0.0	0.1	0.1	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.4	0.1	0.3	0.7	10
WB T	33640919	BUCK RD	0.4	0.1	0.2	0.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	1.0	0.1	0.9	1.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.5	0.1	0.4	0.6	10
EB L	33573857	WALES RD	0.4	0.0	0.3	0.4	10
EB T	33573858	WALES RD	1.0	0.0	0.9	1.0	10
EB T	33573859	WALES RD	1.0	0.1	0.9	1.2	10
WB T	33634092	WALES RD	5.0	2.1	2.0	8.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.9	0.1	1.8	2.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.9	0.1	1.8	2.1	10
EB T	33573864	WALES RD	0.7	0.0	0.6	0.8	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.8	10
WB L	33573866	WALES RD	11.8	2.6	6.9	15.2	10
WB T	33573867	WALES RD	1.6	0.5	0.7	2.3	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Intersection LOS by Lane - Avg Control Delay

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	31.4	3.9	25.5	39.8	10
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	18.7	1.5	16.7	22.0	10
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	21.3	1.8	18.0	23.9	10
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	4.8	1.3	2.0	6.3	10
EB T	33640867	BUCK RD	20.2	1.3	17.9	21.7	10
EB T	33640868	BUCK RD	23.9	2.3	20.2	26.8	10
EB T	33640869	BUCK RD	24.0	2.4	20.9	28.0	10
WB T	33640876	BUCK RD	102.7	26.1	60.7	137.1	10
SWB R	33640907	BUCK RD	0.7	0.2	0.4	1.1	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	2.2	0.5	1.7	3.5	10
WB T	33640919	BUCK RD	37.2	5.4	26.5	45.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP

NODE: 9333

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
NB LTR	9798	NB I 75 TO WALES OFF RAMP	35.1	7.5	25.5	46.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	8.4	0.7	7.3	9.3	10
EB L	33573857	WALES RD	18.1	1.7	15.7	20.6	10
EB T	33573858	WALES RD	10.2	0.5	9.4	10.9	10
EB T	33573859	WALES RD	11.3	0.7	10.1	12.3	10
WB T	33634092	WALES RD	34.5	14.9	13.4	59.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP

NODE: 4881

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	22.2	1.2	20.3	24.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	20.7	1.0	18.9	22.7	10
EB T	33573864	WALES RD	23.3	1.7	20.0	25.1	10
EB TR	33573865	WALES RD	22.3	2.3	19.2	25.2	10
WB L	33573866	WALES RD	101.0	22.9	57.2	129.6	10
WB T	33573867	WALES RD	55.3	16.3	23.9	77.6	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,951.0	8.17	15.1	C
2	1,930.0	7.84	14.6	B
3	1,929.0	8.62	16.1	C
4	1,925.0	7.08	13.2	B
5	1,937.0	9.63	17.9	C
6	1,945.0	9.98	18.5	C
7	1,939.0	8.41	15.6	C
8	1,937.0	8.85	16.5	C
9	1,933.0	9.08	16.9	C
10	1,928.0	8.03	15.0	B
Average:	**1,935.4**	**8.57**	**15.9**	**C**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,640.0	11.13	15.2	C
2	2,624.0	9.90	13.6	B
3	2,628.0	8.47	11.6	B
4	2,643.0	10.48	14.3	B
5	2,625.0	14.58	20.0	C
6	2,624.0	10.47	14.4	B
7	2,614.0	10.59	14.6	B
8	2,620.0	10.36	14.2	B
9	2,627.0	9.73	13.3	B
10	2,636.0	9.81	13.4	B
Average:	**2,628.1**	**10.55**	**14.5**	**B**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	8.6	0.9	7.1	10.0	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	10.6	1.6	8.5	14.6	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	15.9	1.6	13.2	18.5	10
26	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	14.5	2.2	11.6	20.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	382.0	1.73	16.3	C
2	383.0	1.68	15.8	C
3	376.0	2.26	21.7	C
4	381.0	1.67	15.8	C
5	382.0	2.16	20.3	C
6	384.0	1.86	17.4	C
7	380.0	2.02	19.2	C
8	383.0	1.83	17.2	C
9	380.0	1.85	17.5	C
10	386.0	2.04	19.0	C
Average:	**381.0**	**1.91**	**18.0**	**C**
NWB T on BUCK RD: Lane ID 33640836				
1	309.0	0.87	10.1	B
2	296.0	1.59	19.3	C
3	298.0	1.40	16.9	C
4	296.0	0.69	8.4	A
5	300.0	1.68	20.2	C
6	308.0	0.86	10.1	B
7	305.0	0.90	10.6	B
8	301.0	2.01	24.0	C
9	298.0	0.87	10.5	B
10	292.0	0.54	6.6	A
Average:	**300.0**	**1.14**	**13.7**	**B**
NWB T on BUCK RD: Lane ID 33640939				
1	216.0	0.00	0.0	A
2	212.0	0.00	0.0	A
3	212.0	0.00	0.0	A
4	214.0	0.00	0.0	A
5	213.0	0.00	0.0	A
6	212.0	0.00	0.0	A
7	211.0	0.00	0.0	A
8	216.0	0.00	0.0	A
9	211.0	0.00	0.0	A
10	210.0	0.00	0.0	A
Average:	**212.0**	**0.00**	**0.0**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	669.0	4.67	25.1	D
2	666.0	3.75	20.2	C
3	670.0	4.11	22.1	C
4	667.0	4.02	21.7	C
5	674.0	5.00	26.7	D
6	668.0	6.36	34.3	D
7	673.0	4.65	24.9	C
8	667.0	4.23	22.8	C
9	668.0	5.59	30.1	D
10	668.0	4.62	24.9	C
Average:	**669.0**	**4.70**	**25.3**	**D**
SWB T on LIME CITY RD: Lane ID 33640838				
1	375.0	0.90	8.7	A
2	373.0	0.83	8.0	A
3	373.0	0.84	8.1	A
4	367.0	0.70	6.9	A
5	368.0	0.80	7.8	A
6	373.0	0.90	8.7	A
7	370.0	0.83	8.1	A
8	370.0	0.79	7.6	A
9	376.0	0.77	7.4	A
10	372.0	0.84	8.1	A
Average:	**371.0**	**0.82**	**7.9**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT — NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640889				
1	586.0	1.11	6.8	A
2	587.0	1.12	6.9	A
3	582.0	0.99	6.1	A
4	589.0	0.98	6.0	A
5	577.0	1.04	6.5	A
6	584.0	1.06	6.5	A
7	583.0	1.12	6.9	A
8	580.0	1.05	6.5	A
9	597.0	1.02	6.1	A
10	593.0	1.01	6.1	A
Average:	**585.0**	**1.05**	**6.4**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640890				
1	586.0	0.81	5.0	A
2	580.0	0.79	4.9	A
3	591.0	0.84	5.1	A
4	596.0	0.75	4.5	A
5	598.0	0.76	4.6	A
6	591.0	0.76	4.6	A
7	588.0	0.83	5.1	A
8	587.0	0.84	5.2	A
9	568.0	0.80	5.1	A
10	575.0	0.77	4.8	A
Average:	**586.0**	**0.80**	**4.9**	**A**
NB R on BUCK RD: Lane ID 33640857				
1	289.0	0.39	4.8	A
2	287.0	0.38	4.7	A
3	290.0	0.40	4.9	A
4	284.0	0.36	4.5	A
5	287.0	0.43	5.4	A
6	284.0	0.42	5.3	A
7	284.0	0.44	5.6	A
8	288.0	0.42	5.3	A
9	290.0	0.39	4.8	A
10	292.0	0.39	4.8	A
Average:	**287.0**	**0.40**	**5.0**	**A**
NB T on GLENWOOD RD: Lane ID 33640885				
1	360.0	1.43	14.3	B
2	362.0	1.41	14.0	B
3	361.0	1.19	11.9	B
4	362.0	1.53	15.2	C
5	360.0	1.21	12.1	B
6	361.0	1.36	13.6	B
7	362.0	1.05	10.4	B
8	357.0	1.33	13.4	B
9	360.0	1.13	11.3	B
10	363.0	1.26	12.5	B
Average:	**360.0**	**1.29**	**12.9**	**B**
SB T on GLENWOOD RD: Lane ID 33640883				
1	183.0	0.35	6.9	A
2	179.0	0.27	5.3	A
3	179.0	0.23	4.7	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	181.0	0.28	5.6	A
5	181.0	0.31	6.1	A
6	182.0	0.29	5.8	A
7	177.0	0.30	6.1	A
8	182.0	0.27	5.4	A
9	184.0	0.28	5.6	A
10	181.0	0.27	5.4	A
Average:	**180.0**	**0.29**	**5.7**	**A**
WB T on 3RD ST: Lane ID 33640879				
1	270.0	3.64	48.5	E
2	265.0	3.29	44.7	E
3	286.0	2.72	34.3	D
4	278.0	3.65	47.2	E
5	271.0	5.68	75.5	F
6	288.0	3.55	44.3	E
7	254.0	3.51	49.7	E
8	263.0	3.53	48.3	E
9	277.0	3.43	44.5	E
10	261.0	3.35	46.2	E
Average:	**271.0**	**3.64**	**48.3**	**E**
WB T on 3RD ST: Lane ID 33640880				
1	366.0	3.40	33.4	D
2	364.0	2.64	26.2	D
3	339.0	2.10	22.3	C
4	353.0	2.93	29.8	D
5	351.0	5.15	52.9	F
6	334.0	3.03	32.7	D
7	366.0	3.35	33.0	D
8	363.0	2.92	29.0	D
9	351.0	2.69	27.6	D
10	371.0	2.76	26.7	D
Average:	**355.0**	**3.10**	**31.4**	**D**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD

NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.1	0.5	0.5	2.0	10
SWB T	33640838	LIME CITY RD	0.8	0.1	0.7	0.9	10
SEB T	33640840	BUCK RD	4.7	0.8	3.8	6.4	10
NB T	33640842	LIME CITY RD	1.9	0.2	1.7	2.3	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD

NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.4	0.0	0.4	0.4	10
WB T	33640879	3RD ST	3.6	0.8	2.7	5.7	10
WB T	33640880	3RD ST	3.1	0.8	2.1	5.2	10
SB T	33640883	GLENWOOD RD	0.3	0.0	0.2	0.4	10
NB T	33640885	GLENWOOD RD	1.3	0.1	1.1	1.5	10
EB T	33640889	BUCK RD	1.1	0.1	1.0	1.1	10
EB T	33640890	BUCK RD	0.8	0.0	0.8	0.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	13.7	5.9	6.6	24.0	10
SWB T	33640838	LIME CITY RD	7.9	0.6	6.9	8.7	10
SEB T	33640840	BUCK RD	25.3	4.2	20.2	34.3	10
NB T	33640842	LIME CITY RD	18.0	2.0	15.8	21.7	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	5.0	0.4	4.5	5.6	10
WB T	33640879	3RD ST	48.3	10.5	34.3	75.5	10
WB T	33640880	3RD ST	31.4	8.3	22.3	52.9	10
SB T	33640883	GLENWOOD RD	5.7	0.6	4.7	6.9	10
NB T	33640885	GLENWOOD RD	12.9	1.5	10.4	15.2	10
EB T	33640889	BUCK RD	6.4	0.4	6.0	6.9	10
EB T	33640890	BUCK RD	4.9	0.3	4.5	5.2	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	31.3	1.2	142.9	5.0	0.0%
2	120.0	29.9	1.2	122.2	4.0	0.0%
3	120.0	47.1	1.6	192.3	5.0	0.0%
4	120.0	27.1	1.0	115.6	4.0	0.0%
5	120.0	42.8	1.5	185.9	7.0	0.0%
6	120.0	31.3	1.1	131.3	4.0	0.0%
7	120.0	33.5	1.2	138.0	4.0	0.0%
8	120.0	36.9	1.3	140.8	5.0	0.0%
9	120.0	35.2	1.3	156.7	5.0	0.0%
10	120.0	38.6	1.4	156.8	5.0	0.0%
Average:	**120.0**	**35.4**	**1.3**	**148.3**	**4.8**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	28.1	0.6	192.8	3.0	0.0%
2	120.0	14.3	0.4	74.0	2.0	0.0%
3	120.0	15.6	0.4	192.8	3.0	0.0%
4	120.0	20.1	0.5	192.8	2.0	0.0%
5	120.0	17.0	0.5	192.8	3.0	0.0%
6	120.0	21.4	0.6	192.8	3.0	0.0%
7	120.0	12.8	0.4	57.4	2.0	0.0%
8	120.0	15.0	0.4	93.7	2.0	0.0%
9	120.0	22.4	0.6	192.8	3.0	0.0%
10	120.0	12.8	0.3	82.3	2.0	0.0%
Average:	**120.0**	**18.0**	**0.5**	**146.4**	**2.5**	**0.0%**
NWB T on BUCK RD - Lane ID 33640939						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640939						
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	88.0	2.9	311.2	8.0	0.0%
2	120.0	55.2	1.7	281.5	8.0	0.0%
3	120.0	68.0	2.3	236.5	8.0	0.0%
4	120.0	60.6	2.0	236.2	8.0	0.0%
5	120.0	79.9	2.6	313.1	11.0	0.0%
6	120.0	85.2	2.7	311.3	10.0	0.0%
7	120.0	87.1	2.9	330.8	11.0	0.0%
8	120.0	66.6	2.3	255.1	9.0	0.0%
9	120.0	110.9	3.7	410.6	13.0	0.0%
10	120.0	85.9	2.8	316.0	10.0	0.0%
Average:	**120.0**	**78.7**	**2.6**	**300.2**	**9.6**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	10.9	0.4	69.0	2.0	0.0%
2	120.0	8.9	0.3	47.0	2.0	0.0%
3	120.0	6.7	0.3	44.0	2.0	0.0%
4	120.0	4.6	0.2	24.7	1.0	0.0%
5	120.0	7.4	0.2	49.7	2.0	0.0%
6	120.0	9.0	0.3	69.0	2.0	0.0%
7	120.0	8.7	0.4	65.3	2.0	0.0%
8	120.0	9.0	0.3	59.0	2.0	0.0%
9	120.0	7.9	0.3	51.6	2.0	0.0%
10	120.0	5.4	0.2	45.1	1.0	0.0%
Average:	**120.0**	**7.9**	**0.3**	**52.4**	**1.8**	**0.0%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
1	120.0	23.5	1.0	96.4	3.0	0.0%
2	120.0	16.7	0.7	72.1	3.0	0.0%
3	120.0	23.8	1.0	96.6	3.0	0.0%
4	120.0	24.2	1.0	110.3	3.0	0.0%
5	120.0	28.3	1.1	99.0	3.0	0.0%
6	120.0	21.2	0.9	78.5	3.0	0.0%
7	120.0	20.8	0.9	77.3	3.0	0.0%
8	120.0	22.9	1.0	85.6	3.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640867						
9	120.0	25.2	1.0	109.2	3.0	0.0%
10	120.0	22.8	1.0	72.7	3.0	0.0%
Average:	**120.0**	**22.9**	**1.0**	**89.8**	**3.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640868						
1	120.0	30.9	1.2	99.3	4.0	0.0%
2	120.0	30.9	1.2	115.4	4.0	0.0%
3	120.0	20.5	0.9	70.6	3.0	0.0%
4	120.0	23.5	1.0	74.8	3.0	0.0%
5	120.0	20.8	0.9	95.2	3.0	0.0%
6	120.0	21.8	0.9	76.7	3.0	0.0%
7	120.0	25.0	1.1	98.3	4.0	0.0%
8	120.0	21.5	1.0	76.2	3.0	0.0%
9	120.0	26.7	1.2	75.0	3.0	0.0%
10	120.0	25.3	1.1	94.2	3.0	0.0%
Average:	**120.0**	**24.7**	**1.1**	**87.6**	**3.3**	**0.0%**
EB T on BUCK RD - Lane ID 33640869						
1	120.0	19.8	0.9	73.4	3.0	0.0%
2	120.0	23.6	1.0	72.9	3.0	0.0%
3	120.0	21.5	1.0	74.3	3.0	0.0%
4	120.0	23.9	1.0	86.3	3.0	0.0%
5	120.0	20.7	0.9	78.7	3.0	0.0%
6	120.0	19.5	0.8	99.1	3.0	0.0%
7	120.0	18.7	0.9	72.4	3.0	0.0%
8	120.0	20.0	0.9	73.2	3.0	0.0%
9	120.0	22.2	1.0	80.0	3.0	0.0%
10	120.0	23.3	1.0	93.2	3.0	0.0%
Average:	**120.0**	**21.3**	**0.9**	**80.4**	**3.0**	**0.0%**
NWB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
1	120.0	1.3	0.0	0.0	0.0	0.0%
2	120.0	1.1	0.0	0.0	0.0	0.0%
3	120.0	1.5	0.1	0.8	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	0.6	0.0	0.0	0.0	0.0%
6	120.0	1.3	0.1	0.0	0.0	0.0%
7	120.0	0.5	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB R on NB I 75 TO BUCK OFF RAMP - Lane ID 33640916						
10	120.0	1.3	0.1	0.8	0.0	0.0%
Average:	**120.0**	**0.9**	**0.0**	**0.2**	**0.0**	**0.0%**
NWB T on NB I 75 TO BUCK OFF RAMP - Lane ID 33640853						
1	120.0	26.7	1.2	101.4	4.0	0.0%
2	120.0	28.4	1.2	92.0	4.0	0.0%
3	120.0	26.2	1.2	87.3	3.0	0.0%
4	120.0	22.7	1.0	87.4	3.0	0.0%
5	120.0	25.6	1.1	100.3	4.0	0.0%
6	120.0	27.4	1.2	92.0	4.0	0.0%
7	120.0	30.7	1.3	97.2	4.0	0.0%
8	120.0	30.7	1.2	121.8	4.0	0.0%
9	120.0	22.0	1.0	81.4	3.0	0.0%
10	120.0	28.4	1.2	106.1	4.0	0.0%
Average:	**120.0**	**26.9**	**1.2**	**96.7**	**3.7**	**0.0%**
SEB T on SB I 75 TO BUCK OFF RAMP - Lane ID 33640860						
1	120.0	58.6	1.6	244.5	6.0	0.0%
2	120.0	45.8	1.4	192.3	5.0	0.0%
3	120.0	45.3	1.3	194.6	5.0	0.0%
4	120.0	33.2	1.0	130.3	4.0	0.0%
5	120.0	38.0	1.2	147.1	5.0	0.0%
6	120.0	51.2	1.6	210.2	6.0	0.0%
7	120.0	32.6	1.1	131.4	5.0	0.0%
8	120.0	38.4	1.3	155.7	4.0	0.0%
9	120.0	37.8	1.2	130.2	4.0	0.0%
10	120.0	37.2	1.1	180.4	6.0	0.0%
Average:	**120.0**	**41.8**	**1.3**	**171.7**	**5.0**	**0.0%**
SWB R on BUCK RD - Lane ID 33640907						
1	120.0	4.7	0.2	39.8	2.0	0.0%
2	120.0	6.5	0.3	50.2	2.0	0.0%
3	120.0	6.3	0.3	45.3	2.0	0.0%
4	120.0	4.2	0.2	29.9	1.0	0.0%
5	120.0	4.0	0.2	30.4	1.0	0.0%
6	120.0	3.8	0.2	21.5	1.0	0.0%
7	120.0	4.5	0.2	23.7	1.0	0.0%
8	120.0	5.0	0.2	37.2	1.0	0.0%
9	120.0	3.7	0.1	18.6	1.0	0.0%
10	120.0	4.5	0.2	26.0	1.0	0.0%

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB R on BUCK RD - Lane ID 33640907						
Average:	**120.0**	**4.7**	**0.2**	**32.3**	**1.3**	**0.0%**
SWB R on SB I 75 TO BUCK OFF RAMP - Lane ID 33640865						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.1	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	1.2	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33573882						
1	120.0	3.8	0.2	17.8	1.0	0.0%
2	120.0	4.9	0.2	18.5	1.0	0.0%
3	120.0	4.6	0.2	40.6	1.0	0.0%
4	120.0	4.0	0.2	18.8	1.0	0.0%
5	120.0	4.8	0.2	23.4	1.0	0.0%
6	120.0	4.7	0.2	20.5	1.0	0.0%
7	120.0	2.2	0.1	16.9	1.0	0.0%
8	120.0	3.9	0.2	18.5	1.0	0.0%
9	120.0	4.4	0.2	18.7	1.0	0.0%
10	120.0	4.5	0.1	19.8	1.0	0.0%
Average:	**120.0**	**4.2**	**0.2**	**21.4**	**1.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640876						
1	120.0	366.1	11.0	823.5	24.0	1.7%
2	120.0	147.9	5.1	404.0	13.0	0.0%
3	120.0	319.0	9.9	799.2	25.0	0.0%
4	120.0	310.1	10.1	717.7	24.0	0.0%
5	120.0	254.4	7.9	799.1	24.0	0.8%
6	120.0	403.0	12.2	931.0	28.0	10.0%
7	120.0	320.8	10.2	699.7	21.0	0.0%
8	120.0	331.2	10.0	799.2	24.0	2.5%
9	120.0	170.3	5.8	426.2	13.0	0.0%
10	120.0	269.3	8.4	539.6	15.0	0.0%
Average:	**120.0**	**289.2**	**9.1**	**693.9**	**21.1**	**1.5%**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on BUCK RD - Lane ID 33640876						
WB T on BUCK RD - Lane ID 33640919						
1	120.0	10.6	0.5	41.5	2.0	0.0%
2	120.0	9.4	0.4	63.4	1.0	0.0%
3	120.0	7.4	0.3	19.3	1.0	0.0%
4	120.0	7.9	0.4	41.1	1.0	0.0%
5	120.0	7.2	0.3	18.8	1.0	0.0%
6	120.0	7.7	0.4	44.8	1.0	0.0%
7	120.0	13.9	0.4	72.5	2.0	0.0%
8	120.0	7.8	0.4	19.4	1.0	0.0%
9	120.0	10.2	0.4	70.0	1.0	0.0%
10	120.0	5.1	0.3	18.9	1.0	0.0%
Average:	**120.0**	**8.7**	**0.4**	**41.0**	**1.2**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640889						
1	120.0	7.9	0.3	50.7	2.0	0.0%
2	120.0	9.3	0.3	88.8	2.0	0.0%
3	120.0	7.0	0.3	57.6	2.0	0.0%
4	120.0	4.1	0.2	22.0	1.0	0.0%
5	120.0	10.9	0.4	94.8	2.0	0.0%
6	120.0	6.8	0.3	38.8	2.0	0.0%
7	120.0	8.7	0.4	65.3	2.0	0.0%
8	120.0	5.8	0.2	37.9	2.0	0.0%
9	120.0	5.3	0.3	35.5	2.0	0.0%
10	120.0	7.8	0.3	67.2	2.0	0.0%
Average:	**120.0**	**7.4**	**0.3**	**55.9**	**1.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640890						
1	120.0	6.6	0.2	36.4	2.0	0.0%
2	120.0	8.3	0.3	58.8	2.0	0.0%
3	120.0	4.8	0.2	37.6	2.0	0.0%
4	120.0	1.4	0.1	9.6	1.0	0.0%
5	120.0	3.0	0.1	16.1	1.0	0.0%
6	120.0	3.6	0.2	13.9	1.0	0.0%
7	120.0	5.4	0.2	38.3	1.0	0.0%
8	120.0	4.3	0.2	34.4	1.0	0.0%
9	120.0	3.5	0.1	10.6	1.0	0.0%
10	120.0	3.0	0.1	11.1	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640890						
Average:	**120.0**	**4.4**	**0.2**	**26.7**	**1.3**	**0.0%**
NB R on BUCK RD - Lane ID 33640857						
1	120.0	2.7	0.1	15.7	1.0	0.0%
2	120.0	1.5	0.1	15.6	1.0	0.0%
3	120.0	1.5	0.1	15.3	1.0	0.0%
4	120.0	2.0	0.1	0.8	0.0	0.0%
5	120.0	2.9	0.1	17.3	1.0	0.0%
6	120.0	2.5	0.1	0.0	0.0	0.0%
7	120.0	4.3	0.2	29.0	1.0	0.0%
8	120.0	1.1	0.1	0.0	0.0	0.0%
9	120.0	2.5	0.1	1.0	0.0	0.0%
10	120.0	0.3	0.0	0.0	0.0	0.0%
Average:	**120.0**	**2.1**	**0.1**	**9.5**	**0.5**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640885						
1	120.0	21.7	1.0	114.9	4.0	0.0%
2	120.0	22.6	1.0	117.2	4.0	0.0%
3	120.0	15.8	0.8	95.1	4.0	0.0%
4	120.0	24.4	1.1	145.2	5.0	0.0%
5	120.0	15.9	0.7	89.9	3.0	0.0%
6	120.0	23.7	1.1	109.2	4.0	0.0%
7	120.0	12.4	0.6	85.6	2.0	0.0%
8	120.0	25.6	1.1	118.9	4.0	0.0%
9	120.0	15.2	0.8	104.5	3.0	0.0%
10	120.0	24.3	1.1	110.1	4.0	0.0%
Average:	**120.0**	**20.2**	**0.9**	**109.1**	**3.7**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640883						
1	120.0	3.0	0.2	11.7	1.0	0.0%
2	120.0	1.2	0.1	3.8	1.0	0.0%
3	120.0	1.4	0.1	4.3	1.0	0.0%
4	120.0	2.3	0.2	8.3	1.0	0.0%
5	120.0	4.1	0.2	26.6	2.0	0.0%
6	120.0	2.0	0.1	7.1	1.0	0.0%
7	120.0	1.6	0.2	4.5	1.0	0.0%
8	120.0	2.2	0.2	14.9	1.0	0.0%
9	120.0	2.0	0.1	6.1	1.0	0.0%
10	120.0	1.0	0.1	2.9	1.0	0.0%
Average:	**120.0**	**2.1**	**0.2**	**9.0**	**1.1**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
WB T on 3RD ST - Lane ID 33640879						
1	120.0	99.9	3.1	279.9	7.0	0.0%
2	120.0	75.3	2.7	232.8	8.0	0.0%
3	120.0	67.7	2.5	181.9	6.0	0.0%
4	120.0	87.3	3.0	267.6	8.0	0.0%
5	120.0	138.7	4.3	392.1	12.0	0.0%
6	120.0	85.5	2.9	234.8	9.0	0.0%
7	120.0	108.1	3.1	268.0	8.0	0.0%
8	120.0	88.9	2.8	242.7	8.0	0.0%
9	120.0	89.0	3.1	218.5	7.0	0.0%
10	120.0	85.6	2.8	228.6	7.0	0.0%
Average:	**120.0**	**92.6**	**3.0**	**254.7**	**8.0**	**0.0%**
WB T on 3RD ST - Lane ID 33640880						
1	120.0	69.1	2.4	241.1	7.0	0.0%
2	120.0	51.4	2.0	209.4	7.0	0.0%
3	120.0	54.2	1.9	205.8	6.0	0.0%
4	120.0	58.0	2.0	212.4	7.0	0.0%
5	120.0	125.6	4.0	432.0	12.0	0.0%
6	120.0	80.7	2.5	285.3	7.0	0.0%
7	120.0	73.4	2.7	233.0	9.0	0.0%
8	120.0	63.5	2.2	221.7	7.0	0.0%
9	120.0	56.1	2.0	200.9	7.0	0.0%
10	120.0	55.5	2.1	192.3	6.0	0.0%
Average:	**120.0**	**68.8**	**2.4**	**243.4**	**7.5**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	5.9	0.3	21.0	1.0	0.0%
2	120.0	7.3	0.4	42.4	2.0	0.0%
3	120.0	6.8	0.3	40.1	1.0	0.0%
4	120.0	7.8	0.4	39.0	2.0	0.0%
5	120.0	9.0	0.3	62.9	1.0	0.0%
6	120.0	5.8	0.3	17.6	1.0	0.0%
7	120.0	5.8	0.3	21.2	1.0	0.0%
8	120.0	8.3	0.3	47.4	2.0	0.0%
9	120.0	7.0	0.3	20.4	1.0	0.0%
10	120.0	8.2	0.4	42.7	1.0	0.0%
Average:	**120.0**	**7.2**	**0.3**	**35.5**	**1.3**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573858						
1	120.0	13.7	0.5	101.5	3.0	0.0%
2	120.0	15.4	0.6	96.4	3.0	0.0%
3	120.0	25.5	0.8	130.5	4.0	0.0%
4	120.0	26.1	0.8	139.9	4.0	0.0%
5	120.0	26.2	0.8	133.3	4.0	0.0%
6	120.0	23.3	0.7	133.6	4.0	0.0%
7	120.0	18.8	0.6	102.9	4.0	0.0%
8	120.0	23.4	0.8	119.9	4.0	0.0%
9	120.0	24.8	0.8	134.8	4.0	0.0%
10	120.0	30.7	0.9	157.5	4.0	0.0%
Average:	**120.0**	**22.8**	**0.7**	**125.0**	**3.8**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	16.0	0.6	104.9	4.0	0.0%
2	120.0	16.6	0.6	105.5	3.0	0.0%
3	120.0	27.4	0.8	151.0	4.0	0.0%
4	120.0	23.9	0.8	136.6	4.0	0.0%
5	120.0	29.6	1.0	141.8	4.0	0.0%
6	120.0	24.8	0.8	137.9	4.0	0.0%
7	120.0	21.9	0.7	136.8	4.0	0.0%
8	120.0	25.2	0.8	151.8	4.0	0.0%
9	120.0	23.7	0.8	124.2	4.0	0.0%
10	120.0	31.4	1.0	164.5	4.0	0.0%
Average:	**120.0**	**24.1**	**0.8**	**135.5**	**3.9**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	20.1	0.9	66.0	3.0	0.0%
2	120.0	19.9	1.0	67.3	3.0	0.0%
3	120.0	24.1	1.1	67.7	3.0	0.0%
4	120.0	18.8	0.9	47.8	2.0	0.0%
5	120.0	15.0	0.7	51.3	2.0	0.0%
6	120.0	18.6	0.9	69.3	3.0	0.0%
7	120.0	28.2	1.3	90.2	4.0	0.0%
8	120.0	17.3	0.8	70.2	3.0	0.0%
9	120.0	16.5	0.8	59.3	2.0	0.0%
10	120.0	28.0	1.0	76.1	3.0	0.0%
Average:	**120.0**	**20.7**	**0.9**	**66.5**	**2.8**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	7.0	0.3	31.6	1.0	0.0%
2	120.0	9.3	0.4	43.6	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
3	120.0	7.4	0.3	45.9	1.0	0.0%
4	120.0	6.1	0.3	28.5	1.0	0.0%
5	120.0	5.6	0.2	25.2	1.0	0.0%
6	120.0	6.3	0.3	28.3	1.0	0.0%
7	120.0	6.3	0.3	31.8	1.0	0.0%
8	120.0	5.8	0.3	29.8	1.0	0.0%
9	120.0	6.0	0.3	44.6	2.0	0.0%
10	120.0	8.4	0.4	47.8	2.0	0.0%
Average:	**120.0**	**6.8**	**0.3**	**35.7**	**1.3**	**0.0%**
WB R on WALES RD - Lane ID 9795						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.1	0.0	0.0	0.0	0.0%
3	120.0	0.8	0.0	0.0	0.0	0.0%
4	120.0	0.1	0.0	0.0	0.0	0.0%
5	120.0	0.1	0.0	0.0	0.0	0.0%
6	120.0	1.1	0.0	0.0	0.0	0.0%
7	120.0	0.6	0.0	0.0	0.0	0.0%
8	120.0	0.7	0.0	0.0	0.0	0.0%
9	120.0	1.1	0.0	0.0	0.0	0.0%
10	120.0	0.5	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	59.7	2.0	254.5	8.0	1.7%
2	120.0	178.7	5.4	533.3	17.0	21.7%
3	120.0	88.6	2.9	431.6	11.1	4.2%
4	120.0	105.0	3.4	393.3	12.0	2.5%
5	120.0	77.4	2.4	412.6	11.0	2.5%
6	120.0	39.6	1.5	210.7	6.0	0.0%
7	120.0	71.7	2.4	513.4	15.0	5.8%
8	120.0	62.4	2.2	271.2	8.0	0.0%
9	120.0	79.8	2.7	389.7	13.0	3.3%
10	120.0	155.7	4.9	558.2	17.1	17.5%
Average:	**120.0**	**91.9**	**3.0**	**396.9**	**11.8**	**5.9%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	11.3	0.6	47.3	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
2	120.0	11.4	0.5	48.5	2.0	0.0%
3	120.0	10.1	0.5	44.7	2.0	0.0%
4	120.0	10.4	0.5	49.0	2.0	0.0%
5	120.0	14.4	0.7	49.6	2.0	0.0%
6	120.0	9.9	0.5	44.5	2.0	0.0%
7	120.0	10.5	0.5	45.0	2.0	0.0%
8	120.0	10.3	0.6	43.4	2.0	0.0%
9	120.0	10.0	0.5	44.3	2.0	0.0%
10	120.0	13.2	0.7	46.5	2.0	0.0%
Average:	**120.0**	**11.2**	**0.6**	**46.3**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	8.9	0.4	47.0	2.0	0.0%
2	120.0	6.8	0.4	37.9	2.0	0.0%
3	120.0	13.6	0.7	50.1	2.0	0.0%
4	120.0	13.2	0.7	49.6	2.0	0.0%
5	120.0	13.9	0.7	47.8	2.0	0.0%
6	120.0	15.4	0.7	71.0	2.0	0.0%
7	120.0	11.9	0.6	44.5	2.0	0.0%
8	120.0	9.4	0.5	44.2	2.0	0.0%
9	120.0	14.3	0.7	49.9	2.0	0.0%
10	120.0	12.4	0.6	47.2	2.0	0.0%
Average:	**120.0**	**12.0**	**0.6**	**48.9**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	43.2	1.4	156.3	4.0	0.0%
2	120.0	41.7	1.5	128.6	4.0	0.0%
3	120.0	50.6	1.6	178.6	5.0	0.0%
4	120.0	44.9	1.6	150.3	5.0	0.0%
5	120.0	47.0	1.5	156.5	4.0	0.0%
6	120.0	42.7	1.4	140.5	4.0	0.0%
7	120.0	40.3	1.4	154.6	4.0	0.0%
8	120.0	42.6	1.4	143.3	4.0	0.0%
9	120.0	48.9	1.7	164.0	5.0	0.0%
10	120.0	39.9	1.3	133.9	4.0	0.0%
Average:	**120.0**	**44.2**	**1.5**	**150.7**	**4.3**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	43.8	1.4	171.9	5.0	0.0%
2	120.0	41.2	1.6	141.9	5.0	0.0%
3	120.0	46.3	1.5	184.1	4.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
4	120.0	39.1	1.3	130.2	4.0	0.0%
5	120.0	48.3	1.5	168.8	5.0	0.0%
6	120.0	49.1	1.6	156.0	4.0	0.0%
7	120.0	38.3	1.3	151.4	4.0	0.0%
8	120.0	51.7	1.7	150.6	5.0	0.0%
9	120.0	50.1	1.6	184.5	5.0	0.0%
10	120.0	40.6	1.4	153.0	5.0	0.0%
Average:	**120.0**	**44.9**	**1.5**	**159.2**	**4.6**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	271.9	8.5	741.3	24.0	4.2%
2	120.0	285.0	8.5	811.3	24.0	10.0%
3	120.0	318.6	9.2	804.1	23.0	10.0%
4	120.0	269.5	7.9	809.5	24.0	8.3%
5	120.0	165.3	4.9	719.4	20.0	3.3%
6	120.0	140.4	4.3	452.3	12.0	0.0%
7	120.0	314.5	9.3	811.9	25.0	14.2%
8	120.0	269.7	8.1	773.3	23.0	5.8%
9	120.0	209.9	6.3	807.9	25.0	8.3%
10	120.0	274.1	8.1	804.6	25.0	9.2%
Average:	**120.0**	**251.9**	**7.5**	**753.6**	**22.5**	**7.3%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	5.2	0.2	38.7	1.0	0.0%
2	120.0	3.2	0.2	18.2	1.0	0.0%
3	120.0	7.2	0.3	45.3	1.0	0.0%
4	120.0	7.6	0.3	38.8	1.0	0.0%
5	120.0	7.8	0.3	65.6	2.0	0.0%
6	120.0	8.0	0.3	47.6	2.0	0.0%
7	120.0	4.9	0.2	18.7	1.0	0.0%
8	120.0	4.8	0.2	19.2	1.0	0.0%
9	120.0	7.3	0.3	45.9	2.0	0.0%
10	120.0	5.9	0.2	39.3	1.0	0.0%
Average:	**120.0**	**6.2**	**0.3**	**37.7**	**1.3**	**0.0%**

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	18.0	5.0	12.8	28.1	10
SEB T	33640840	BUCK RD	78.7	16.4	55.2	110.9	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	7.9	1.9	4.6	10.9	10
NB T	33640842	LIME CITY RD	35.4	6.2	27.1	47.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	4.2	0.8	2.2	4.9	10
EB T	33640867	BUCK RD	22.9	3.0	16.7	28.3	10
EB T	33640868	BUCK RD	24.7	3.9	20.5	30.9	10
EB T	33640869	BUCK RD	21.3	1.9	18.7	23.9	10
WB T	33640876	BUCK RD	289.2	80.7	147.9	403.0	10
SWB R	33640907	BUCK RD	4.7	1.0	3.7	6.5	10
WB T	33640919	BUCK RD	8.7	2.4	5.1	13.9	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	26.9	2.9	22.0	30.7	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.9	0.5	0.1	1.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	41.8	8.3	32.6	58.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.2	0.4	0.0	1.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	92.6	19.7	67.7	138.7	10
WB T	33640880	3RD ST	68.8	22.1	51.4	125.6	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	2.1	1.1	0.3	4.3	10
EB T	33640889	BUCK RD	7.4	2.0	4.1	10.9	10
EB T	33640890	BUCK RD	4.4	2.0	1.4	8.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	2.1	0.9	1.0	4.1	10
NB T	33640885	GLENWOOD RD	20.2	4.8	12.4	25.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	20.7	4.6	15.0	28.2	10
NB R	9799	NB I 75 TO WALES OFF RAMP	6.8	1.2	5.6	9.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.5	0.4	0.1	1.1	10
EB L	33573857	WALES RD	7.2	1.1	5.8	9.0	10
EB T	33573858	WALES RD	22.8	5.3	13.7	30.7	10
EB T	33573859	WALES RD	24.1	5.0	16.0	31.4	10
WB T	33634092	WALES RD	91.9	43.7	39.6	178.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	44.2	3.6	39.9	50.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	44.9	4.9	38.3	51.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	11.2	1.5	9.9	14.4	10
EB TR	33573865	WALES RD	12.0	2.7	6.8	15.4	10
WB L	33573866	WALES RD	251.9	60.3	140.4	318.6	10
WB T	33573867	WALES RD	6.2	1.6	3.2	8.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.5	0.1	0.3	0.6	10
SEB T	33640840	BUCK RD	2.6	0.6	1.7	3.7	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.3	0.1	0.2	0.4	10
NB T	33640842	LIME CITY RD	1.3	0.2	1.0	1.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.2	0.0	0.1	0.2	10
EB T	33640867	BUCK RD	1.0	0.1	0.7	1.1	10
EB T	33640868	BUCK RD	1.1	0.1	0.9	1.2	10
EB T	33640869	BUCK RD	0.9	0.1	0.8	1.0	10
WB T	33640876	BUCK RD	9.1	2.3	5.1	12.2	10
SWB R	33640907	BUCK RD	0.2	0.1	0.1	0.3	10
WB T	33640919	BUCK RD	0.4	0.1	0.3	0.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	1.2	0.1	1.0	1.3	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.1	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	1.3	0.2	1.0	1.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	3.0	0.5	2.5	4.3	10
WB T	33640880	3RD ST	2.4	0.6	1.9	4.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.1	0.0	0.0	0.2	10
EB T	33640889	BUCK RD	0.3	0.1	0.2	0.4	10
EB T	33640890	BUCK RD	0.2	0.1	0.1	0.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.2	0.1	0.1	0.2	10
NB T	33640885	GLENWOOD RD	0.9	0.2	0.6	1.1	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.2	0.7	1.3	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.1	0.2	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.3	0.0	0.3	0.4	10
EB T	33573858	WALES RD	0.7	0.1	0.5	0.9	10
EB T	33573859	WALES RD	0.8	0.1	0.6	1.0	10
WB T	33634092	WALES RD	3.0	1.3	1.5	5.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.5	0.1	1.3	1.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.5	0.1	1.3	1.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.6	0.1	0.5	0.7	10
EB TR	33573865	WALES RD	0.6	0.1	0.4	0.7	10
WB L	33573866	WALES RD	7.5	1.7	4.3	9.3	10
WB T	33573867	WALES RD	0.3	0.1	0.2	0.3	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	146.4	60.5	57.4	192.8	10
SEB T	33640840	BUCK RD	300.2	52.0	236.2	410.6	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	52.4	13.7	24.7	69.0	10
NB T	33640842	LIME CITY RD	148.3	25.2	115.6	192.3	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	21.4	7.0	16.9	40.6	10
EB T	33640867	BUCK RD	89.8	14.4	72.1	110.3	10
EB T	33640868	BUCK RD	87.6	14.9	70.6	115.4	10
EB T	33640869	BUCK RD	80.4	9.5	72.4	99.1	10
WB T	33640876	BUCK RD	693.9	178.4	404.0	931.0	10
SWB R	33640907	BUCK RD	32.3	10.5	18.6	50.2	10
WB T	33640919	BUCK RD	41.0	21.8	18.8	72.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	96.7	11.6	81.4	121.8	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.2	0.3	0.0	0.8	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	171.7	39.1	130.2	244.5	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	254.7	55.9	181.9	392.1	10
WB T	33640880	3RD ST	243.4	71.4	192.3	432.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	9.5	10.4	0.0	29.0	10
EB T	33640889	BUCK RD	55.9	23.6	22.0	94.8	10
EB T	33640890	BUCK RD	26.7	16.7	9.6	58.8	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	9.0	7.2	2.9	26.6	10
NB T	33640885	GLENWOOD RD	109.1	17.1	85.6	145.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	66.5	12.1	47.8	90.2	10
NB R	9799	NB I 75 TO WALES OFF RAMP	35.7	8.7	25.2	47.8	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	35.5	14.9	17.6	62.9	10
EB T	33573858	WALES RD	125.0	19.5	96.4	157.5	10
EB T	33573859	WALES RD	135.5	19.3	104.9	164.5	10
WB T	33634092	WALES RD	396.9	120.4	210.7	558.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	150.7	14.8	128.6	178.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	159.2	17.8	130.2	184.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	46.3	2.2	43.4	49.6	10
EB TR	33573865	WALES RD	48.9	8.6	37.9	71.0	10
WB L	33573866	WALES RD	753.6	110.8	452.3	811.9	10
WB T	33573867	WALES RD	37.7	15.2	18.2	65.6	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	2.5	0.5	2.0	3.0	10
SEB T	33640840	BUCK RD	9.6	1.7	8.0	13.0	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.8	0.4	1.0	2.0	10
NB T	33640842	LIME CITY RD	4.8	0.9	4.0	7.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	1.0	0.0	1.0	1.0	10
EB T	33640867	BUCK RD	3.0	0.0	3.0	3.0	10
EB T	33640868	BUCK RD	3.3	0.5	3.0	4.0	10
EB T	33640869	BUCK RD	3.0	0.0	3.0	3.0	10
WB T	33640876	BUCK RD	21.1	5.4	13.0	28.0	10
SWB R	33640907	BUCK RD	1.3	0.5	1.0	2.0	10
WB T	33640919	BUCK RD	1.2	0.4	1.0	2.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	3.7	0.5	3.0	4.0	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	5.0	0.8	4.0	6.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	8.0	1.6	6.0	12.0	10
WB T	33640880	3RD ST	7.5	1.8	6.0	12.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.5	0.5	0.0	1.0	10
EB T	33640889	BUCK RD	1.9	0.3	1.0	2.0	10
EB T	33640890	BUCK RD	1.3	0.5	1.0	2.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	1.1	0.3	1.0	2.0	10
NB T	33640885	GLENWOOD RD	3.7	0.8	2.0	5.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.8	0.6	2.0	4.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.3	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	1.3	0.5	1.0	2.0	10
EB T	33573858	WALES RD	3.8	0.4	3.0	4.0	10
EB T	33573859	WALES RD	3.9	0.3	3.0	4.0	10
WB T	33634092	WALES RD	11.8	3.8	6.0	17.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.3	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.6	0.5	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	22.5	4.0	12.0	25.0	10
WB T	33573867	WALES RD	1.3	0.5	1.0	2.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640939	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33573882	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640867	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640868	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640869	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640876	BUCK RD	0.0	0.0	0.0	0.1	10
SWB R	33640907	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640919	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640853	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NWB R	33640916	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SEB T	33640860	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB R	33640865	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640879	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640880	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB R	33640857	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640889	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640890	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640883	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640885	GLENWOOD RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9795	WALES RD	0.0	0.0	0.0	0.0	10
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.1	0.1	0.0	0.2	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.1	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD

NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.2	0.0	10.0	1.0	0.0	1.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**1.0**	**0.1**	**0.0**	**0.1**
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	1.0	0.0	62.1	1.0	0.0	1.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.1**	**0.0**	**6.2**	**0.1**	**0.0**	**0.1**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 21

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	1.2	0.0	71.0	1.0	0.0	1.0
2	60.0	2.7	0.1	143.0	4.0	0.1	4.0
3	60.0	1.9	0.1	77.7	3.0	0.1	3.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	2.2	0.1	74.7	3.0	0.1	3.0
6	60.0	2.5	0.1	92.8	4.0	0.1	4.0
7	60.0	3.2	0.1	80.0	3.0	0.1	3.0
8	60.0	2.0	0.1	120.7	3.0	0.1	3.0
9	60.0	3.9	0.1	111.4	4.0	0.1	4.0
10	60.0	2.8	0.1	67.4	2.0	0.1	2.0
Average:	**60.0**	**2.2**	**0.1**	**83.9**	**2.7**	**0.1**	**2.7**
WB on BUCK RD							
1	60.0	175.2	5.7	705.4	25.0	5.7	25.0
2	60.0	57.4	2.1	343.2	13.0	2.1	13.0
3	60.0	102.1	3.4	715.4	25.0	3.4	25.0
4	60.0	144.3	4.6	666.4	21.0	4.6	21.0
5	60.0	134.1	4.0	787.5	21.0	4.0	21.0
6	60.0	160.0	5.0	807.5	23.0	5.0	23.0
7	60.0	168.5	5.4	591.0	21.0	5.4	21.0
8	60.0	143.5	4.3	706.0	25.0	4.3	25.0

BUCK RD — NODE: 38

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	57.5	2.0	315.8	10.0	2.0	10.0
10	60.0	114.6	3.8	556.7	13.0	3.8	13.0
Average:	**60.0**	**125.7**	**4.0**	**619.5**	**19.7**	**4.0**	**19.7**

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

NB I 75 TO BUCK OFF RAMP — NODE: 17

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	5.2	0.2	310.9	11.0	0.2	11.0
2	60.0	2.1	0.1	126.5	5.0	0.1	5.0
3	60.0	1.8	0.1	87.5	3.0	0.1	3.0
4	60.0	6.2	0.3	184.8	7.0	0.3	7.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	3.7	0.2	138.1	5.0	0.2	5.0
7	60.0	10.3	0.3	237.5	8.0	0.3	8.0
8	60.0	6.2	0.3	307.3	12.0	0.3	12.0
9	60.0	2.0	0.1	120.3	5.0	0.1	5.0
10	60.0	2.0	0.1	115.5	5.0	0.1	5.0
Average:	**60.0**	**4.0**	**0.2**	**162.8**	**6.1**	**0.2**	**6.1**

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

SB I 75 TO BUCK OFF RAMP — NODE: 20

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	19.4	0.7	223.1	7.0	0.7	7.0
2	60.0	16.2	0.5	215.8	6.0	0.5	6.0
3	60.0	6.1	0.3	104.2	4.0	0.3	4.0
4	60.0	15.5	0.5	213.7	5.0	0.5	5.0
5	60.0	9.4	0.3	383.6	10.0	0.3	10.0
6	60.0	10.2	0.4	112.5	5.0	0.4	5.0
7	60.0	5.2	0.1	162.8	3.0	0.1	3.0
8	60.0	11.3	0.4	168.6	6.0	0.4	6.0
9	60.0	8.0	0.3	179.2	6.0	0.3	6.0
10	60.0	7.0	0.2	173.7	4.0	0.2	4.0
Average:	**60.0**	**10.8**	**0.4**	**193.7**	**5.6**	**0.4**	**5.6**

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	43.8	2.9	147.8	10.0	2.9	10.0
2	60.0	54.0	3.0	169.8	10.0	3.0	10.0
3	60.0	47.7	3.3	145.5	12.0	3.3	12.0
4	60.0	57.3	3.2	202.4	9.0	3.2	9.0
5	60.0	46.2	2.7	183.2	8.0	2.7	8.0
6	60.0	38.9	2.2	174.6	8.0	2.2	8.0

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
7	60.0	42.4	2.7	131.2	8.0	2.7	8.0
8	60.0	45.3	2.9	136.3	9.0	2.9	9.0
9	60.0	49.8	3.2	145.0	8.0	3.2	8.0
10	60.0	58.6	3.7	173.9	11.0	3.7	11.0
Average:	**60.0**	**48.4**	**3.0**	**161.0**	**9.3**	**3.0**	**9.3**
NWB on NB I 75 TO BUCK OFF RAMP							
1	60.0	27.9	1.2	102.6	4.0	1.2	4.0
2	60.0	26.2	1.1	103.8	4.0	1.1	4.0
3	60.0	36.1	1.5	207.8	7.0	1.5	7.0
4	60.0	29.4	1.2	252.0	10.0	1.2	10.0
5	60.0	24.7	1.1	101.8	4.0	1.1	4.0
6	60.0	43.6	1.8	181.1	7.0	1.8	7.0
7	60.0	33.7	1.4	295.3	10.0	1.4	10.0
8	60.0	25.9	1.1	104.0	4.0	1.1	4.0
9	60.0	18.9	0.8	99.2	4.0	0.8	4.0
10	60.0	25.7	1.0	235.8	9.0	1.0	9.0
Average:	**60.0**	**29.2**	**1.2**	**168.3**	**6.3**	**1.2**	**6.3**
SEB on SB I 75 TO BUCK OFF RAMP							
1	60.0	55.6	1.5	353.3	8.0	1.5	8.0
2	60.0	37.9	1.2	345.9	8.0	1.2	8.0
3	60.0	36.2	1.2	234.3	6.0	1.2	6.0
4	60.0	30.8	1.0	286.9	7.0	1.0	7.0
5	60.0	26.3	0.9	143.8	4.0	0.9	4.0
6	60.0	43.8	1.4	223.5	5.0	1.4	5.0
7	60.0	27.3	0.9	236.0	6.0	0.9	6.0
8	60.0	30.5	1.1	279.6	9.0	1.1	9.0
9	60.0	29.8	1.0	282.4	8.0	1.0	8.0
10	60.0	22.5	0.7	202.5	4.0	0.7	4.0
Average:	**60.0**	**34.1**	**1.1**	**258.8**	**6.5**	**1.1**	**6.5**
WB on BUCK RD							
1	60.0	217.1	7.4	843.8	27.0	7.4	27.0
2	60.0	122.8	4.7	458.5	18.0	4.7	18.0
3	60.0	164.2	5.5	853.8	30.0	5.5	30.0
4	60.0	182.4	6.5	804.8	26.0	6.5	26.0
5	60.0	191.5	6.2	925.9	25.0	6.2	25.0
6	60.0	163.0	5.5	860.7	28.0	5.5	28.0
7	60.0	232.8	7.8	729.4	26.0	7.8	26.0
8	60.0	171.6	6.0	836.9	30.0	6.0	30.0

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP

NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
9	60.0	154.4	5.6	454.2	15.0	5.6	15.0
10	60.0	173.7	6.0	695.1	17.0	6.0	17.0
Average:	**60.0**	**177.4**	**6.1**	**746.3**	**24.2**	**6.1**	**24.2**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.1	0.0	0.2	10
SW	SB I 75 TO BUCK OFF RAMP	0.1	0.3	0.0	1.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	2.2	1.1	0.0	3.9	10
W	BUCK RD	125.7	42.4	57.4	175.2	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	4.0	3.0	0.0	10.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	10.8	4.8	5.2	19.4	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	48.4	6.5	38.9	58.6	10
NW	NB I 75 TO BUCK OFF RAMP	29.2	7.0	18.9	43.6	10
SE	SB I 75 TO BUCK OFF RAMP	34.1	9.8	22.5	55.6	10
W	BUCK RD	177.4	31.3	122.8	232.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.1	0.0	0.0	0.1	10
W	BUCK RD	4.0	1.3	2.0	5.7	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	0.2	0.1	0.0	0.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	0.4	0.2	0.1	0.7	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.0	0.4	2.2	3.7	10
NW	NB I 75 TO BUCK OFF RAMP	1.2	0.3	0.8	1.8	10
SE	SB I 75 TO BUCK OFF RAMP	1.1	0.2	0.7	1.5	10
W	BUCK RD	6.1	0.9	4.7	7.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	0.1	0.0	0.0	0.1	10
W	BUCK RD	4.0	1.3	2.0	5.7	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	0.2	0.1	0.0	0.3	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	0.4	0.2	0.1	0.7	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	3.0	0.4	2.2	3.7	10
NW	NB I 75 TO BUCK OFF RAMP	1.2	0.3	0.8	1.8	10
SE	SB I 75 TO BUCK OFF RAMP	1.1	0.2	0.7	1.5	10
W	BUCK RD	6.1	0.9	4.7	7.8	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.0	3.2	0.0	10.0	10
SW	SB I 75 TO BUCK OFF RAMP	6.2	19.6	0.0	62.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	83.9	38.4	0.0	143.0	10
W	BUCK RD	619.5	171.0	315.8	807.5	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	162.8	98.3	0.0	310.9	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	193.7	77.9	104.2	383.6	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	161.0	23.1	131.2	202.4	10
NW	NB I 75 TO BUCK OFF RAMP	168.3	75.4	99.2	295.3	10
SE	SB I 75 TO BUCK OFF RAMP	258.8	64.2	143.8	353.3	10
W	BUCK RD	746.3	166.4	454.2	925.9	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.1	0.3	0.0	1.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	2.7	1.3	0.0	4.0	10
W	BUCK RD	19.7	5.6	10.0	25.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.1	3.6	0.0	12.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.6	2.0	3.0	10.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	9.3	1.4	8.0	12.0	10
NW	NB I 75 TO BUCK OFF RAMP	6.3	2.6	4.0	10.0	10
SE	SB I 75 TO BUCK OFF RAMP	6.5	1.8	4.0	9.0	10
W	BUCK RD	24.2	5.5	15.0	30.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 21

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.3	0.0	1.0	10
SW	SB I 75 TO BUCK OFF RAMP	0.1	0.3	0.0	1.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 38

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
NW	NB I 75 TO BUCK OFF RAMP	2.7	1.3	0.0	4.0	10
W	BUCK RD	19.7	5.6	10.0	25.0	10

NB I 75 & NB I 75 TO BUCK OFF RAMP — NODE: 3009

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP — NODE: 17

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.1	3.6	0.0	12.0	10

SB I 75 & SB I 75 TO BUCK OFF RAMP — NODE: 9351

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP — NODE: 20

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SW	SB I 75 TO BUCK OFF RAMP	5.6	2.0	3.0	10.0	10

SB I 75 TO BUCK OFF RAMP, NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP, BUCK TO SB I 75 ON RAMP — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	9.3	1.4	8.0	12.0	10
NW	NB I 75 TO BUCK OFF RAMP	6.3	2.6	4.0	10.0	10
SE	SB I 75 TO BUCK OFF RAMP	6.5	1.8	4.0	9.0	10
W	BUCK RD	24.2	5.5	15.0	30.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
4:00 PM	1	11,846	36,360.6	674.8	124.6	45.4	7,622	3.1	3.4	58.3
4:00 PM	2	11,846	36,370.5	678.9	128.5	44.0	7,264	3.1	3.4	58.2
4:00 PM	3	11,851	36,345.4	676.4	126.1	45.1	7,558	3.1	3.4	58.2
4:00 PM	4	11,865	36,393.6	676.1	125.4	46.3	7,494	3.1	3.4	58.4
4:00 PM	5	11,832	36,325.4	670.3	120.5	42.1	7,507	3.1	3.4	58.5
4:00 PM	6	11,852	36,403.9	671.8	121.0	42.4	7,396	3.1	3.4	58.6
4:00 PM	7	11,830	36,281.7	679.0	130.0	48.9	7,732	3.1	3.4	58.2
4:00 PM	8	11,850	36,375.4	674.6	125.2	44.8	7,409	3.1	3.4	58.4
4:00 PM	9	11,828	36,352.2	665.0	115.8	39.0	7,127	3.1	3.4	58.8
4:00 PM	10	11,850	36,377.3	685.6	134.9	48.4	7,865	3.1	3.5	57.9
En Route Start	1	698	2,659.7	46.9	7.3	2.1	364	3.8	4.0	59.9
En Route Start	2	688	2,608.1	46.4	7.4	2.0	394	3.8	4.0	59.5
En Route Start	3	712	2,705.6	47.3	7.1	1.9	354	3.8	4.0	60.2
En Route Start	4	696	2,628.0	46.2	7.2	1.9	359	3.8	4.0	60.1
En Route Start	5	692	2,617.1	46.7	7.7	2.3	402	3.8	4.1	59.3
En Route Start	6	685	2,587.9	45.8	7.1	2.0	384	3.8	4.0	59.8
En Route Start	7	685	2,595.8	45.2	6.7	1.5	322	3.8	4.0	60.2
En Route Start	8	677	2,549.7	44.9	6.9	2.0	338	3.8	4.0	60.0
En Route Start	9	705	2,662.4	46.9	7.2	1.6	332	3.8	4.0	59.6
En Route Start	10	675	2,560.1	45.9	7.6	2.3	390	3.8	4.1	59.4
En Route End	1	737	1,319.9	28.1	7.3	3.8	516	1.8	2.3	58.6
En Route End	2	729	1,273.8	26.5	7.4	3.0	476	1.7	2.2	58.7
En Route End	3	736	1,318.7	26.4	6.7	3.3	472	1.8	2.2	58.9
En Route End	4	724	1,289.2	25.7	6.7	3.2	501	1.8	2.1	59.4
En Route End	5	746	1,307.8	27.7	7.9	4.1	551	1.8	2.2	58.0
En Route End	6	723	1,267.9	25.2	6.1	3.1	442	1.8	2.1	59.7
En Route End	7	759	1,349.7	29.9	8.5	4.4	553	1.8	2.4	58.5
En Route End	8	735	1,316.9	25.7	6.1	3.0	415	1.8	2.1	59.8
En Route End	9	732	1,275.4	25.8	6.7	3.4	490	1.7	2.1	59.2
En Route End	10	729	1,324.6	25.8	6.1	2.9	434	1.8	2.1	59.6
Missed	1	89	183.8	5.8	1.1	0.4	126	2.1	3.9	32.2
Missed	2	78	155.7	5.0	0.8	0.2	76	2.0	3.8	31.6
Missed	3	83	177.7	5.6	1.1	0.4	114	2.1	4.0	33.5
Missed	4	82	169.2	5.3	0.9	0.3	91	2.1	3.9	32.6
Missed	5	91	186.5	6.1	1.2	0.5	112	2.0	4.0	32.0
Missed	6	93	200.0	6.3	1.3	0.5	126	2.2	4.1	33.4
Missed	7	78	165.0	5.1	0.9	0.3	89	2.1	3.9	33.7

Missed	8	88	187.0	6.0	1.2	0.4	118	2.1	4.1	32.5
Missed	9	110	236.3	7.3	1.4	0.5	140	2.1	4.0	33.4
Missed	10	90	182.9	5.8	1.0	0.3	104	2.0	3.9	32.8
Unserved	1	--	--	--	--	--	--	--		--
Unserved	2	16	0.0	0.1	0.1	0.0	0	0.0	0.4	--
Unserved	3	--	--	--	--	--	--	--		--
Unserved	4	--	--	--	--	--	--	--		--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	--	--	--	--	--	--	--		--
Unserved	7	3	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0
Unserved	8	--	--	--	--	--	--	--		--
Unserved	9	--	--	--	--	--	--	--		--
Unserved	10	3	0.0	0.0	0.0	0.0	0	0.0	0.1	--
4:00 PM	Avg	11,845	36,358.6	675.2	125.2	44.6	7,497	3.1	3.4	58.4
En Route Start	Avg	691	2,617.4	46.2	7.2	2.0	364	3.8	4.0	59.8
En Route End	Avg	735	1,304.4	26.7	7.0	3.4	485	1.8	2.2	59.0
Missed	Avg	88	184.4	5.8	1.1	0.4	110	2.1	4.0	32.8
Unserved	Avg	2	0.0	0.0	0.0	0.0	0	0.0	0.1	0.0

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	11,845.0	11.6	11,828.0	11,865.0	10
En Route Start	691.3	11.8	675.0	712.0	10
En Route End	735.0	10.8	723.0	759.0	10
Missed	88.2	9.3	78.0	110.0	10
Unserved	2.2	5.0	3.0	16.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	36,358.6	35.4	36,281.7	36,403.9	10
En Route Start	2,617.4	48.3	2,549.7	2,705.6	10
En Route End	1,304.4	26.7	1,267.9	1,349.7	10
Missed	184.4	22.2	155.7	236.3	10
Unserved	0.0	0.0	0.0	0.0	10

Trip Statistics Report - VHT

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	675.2	5.6	665.0	685.6	10
En Route Start	46.2	0.8	44.9	47.3	10
En Route End	26.7	1.5	25.2	29.9	10
Missed	5.8	0.7	5.0	7.3	10
Unserved	0.0	0.0	0.0	0.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	125.2	5.3	115.8	134.9	10
En Route Start	7.2	0.3	6.7	7.7	10
En Route End	7.0	0.8	6.1	8.5	10
Missed	1.1	0.2	0.8	1.4	10
Unserved	0.0	0.0	0.0	0.1	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	44.6	3.0	39.0	48.9	10
En Route Start	2.0	0.2	1.5	2.3	10
En Route End	3.4	0.5	2.9	4.4	10
Missed	0.4	0.1	0.2	0.5	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	7,497.4	215.8	7,127.0	7,865.0	10
En Route Start	363.9	27.9	322.0	402.0	10
En Route End	485.0	46.9	415.0	553.0	10
Missed	109.6	19.7	76.0	140.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.1	0.0	3.1	3.1	10
En Route Start	3.8	0.0	3.8	3.8	10
En Route End	1.8	0.0	1.7	1.8	10
Missed	2.1	0.1	2.0	2.2	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.4	0.0	3.4	3.5	10
En Route Start	4.0	0.0	4.0	4.1	10
En Route End	2.2	0.1	2.1	2.4	10
Missed	4.0	0.1	3.8	4.1	10
Unserved	0.1	0.1	0.0	0.4	10

Project: Proposed SPI with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	58.4	0.3	57.9	58.8	10
En Route Start	59.8	0.3	59.3	60.2	10
En Route End	59.0	0.6	58.0	59.8	10
Missed	32.8	0.7	31.6	33.7	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	14.1	No	B
	2	13.8	No	B
	3	13.9	No	B
	4	14.1	No	B
	5	14.0	No	B
	6	14.0	No	B
	7	14.1	No	B
	8	13.9	No	B
	9	14.2	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	13.8	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	14.1	No	B
2	13.8	No	B
3	13.9	No	B
4	14.1	No	B
5	14.0	No	B
6	14.0	No	B
7	14.1	No	B
8	13.9	No	B
9	14.2	No	B
10	13.8	No	B
Average:	**14.0**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and RAMP - NEB			**Segment: 4698**
1	19.2	No	C
2	19.0	No	C
3	19.2	No	C
4	19.0	No	C
5	19.3	No	C
6	19.5	No	C
7	19.4	No	C
8	19.2	No	C
9	19.0	No	C
10	19.3	No	C
Average:	**19.2**	**No**	**C**
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4689**
1	16.5	No	B
2	17.3	No	B
3	16.8	No	B
4	17.1	No	B
5	16.6	No	B
6	17.2	No	B
7	16.5	No	B
8	16.8	No	B
9	17.5	No	B
10	16.4	No	B
Average:	**16.9**	**No**	**B**

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4690**
1	16.5	No	B
2	17.3	No	B
3	16.8	No	B
4	17.1	No	B
5	16.6	No	B
6	17.2	No	B
7	16.5	No	B
8	16.8	No	B
9	17.5	No	B
10	16.4	No	B
Average:	**16.9**	**No**	**B**
Basic - Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD - NEB			**Segment: 4691**
1	22.1	No	C
2	21.8	No	C
3	22.2	No	C
4	22.0	No	C
5	21.9	No	C
6	22.2	No	C
7	22.2	No	C
8	21.9	No	C
9	22.2	No	C
10	22.0	No	C
Average:	**22.1**	**No**	**C**
Diverge - To WALES RD - NEB			**Segment: 4692**
1	17.3	No	B
2	18.0	No	B
3	17.7	No	B
4	17.8	No	B
5	17.3	No	B
6	17.4	No	B
7	17.7	No	B
8	17.7	No	B
9	18.1	No	B
10	17.6	No	B
Average:	**17.7**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
1	21.5	No	C
2	20.5	No	C
3	20.7	No	C

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	21.0	No	C
5	20.5	No	C
6	21.2	No	C
7	20.9	No	C
8	21.3	No	C
9	20.5	No	C
10	20.4	No	C
Average:	**20.9**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4670**
1	23.9	No	C
2	23.7	No	C
3	24.1	No	C
4	23.2	No	C
5	23.6	No	C
6	23.3	No	C
7	24.5	No	C
8	22.6	No	C
9	22.7	No	C
10	22.8	No	C
Average:	**23.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	23.9	No	C
2	23.7	No	C
3	24.1	No	C
4	23.2	No	C
5	23.6	No	C
6	23.3	No	C
7	24.5	No	C
8	22.6	No	C
9	22.7	No	C
10	22.8	No	C
Average:	**23.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	23.9	No	C
2	23.7	No	C
3	24.1	No	C
4	23.2	No	C
5	23.6	No	C
6	23.3	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	24.5	No	C
	8	22.6	No	C
	9	22.7	No	C
	10	22.8	No	C
	Average:	**23.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	24.7	No	C
	2	28.9	No	D
	3	30.8	No	D
	4	28.4	No	D
	5	27.4	No	D
	6	27.7	No	D
	7	28.1	No	D
	8	28.1	No	D
	9	25.5	No	C
	10	31.7	No	D
	Average:	**28.1**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	23.0	No	C
	2	24.3	No	C
	3	24.0	No	C
	4	24.4	No	C
	5	25.0	No	C
	6	24.0	No	C
	7	22.6	No	C
	8	24.4	No	C
	9	24.4	No	C
	10	25.9	No	C
	Average:	**24.2**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	25.0	No	C
	2	24.3	No	C
	3	22.5	No	C
	4	25.1	No	C
	5	23.0	No	C
	6	23.5	No	C
	7	23.7	No	C
	8	25.3	No	C
	9	23.9	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	23.7	No	C
	Average:	**24.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	25.0	No	C
	2	24.3	No	C
	3	22.5	No	C
	4	25.1	No	C
	5	23.0	No	C
	6	23.5	No	C
	7	23.7	No	C
	8	25.3	No	C
	9	23.9	No	C
	10	23.7	No	C
	Average:	**24.0**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	25.0	No	C
	2	24.3	No	C
	3	22.5	No	C
	4	25.1	No	C
	5	23.0	No	C
	6	23.5	No	C
	7	23.7	No	C
	8	25.3	No	C
	9	23.9	No	C
	10	23.7	No	C
	Average:	**24.0**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	25.2	No	C
	2	24.1	No	C
	3	24.3	No	C
	4	24.0	No	C
	5	24.4	No	C
	6	25.4	No	C
	7	25.3	No	C
	8	24.1	No	C
	9	23.6	No	C
	10	23.5	No	C
	Average:	**24.4**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	25.2	No	C
	2	24.1	No	C
	3	24.3	No	C
	4	24.0	No	C
	5	24.4	No	C
	6	25.4	No	C
	7	25.3	No	C
	8	24.1	No	C
	9	23.6	No	C
	10	23.5	No	C
	Average:	**24.4**	**No**	**C**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4648**
	1	25.2	No	C
	2	24.1	No	C
	3	24.3	No	C
	4	24.0	No	C
	5	24.4	No	C
	6	25.4	No	C
	7	25.3	No	C
	8	24.1	No	C
	9	23.6	No	C
	10	23.5	No	C
	Average:	**24.4**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	7.9	No	A
	2	7.2	No	A
	3	7.4	No	A
	4	7.6	No	A
	5	7.4	No	A
	6	8.0	No	A
	7	7.9	No	A
	8	7.9	No	A
	9	7.6	No	A
	10	7.4	No	A
	Average:	**7.6**	**No**	**A**

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	7.6	No	A

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	9.0	No	A
	3	7.8	No	A
	4	8.3	No	A
	5	8.1	No	A
	6	8.5	No	A
	7	8.4	No	A
	8	8.7	No	A
	9	7.8	No	A
	10	8.3	No	A
	Average:	**8.3**	**No**	**A**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	2.0	No	A
	2	2.1	No	A
	3	1.7	No	A
	4	1.9	No	A
	5	2.3	No	A
	6	1.8	No	A
	7	2.0	No	A
	8	1.8	No	A
	9	1.9	No	A
	10	2.0	No	A
	Average:	**2.0**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	8.2	No	A
	2	7.3	No	A
	3	7.4	No	A
	4	6.9	No	A
	5	9.2	No	A
	6	7.3	No	A
	7	8.2	No	A
	8	7.3	No	A
	9	8.2	No	A
	10	7.0	No	A
	Average:	**7.7**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	17.2	No	B
	2	18.0	No	B
	3	17.9	No	B
	4	16.5	No	B
	5	17.0	No	B
	6	16.8	No	B
	7	18.5	No	C
	8	16.1	No	B
	9	15.6	No	B
	10	16.1	No	B
	Average:	**17.0**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	24.5	No	C
	2	25.6	No	C
	3	25.6	No	C
	4	25.3	No	C
	5	23.6	No	C
	6	23.7	No	C
	7	26.0	No	C
	8	24.2	No	C
	9	24.8	No	C
	10	24.8	No	C
	Average:	**24.8**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	24.3	No	C
	2	24.5	No	C
	3	24.4	No	C
	4	24.6	No	C
	5	24.9	No	C
	6	24.9	No	C
	7	24.3	No	C
	8	25.0	No	C
	9	24.2	No	C
	10	24.2	No	C
	Average:	**24.5**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	24.3	No	C
	2	24.5	No	C
	3	24.4	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	24.6	No	C
	5	24.9	No	C
	6	24.9	No	C
	7	24.3	No	C
	8	25.0	No	C
	9	24.2	No	C
	10	24.2	No	C
	Average:	**24.5**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	24.0	No	C
	2	24.2	No	C
	3	24.4	No	C
	4	24.8	No	C
	5	25.0	No	C
	6	26.3	No	D
	7	24.2	No	C
	8	25.6	No	C
	9	25.8	No	C
	10	25.2	No	C
	Average:	**25.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	23.9	No	C
	2	24.6	No	C
	3	24.1	No	C
	4	24.5	No	C
	5	24.8	No	C
	6	24.5	No	C
	7	24.8	No	C
	8	24.7	No	C
	9	24.9	No	C
	10	24.8	No	C
	Average:	**24.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	35.7	No	E
	2	34.0	No	D
	3	34.6	No	D
	4	32.7	No	D
	5	33.4	No	D
	6	34.7	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	30.9	No	D
	8	27.0	No	D
	9	31.0	No	D
	10	33.5	No	D
	Average:	**32.8**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	26.8	No	C
	2	28.4	No	D
	3	28.1	No	D
	4	27.5	No	C
	5	25.7	No	C
	6	27.6	No	C
	7	28.5	No	D
	8	26.3	No	C
	9	26.6	No	C
	10	26.5	No	C
	Average:	**27.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	26.8	No	C
	2	28.4	No	D
	3	28.1	No	D
	4	27.5	No	C
	5	25.7	No	C
	6	27.6	No	C
	7	28.5	No	D
	8	26.3	No	C
	9	26.6	No	C
	10	26.5	No	C
	Average:	**27.2**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	26.8	No	C
	2	28.4	No	D
	3	28.1	No	D
	4	27.5	No	C
	5	25.7	No	C
	6	27.6	No	C
	7	28.5	No	D
	8	26.3	No	C
	9	26.6	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	26.5	No	C
	Average:	**27.2**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	19.1	No	C
	2	19.2	No	C
	3	19.0	No	C
	4	19.1	No	C
	5	19.0	No	C
	6	18.9	No	C
	7	18.7	No	C
	8	20.0	No	C
	9	19.3	No	C
	10	19.0	No	C
	Average:	**19.1**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	16.3	No	B
	2	17.1	No	B
	3	17.2	No	B
	4	17.7	No	B
	5	18.1	No	B
	6	17.4	No	B
	7	17.3	No	B
	8	16.8	No	B
	9	17.3	No	B
	10	17.1	No	B
	Average:	**17.2**	**No**	**B**
Basic - Between WALES RD and BUCK RD - SWB				**Segment: 4694**
	1	21.2	No	C
	2	21.4	No	C
	3	21.3	No	C
	4	21.0	No	C
	5	20.8	No	C
	6	21.1	No	C
	7	21.4	No	C
	8	21.5	No	C
	9	21.2	No	C
	10	20.9	No	C
	Average:	**21.2**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4695**
	1	18.1	No	B
	2	18.4	No	B
	3	18.6	No	B
	4	18.7	No	B
	5	18.8	No	B
	6	19.1	No	B
	7	18.3	No	B
	8	18.6	No	B
	9	18.0	No	B
	10	18.3	No	B
	Average:	**18.5**	**No**	**B**
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	18.1	No	B
	2	18.4	No	B
	3	18.6	No	B
	4	18.7	No	B
	5	18.8	No	B
	6	19.1	No	B
	7	18.3	No	B
	8	18.6	No	B
	9	18.0	No	B
	10	18.3	No	B
	Average:	**18.5**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	16.2	No	B
	2	17.0	No	B
	3	16.0	No	B
	4	16.2	No	B
	5	16.1	No	B
	6	16.6	No	B
	7	17.2	No	B
	8	16.6	No	B
	9	16.6	No	B
	10	16.4	No	B
	Average:	**16.5**	**No**	**B**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	14.6	No	B
	2	14.6	No	B
	3	15.0	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	14.8	No	B
5	14.9	No	B
6	14.8	No	B
7	14.4	No	B
8	14.7	No	B
9	14.3	No	B
10	14.3	No	B
Average:	**14.6**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	16.1	No	B
2	16.2	No	B
3	15.9	No	B
4	16.0	No	B
5	16.0	No	B
6	16.1	No	B
7	16.4	No	B
8	16.4	No	B
9	16.3	No	B
10	16.1	No	B
Average:	**16.2**	**No**	**B**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	13.4	No	B
2	13.3	No	B
3	12.5	No	B
4	13.6	No	B
5	14.2	No	B
6	14.1	No	B
7	14.5	No	B
8	14.0	No	B
9	14.7	No	B
10	14.3	No	B
Average:	**13.9**	**No**	**B**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	6.1	No	A
2	7.5	No	A
3	7.9	No	A
4	7.0	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	6.7	No	A
	6	7.3	No	A
	7	6.5	No	A
	8	6.1	No	A
	9	5.7	No	A
	10	6.8	No	A
	Average:	**6.8**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	7.8	No	A
	2	9.4	No	A
	3	7.6	No	A
	4	8.6	No	A
	5	7.3	No	A
	6	8.1	No	A
	7	8.8	No	A
	8	9.6	No	A
	9	6.9	No	A
	10	7.5	No	A
	Average:	**8.2**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	3.7	No	A
	2	3.9	No	A
	3	3.7	No	A
	4	3.6	No	A
	5	4.1	No	A
	6	3.7	No	A
	7	3.7	No	A
	8	3.5	No	A
	9	4.0	No	A
	10	4.0	No	A
	Average:	**3.8**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	5.8	No	A
	2	6.0	No	A
	3	6.2	No	A
	4	6.0	No	A
	5	6.1	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	5.9	No	A
	7	5.8	No	A
	8	6.0	No	A
	9	6.2	No	A
	10	5.1	No	A
	Average:	**5.9**	**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: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	14.0	0.1	13.8	14.2	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	14.0	0.1	13.8	14.2	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	19.2	0.2	19.0	19.5	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	16.9	0.4	16.4	17.5	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	16.9	0.4	16.4	17.5	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	22.1	0.2	21.8	22.2	10
4692	NE	Diverge	To WALES RD	17.7	0.3	17.3	18.1	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	20.9	0.4	20.4	21.5	10
4670	N	Merge	From WALES RD	23.4	0.6	22.6	24.5	10
4671	N	Merge	From WALES RD	23.4	0.6	22.6	24.5	10
4672	N	Merge	From WALES RD	23.4	0.6	22.6	24.5	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	28.1	2.1	24.7	31.7	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	24.2	0.9	22.6	25.9	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	24.0	0.9	22.5	25.3	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	24.0	0.9	22.5	25.3	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	24.0	0.9	22.5	25.3	10
4646	N	Basic	From WALES RD	24.4	0.7	23.5	25.4	10
4647	N	Basic	From WALES RD	24.4	0.7	23.5	25.4	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	24.4	0.7	23.5	25.4	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	7.6	0.3	7.2	8.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	8.3	0.4	7.6	9.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	2.0	0.2	1.7	2.3	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		7.7	0.7	6.9	9.2	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	17.0	0.9	15.6	18.5	10
4655	S	Basic	To SB I 75 (SB)	24.8	0.8	23.6	26.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	24.5	0.3	24.2	25.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	24.5	0.3	24.2	25.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	25.0	0.8	24.0	26.3	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	24.6	0.3	23.9	24.9	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	32.8	2.5	27.0	35.7	10
4676	S	Diverge	To WALES RD	27.2	1.0	25.7	28.5	10
4677	S	Diverge	To WALES RD	27.2	1.0	25.7	28.5	10
4678	S	Diverge	To WALES RD	27.2	1.0	25.7	28.5	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	19.1	0.3	18.7	20.0	10
4693	SW	Merge	From WALES RD	17.2	0.5	16.3	18.1	10
4694	SW	Basic	Between WALES RD and BUCK RD	21.2	0.2	20.8	21.5	10
4695	SW	Diverge	To BUCK RD	18.5	0.3	18.0	19.1	10
4696	SW	Diverge	To BUCK RD	18.5	0.3	18.0	19.1	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	16.5	0.4	16.0	17.2	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	14.6	0.2	14.3	15.0	10
4717	SW	Basic		16.2	0.2	15.9	16.4	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	13.9	0.7	12.5	14.7	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	6.8	0.7	5.7	7.9	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	8.2	0.9	6.9	9.6	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	3.8	0.2	3.5	4.1	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	5.9	0.3	5.1	6.2	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,028.0	9.77	17.3	C
2	2,020.0	10.95	19.5	C
3	2,028.0	10.06	17.9	C
4	2,039.0	7.75	13.7	B
5	2,017.0	19.48	34.8	D
6	2,022.0	11.24	20.0	C
7	2,033.0	15.13	26.8	D
8	2,038.0	13.01	23.0	C
9	2,020.0	9.44	16.8	C
10	2,013.0	20.38	36.4	E
Average:	**2,025.8**	**12.72**	**22.6**	**C**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,115.0	2.27	3.9	A
2	2,095.0	2.20	3.8	A
3	2,137.0	2.54	4.3	A
4	2,114.0	2.26	3.8	A
5	2,100.0	2.47	4.2	A
6	2,094.0	2.40	4.1	A
7	2,115.0	2.28	3.9	A
8	2,132.0	2.23	3.8	A
9	2,122.0	2.31	3.9	A
10	2,103.0	2.29	3.9	A
Average:	**2,112.7**	**2.33**	**4.0**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,923.0	2.52	4.7	A
2	1,920.0	2.47	4.6	A
3	1,938.0	2.50	4.6	A
4	1,940.0	2.50	4.6	A
5	1,916.0	2.53	4.7	A
6	1,903.0	2.61	4.9	A
7	1,932.0	2.51	4.7	A

8	1,941.0	2.51	4.7	A
9	1,921.0	2.36	4.4	A
10	1,921.0	2.54	4.8	A
Average:	**1,925.5**	**2.51**	**4.7**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,110.0	3.10	5.3	A
2	2,105.0	3.46	5.9	A
3	2,122.0	3.30	5.6	A
4	2,120.0	3.16	5.4	A
5	2,108.0	3.56	6.1	A
6	2,107.0	3.44	5.9	A
7	2,113.0	3.17	5.4	A
8	2,131.0	3.34	5.6	A
9	2,118.0	3.23	5.5	A
10	2,109.0	3.21	5.5	A
Average:	**2,114.3**	**3.30**	**5.6**	**A**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	12.7	4.3	7.8	20.4	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	2.3	0.1	2.2	2.5	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	2.5	0.1	2.4	2.6	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	3.3	0.2	3.1	3.6	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	22.6	7.7	13.7	36.4	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	4.0	0.2	3.8	4.3	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	4.7	0.1	4.4	4.9	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	5.6	0.3	5.3	6.1	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	478.0	1.70	12.8	B
2	480.0	1.41	10.6	B
3	478.0	1.41	10.6	B
4	475.0	1.43	10.8	B
5	479.0	1.77	13.3	B
6	475.0	1.27	9.7	A
7	481.0	1.39	10.4	B
8	478.0	1.25	9.4	A
9	482.0	1.56	11.7	B
10	477.0	1.93	14.6	B
Average:	**478.0**	**1.51**	**11.4**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	672.0	2.83	15.2	C
2	669.0	2.94	15.8	C
3	678.0	2.73	14.5	B
4	676.0	2.43	12.9	B
5	670.0	4.57	24.5	C
6	676.0	3.23	17.2	C
7	672.0	2.66	14.2	B
8	676.0	3.05	16.3	C
9	669.0	2.44	13.1	B
10	675.0	4.85	25.9	D
Average:	**673.0**	**3.17**	**17.0**	**C**
NWB T on BUCK RD: Lane ID 33640926				
1	128.0	0.13	3.6	A
2	133.0	0.14	3.8	A
3	129.0	0.15	4.2	A
4	130.0	0.14	4.0	A
5	129.0	0.14	3.8	A
6	128.0	0.15	4.2	A
7	133.0	0.14	3.9	A
8	129.0	0.14	4.0	A
9	128.0	0.14	3.9	A
10	124.0	0.13	3.8	A
Average:	**129.0**	**0.14**	**3.9**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	384.0	0.66	6.2	A
2	381.0	0.70	6.6	A
3	379.0	0.70	6.6	A
4	384.0	0.68	6.4	A
5	382.0	0.72	6.8	A
6	378.0	0.82	7.8	A
7	381.0	0.78	7.4	A
8	382.0	0.68	6.4	A
9	382.0	0.62	5.8	A
10	379.0	0.78	7.4	A
Average:	**381.0**	**0.71**	**6.7**	**A**
SWB T on LIME CITY RD: Lane ID 33640838				
1	366.0	4.45	43.8	E
2	357.0	5.76	58.0	F
3	364.0	5.07	50.2	F
4	374.0	3.06	29.5	D
5	357.0	12.28	123.9	F
6	365.0	5.77	56.9	F
7	366.0	10.16	100.0	F
8	373.0	7.89	76.2	F
9	359.0	4.68	47.0	E
10	358.0	12.68	127.5	F
Average:	**363.0**	**7.18**	**71.3**	**F**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	146.0	0.00	0.0	A
2	144.0	0.00	0.0	A
3	154.0	0.00	0.0	A
4	146.0	0.00	0.0	A
5	142.0	0.00	0.0	A
6	145.0	0.00	0.0	A
7	149.0	0.00	0.0	A
8	147.0	0.00	0.0	A
9	149.0	0.00	0.0	A
10	155.0	0.00	0.0	A
Average:	**147.0**	**0.00**	**0.0**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640862				
1	499.0	0.00	0.0	A
2	490.0	0.00	0.0	A
3	505.0	0.02	0.1	A
4	495.0	0.00	0.0	A
5	495.0	0.00	0.0	A
6	492.0	0.00	0.0	A
7	495.0	0.00	0.0	A
8	508.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	484.0	0.00	0.0	A
Average:	**496.0**	**0.00**	**0.0**	**A**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	268.0	0.49	6.5	A
2	267.0	0.46	6.1	A
3	270.0	0.53	7.1	A
4	268.0	0.47	6.3	A
5	268.0	0.52	7.0	A
6	263.0	0.55	7.5	A
7	270.0	0.48	6.4	A
8	266.0	0.45	6.1	A
9	269.0	0.51	6.8	A
10	266.0	0.50	6.7	A
Average:	**267.0**	**0.50**	**6.7**	**A**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	587.0	1.05	6.4	A
2	587.0	1.02	6.3	A
3	589.0	1.18	7.2	A
4	587.0	1.04	6.4	A
5	588.0	1.20	7.3	A
6	586.0	1.06	6.5	A
7	588.0	1.05	6.4	A
8	588.0	1.02	6.2	A
9	588.0	1.02	6.3	A
10	591.0	1.04	6.3	A
Average:	**587.0**	**1.07**	**6.5**	**A**
WB R on BUCK RD: Lane ID 9833				
1	216.0	0.26	4.4	A
2	218.0	0.26	4.4	A

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	218.0	0.27	4.5	A
4	218.0	0.27	4.5	A
5	214.0	0.26	4.5	A
6	220.0	0.28	4.6	A
7	218.0	0.27	4.5	A
8	224.0	0.27	4.3	A
9	220.0	0.26	4.2	A
10	222.0	0.25	4.1	A
Average:	**218.0**	**0.27**	**4.4**	**A**
WB T on BUCK RD: Lane ID 33640858				
1	192.0	0.28	5.3	A
2	189.0	0.27	5.2	A
3	189.0	0.32	6.1	A
4	196.0	0.30	5.6	A
5	186.0	0.31	6.0	A
6	172.0	0.29	6.0	A
7	192.0	0.30	5.6	A
8	191.0	0.28	5.4	A
9	199.0	0.35	6.3	A
10	187.0	0.31	6.0	A
Average:	**189.0**	**0.30**	**5.8**	**A**
WB T on BUCK RD: Lane ID 33640946				
1	207.0	0.19	3.3	A
2	200.0	0.18	3.2	A
3	212.0	0.21	3.6	A
4	204.0	0.17	3.0	A
5	207.0	0.18	3.1	A
6	216.0	0.23	3.8	A
7	203.0	0.19	3.3	A
8	208.0	0.20	3.5	A
9	198.0	0.17	3.1	A
10	198.0	0.19	3.4	A
Average:	**205.0**	**0.19**	**3.3**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	229.0	0.61	9.6	A
2	243.0	0.58	8.7	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	241.0	0.64	9.5	A
4	235.0	0.55	8.5	A
5	239.0	0.64	9.7	A
6	236.0	0.58	8.9	A
7	226.0	0.58	9.2	A
8	244.0	0.61	9.0	A
9	243.0	0.57	8.5	A
10	242.0	0.59	8.8	A
Average:	**237.0**	**0.60**	**9.0**	**A**
EB T on BUCK RD: Lane ID 33640881				
1	421.0	0.66	5.6	A
2	404.0	0.58	5.2	A
3	410.0	0.59	5.2	A
4	423.0	0.68	5.8	A
5	407.0	0.58	5.2	A
6	413.0	0.61	5.3	A
7	425.0	0.66	5.6	A
8	416.0	0.63	5.5	A
9	403.0	0.58	5.2	A
10	404.0	0.65	5.8	A
Average:	**412.0**	**0.62**	**5.4**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835				
1	257.0	0.57	7.9	A
2	263.0	0.61	8.4	A
3	261.0	0.58	8.0	A
4	261.0	0.62	8.6	A
5	262.0	0.58	8.0	A
6	255.0	0.59	8.3	A
7	266.0	0.51	6.8	A
8	267.0	0.60	8.1	A
9	260.0	0.56	7.8	A
10	267.0	0.54	7.2	A
Average:	**261.0**	**0.58**	**7.9**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836				
1	409.0	0.68	6.0	A
2	414.0	0.69	6.0	A
3	408.0	0.69	6.1	A
4	412.0	0.65	5.7	A
5	409.0	0.72	6.3	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	409.0	0.83	7.3	A
7	411.0	0.76	6.6	A
8	411.0	0.67	5.8	A
9	407.0	0.65	5.7	A
10	411.0	0.76	6.7	A
Average:	**410.0**	**0.71**	**6.2**	**A**
WB T on BUCK RD: Lane ID 33640877				
1	216.0	0.00	0.0	A
2	203.0	0.00	0.0	A
3	222.0	0.00	0.0	A
4	213.0	0.00	0.0	A
5	207.0	0.00	0.0	A
6	198.0	0.00	0.0	A
7	208.0	0.00	0.0	A
8	212.0	0.00	0.0	A
9	216.0	0.00	0.0	A
10	202.0	0.00	0.0	A
Average:	**209.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640878				
1	391.0	0.00	0.0	A
2	393.0	0.00	0.0	A
3	396.0	0.00	0.0	A
4	396.0	0.00	0.0	A
5	392.0	0.00	0.0	A
6	392.0	0.00	0.0	A
7	396.0	0.00	0.0	A
8	391.0	0.00	0.0	A
9	392.0	0.00	0.0	A
10	395.0	0.00	0.0	A
Average:	**393.0**	**0.00**	**0.0**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT

NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	362.0	0.38	3.7	A
2	360.0	0.39	3.9	A
3	356.0	0.38	3.8	A
4	361.0	0.39	3.9	A
5	352.0	0.38	3.9	A
6	343.0	0.38	4.0	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	361.0	0.42	4.2	A
8	358.0	0.41	4.1	A
9	359.0	0.37	3.7	A
10	351.0	0.40	4.1	A
Average:	**356.0**	**0.39**	**3.9**	**A**
EB T on BUCK RD: Lane ID 33640909				
1	726.0	0.74	3.7	A
2	716.0	0.81	4.1	A
3	737.0	0.80	3.9	A
4	725.0	0.81	4.0	A
5	727.0	0.88	4.3	A
6	735.0	0.85	4.2	A
7	721.0	0.83	4.2	A
8	738.0	0.79	3.9	A
9	729.0	0.80	3.9	A
10	729.0	0.81	4.0	A
Average:	**728.0**	**0.81**	**4.0**	**A**
NB T on GLENWOOD RD: Lane ID 33640904				
1	360.0	1.07	10.7	B
2	361.0	1.26	12.6	B
3	360.0	1.15	11.5	B
4	363.0	1.12	11.1	B
5	360.0	1.28	12.8	B
6	358.0	1.24	12.5	B
7	363.0	1.03	10.2	B
8	360.0	1.18	11.8	B
9	361.0	1.17	11.7	B
10	361.0	1.16	11.6	B
Average:	**360.0**	**1.17**	**11.7**	**B**
SB T on GLENWOOD RD: Lane ID 33640901				
1	294.0	0.36	4.5	A
2	299.0	0.44	5.3	A
3	296.0	0.41	4.9	A
4	298.0	0.35	4.2	A
5	298.0	0.46	5.6	A
6	298.0	0.39	4.7	A
7	297.0	0.41	5.0	A
8	298.0	0.40	4.9	A
9	297.0	0.42	5.1	A
10	297.0	0.35	4.2	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**297.0**	**0.40**	**4.8**	**A**
WB T on 3RD ST: Lane ID 33640897				
1	130.0	0.18	5.0	A
2	126.0	0.21	5.9	A
3	127.0	0.17	4.9	A
4	125.0	0.19	5.4	A
5	126.0	0.20	5.7	A
6	121.0	0.19	5.6	A
7	121.0	0.16	4.9	A
8	131.0	0.19	5.1	A
9	127.0	0.19	5.3	A
10	122.0	0.16	4.6	A
Average:	**125.0**	**0.18**	**5.2**	**A**
WB T on 3RD ST: Lane ID 33640898				
1	238.0	0.37	5.5	A
2	243.0	0.35	5.1	A
3	246.0	0.39	5.7	A
4	248.0	0.30	4.3	A
5	245.0	0.36	5.4	A
6	252.0	0.39	5.5	A
7	250.0	0.31	4.5	A
8	246.0	0.38	5.6	A
9	245.0	0.29	4.3	A
10	249.0	0.34	4.9	A
Average:	**246.0**	**0.35**	**5.1**	**A**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	3.2	0.9	2.4	4.9	10
SWB T	33640838	LIME CITY RD	7.2	3.4	3.1	12.7	10
SEB T	33640840	BUCK RD	0.7	0.1	0.6	0.8	10
NB T	33640842	LIME CITY RD	1.5	0.2	1.3	1.9	10
NWB T	33640926	BUCK RD	0.1	0.0	0.1	0.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.3	0.0	0.3	0.3	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.5	0.0	0.5	0.6	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	1.1	0.1	1.0	1.2	10
WB T	33640858	BUCK RD	0.3	0.0	0.3	0.4	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.2	0.0	0.2	0.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.6	0.0	0.5	0.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.7	0.1	0.7	0.8	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.6	0.0	0.6	0.6	10
EB T	33640881	BUCK RD	0.6	0.0	0.6	0.7	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.2	0.0	0.2	0.2	10
WB T	33640898	3RD ST	0.3	0.0	0.3	0.4	10
SB T	33640901	GLENWOOD RD	0.4	0.0	0.4	0.5	10
NB T	33640904	GLENWOOD RD	1.2	0.1	1.0	1.3	10
EB T	33640908	BUCK RD	0.4	0.0	0.4	0.4	10
EB T	33640909	BUCK RD	0.8	0.0	0.7	0.9	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	17.0	4.6	12.9	25.9	10
SWB T	33640838	LIME CITY RD	71.3	34.5	29.5	127.5	10
SEB T	33640840	BUCK RD	6.7	0.6	5.8	7.8	10
NB T	33640842	LIME CITY RD	11.4	1.7	9.4	14.6	10
NWB T	33640926	BUCK RD	3.9	0.2	3.6	4.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	4.4	0.2	4.1	4.6	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	6.7	0.5	6.1	7.5	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	6.5	0.4	6.2	7.3	10
WB T	33640858	BUCK RD	5.8	0.4	5.2	6.3	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640946	BUCK RD	3.3	0.2	3.0	3.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	7.9	0.5	6.8	8.6	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	6.2	0.5	5.7	7.3	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	9.0	0.4	8.5	9.7	10
EB T	33640881	BUCK RD	5.4	0.3	5.2	5.8	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	5.2	0.4	4.6	5.9	10
WB T	33640898	3RD ST	5.1	0.5	4.3	5.7	10
SB T	33640901	GLENWOOD RD	4.8	0.5	4.2	5.6	10
NB T	33640904	GLENWOOD RD	11.7	0.8	10.2	12.8	10
EB T	33640908	BUCK RD	3.9	0.2	3.7	4.2	10
EB T	33640909	BUCK RD	4.0	0.2	3.7	4.3	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	27.2	0.9	168.7	6.0	0.0%
2	120.0	15.6	0.6	88.8	3.0	0.0%
3	120.0	23.7	0.8	106.2	3.0	0.0%
4	120.0	24.1	0.8	136.9	5.0	0.0%
5	120.0	27.2	0.9	159.7	5.0	0.0%
6	120.0	19.1	0.7	86.8	3.0	0.0%
7	120.0	20.1	0.7	107.7	4.0	0.0%
8	120.0	16.0	0.6	101.5	3.0	0.0%
9	120.0	24.4	0.8	159.5	4.0	0.0%
10	120.0	33.8	1.1	171.3	6.0	0.0%
Average:	**120.0**	**23.1**	**0.8**	**128.7**	**4.2**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	33.6	1.1	176.5	6.0	0.0%
2	120.0	41.1	1.1	228.2	6.0	0.0%
3	120.0	38.8	1.2	142.9	5.0	0.0%
4	120.0	37.1	1.2	188.9	6.0	0.0%
5	120.0	75.8	2.1	374.0	10.1	0.0%
6	120.0	42.4	1.2	195.8	5.0	0.0%
7	120.0	42.9	1.3	215.0	6.0	0.0%
8	120.0	37.3	1.1	178.1	5.0	0.0%
9	120.0	33.5	1.0	200.1	6.0	0.0%
10	120.0	65.4	1.9	333.0	8.1	0.0%
Average:	**120.0**	**44.8**	**1.3**	**223.3**	**6.3**	**0.0%**
NWB T on BUCK RD - Lane ID 33640926						
1	120.0	1.1	0.1	0.6	0.0	0.0%
2	120.0	0.4	0.0	0.0	0.0	0.0%
3	120.0	2.0	0.1	0.0	0.0	0.0%
4	120.0	0.8	0.1	0.0	0.0	0.0%
5	120.0	2.0	0.0	0.0	0.0	0.0%
6	120.0	0.4	0.0	0.0	0.0	0.0%
7	120.0	1.1	0.1	0.4	0.0	0.0%
8	120.0	1.5	0.0	0.0	0.0	0.0%
9	120.0	1.9	0.1	0.0	0.0	0.0%
10	120.0	1.0	0.0	0.0	0.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640926						
Average:	**120.0**	**1.2**	**0.1**	**0.1**	**0.0**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	8.8	0.3	51.7	2.0	0.0%
2	120.0	12.8	0.4	72.1	2.0	0.0%
3	120.0	8.7	0.3	50.6	2.0	0.0%
4	120.0	7.3	0.2	55.8	2.0	0.0%
5	120.0	11.0	0.3	88.0	2.0	0.0%
6	120.0	11.1	0.4	71.3	2.0	0.0%
7	120.0	6.9	0.3	46.1	2.0	0.0%
8	120.0	10.5	0.4	66.8	2.0	0.0%
9	120.0	5.5	0.2	39.6	1.0	0.0%
10	120.0	9.4	0.3	62.5	2.0	0.0%
Average:	**120.0**	**9.2**	**0.3**	**60.5**	**1.9**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	88.5	3.3	259.3	10.0	0.0%
2	120.0	140.6	4.7	356.6	12.0	0.0%
3	120.0	98.6	3.5	389.7	14.0	0.0%
4	120.0	54.5	2.1	175.3	7.0	0.0%
5	120.0	297.8	10.3	627.9	22.0	0.0%
6	120.0	133.8	4.7	352.0	12.0	0.0%
7	120.0	219.2	7.7	489.8	17.0	0.0%
8	120.0	187.8	6.5	501.6	16.0	0.0%
9	120.0	112.1	4.1	356.1	13.0	0.0%
10	120.0	310.9	10.6	781.7	26.0	0.0%
Average:	**120.0**	**164.4**	**5.8**	**429.0**	**14.9**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
1	120.0	0.1	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB R on BUCK RD - Lane ID 33640862						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	1.4	0.1	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.7	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9841						
1	120.0	5.1	0.2	45.3	2.0	0.0%
2	120.0	2.8	0.1	18.3	1.0	0.0%
3	120.0	8.2	0.4	46.6	2.0	0.0%
4	120.0	5.3	0.2	24.4	1.0	0.0%
5	120.0	6.2	0.3	45.8	2.0	0.0%
6	120.0	4.8	0.2	27.6	1.0	0.0%
7	120.0	6.0	0.3	20.4	1.0	0.0%
8	120.0	4.3	0.2	24.2	1.0	0.0%
9	120.0	6.1	0.3	26.8	1.0	0.0%
10	120.0	6.5	0.3	43.3	2.0	0.0%
Average:	**120.0**	**5.5**	**0.3**	**32.3**	**1.4**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
1	120.0	10.3	0.5	58.9	3.0	0.0%
2	120.0	9.1	0.4	62.9	2.0	0.0%
3	120.0	12.7	0.6	70.3	3.0	0.0%
4	120.0	9.6	0.5	57.9	3.0	0.0%
5	120.0	9.8	0.5	56.8	2.0	0.0%
6	120.0	9.9	0.5	74.8	3.0	0.0%
7	120.0	12.2	0.6	67.7	3.0	0.0%
8	120.0	11.2	0.6	66.8	3.0	0.0%
9	120.0	9.5	0.5	60.6	3.0	0.0%
10	120.0	8.1	0.4	58.7	3.0	0.0%
Average:	**120.0**	**10.2**	**0.5**	**63.5**	**2.8**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
WB R on BUCK RD - Lane ID 9833						
1	120.0	0.9	0.0	0.0	0.0	0.0%
2	120.0	1.6	0.1	0.0	0.0	0.0%
3	120.0	1.2	0.0	0.0	0.0	0.0%
4	120.0	0.5	0.0	0.0	0.0	0.0%
5	120.0	0.4	0.0	0.0	0.0	0.0%
6	120.0	1.2	0.0	0.0	0.0	0.0%
7	120.0	2.1	0.1	0.7	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	1.1	0.0	0.0	0.0	0.0%
10	120.0	1.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.1**	**0.0**	**0.1**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	4.1	0.1	25.0	1.0	0.0%
2	120.0	4.6	0.2	26.8	1.0	0.0%
3	120.0	8.5	0.2	66.3	1.0	0.0%
4	120.0	5.4	0.2	39.4	1.0	0.0%
5	120.0	5.5	0.2	47.8	1.0	0.0%
6	120.0	3.7	0.1	18.0	1.0	0.0%
7	120.0	5.9	0.2	42.0	1.0	0.0%
8	120.0	4.0	0.1	39.8	1.0	0.0%
9	120.0	5.6	0.2	31.3	1.0	0.0%
10	120.0	6.4	0.2	50.4	1.0	0.0%
Average:	**120.0**	**5.4**	**0.2**	**38.7**	**1.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640946						
1	120.0	3.0	0.1	0.6	0.0	0.0%
2	120.0	1.3	0.0	0.0	0.0	0.0%
3	120.0	2.6	0.1	14.2	1.0	0.0%
4	120.0	2.0	0.1	0.7	0.0	0.0%
5	120.0	2.4	0.1	0.7	0.0	0.0%
6	120.0	3.9	0.1	16.5	1.0	0.0%
7	120.0	2.5	0.1	0.0	0.0	0.0%
8	120.0	1.3	0.0	0.0	0.0	0.0%
9	120.0	1.2	0.1	0.4	0.0	0.0%
10	120.0	5.4	0.1	68.3	1.0	0.0%
Average:	**120.0**	**2.6**	**0.1**	**10.1**	**0.3**	**0.0%**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	9.5	0.4	55.4	2.0	0.0%
2	120.0	6.4	0.3	48.0	2.0	0.0%
3	120.0	7.3	0.3	29.8	1.0	0.0%
4	120.0	9.5	0.4	51.8	2.0	0.0%
5	120.0	9.2	0.4	48.0	2.0	0.0%
6	120.0	7.1	0.3	42.3	2.0	0.0%
7	120.0	10.0	0.4	71.8	2.0	0.0%
8	120.0	7.1	0.3	21.5	1.0	0.0%
9	120.0	4.8	0.2	27.0	1.0	0.0%
10	120.0	8.9	0.4	49.9	2.0	0.0%
Average:	**120.0**	**8.0**	**0.3**	**44.6**	**1.7**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	2.2	0.1	12.2	1.0	0.0%
2	120.0	4.7	0.2	43.7	1.0	0.0%
3	120.0	4.1	0.2	34.5	1.0	0.0%
4	120.0	3.2	0.2	16.6	1.0	0.0%
5	120.0	5.8	0.3	39.4	2.0	0.0%
6	120.0	5.5	0.3	40.5	1.0	0.0%
7	120.0	2.3	0.1	12.2	1.0	0.0%
8	120.0	4.3	0.2	21.6	1.0	0.0%
9	120.0	4.5	0.2	39.4	1.0	0.0%
10	120.0	5.0	0.2	26.8	1.0	0.0%
Average:	**120.0**	**4.2**	**0.2**	**28.7**	**1.1**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9835						
1	120.0	7.0	0.2	48.5	2.0	0.0%
2	120.0	8.5	0.3	48.2	2.0	0.0%
3	120.0	11.4	0.3	68.6	2.0	0.0%
4	120.0	13.7	0.4	83.1	2.0	0.0%
5	120.0	8.8	0.3	64.7	1.0	0.0%
6	120.0	12.7	0.3	84.4	2.0	0.0%
7	120.0	8.1	0.3	61.3	2.0	0.0%
8	120.0	9.6	0.3	70.8	1.0	0.0%
9	120.0	11.6	0.3	71.1	2.0	0.0%
10	120.0	12.2	0.3	75.7	2.0	0.0%
Average:	**120.0**	**10.4**	**0.3**	**67.6**	**1.8**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
1	120.0	9.6	0.3	64.4	2.0	0.0%
2	120.0	6.8	0.2	42.3	2.0	0.0%

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
3	120.0	6.3	0.3	57.3	2.0	0.0%
4	120.0	5.6	0.3	41.7	2.0	0.0%
5	120.0	8.3	0.3	60.6	2.0	0.0%
6	120.0	15.3	0.5	97.8	2.0	0.0%
7	120.0	5.0	0.2	38.0	2.0	0.0%
8	120.0	7.0	0.2	29.3	1.0	0.0%
9	120.0	5.7	0.2	56.3	1.0	0.0%
10	120.0	13.7	0.4	110.6	3.0	0.0%
Average:	**120.0**	**8.3**	**0.3**	**59.8**	**1.9**	**0.0%**
WB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640878						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
1	120.0	1.7	0.1	11.8	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
2	120.0	1.7	0.1	10.8	1.0	0.0%
3	120.0	0.9	0.1	7.2	1.0	0.0%
4	120.0	1.0	0.1	9.7	1.0	0.0%
5	120.0	2.7	0.1	14.1	1.0	0.0%
6	120.0	0.8	0.1	1.7	1.0	0.0%
7	120.0	1.4	0.1	0.6	0.0	0.0%
8	120.0	1.3	0.1	10.2	1.0	0.0%
9	120.0	1.9	0.1	11.4	1.0	0.0%
10	120.0	1.9	0.1	11.3	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**8.9**	**0.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640909						
1	120.0	1.8	0.2	7.5	1.0	0.0%
2	120.0	3.2	0.2	7.0	1.0	0.0%
3	120.0	2.1	0.1	4.7	1.0	0.0%
4	120.0	1.5	0.1	5.0	1.0	0.0%
5	120.0	5.0	0.3	34.1	2.0	0.0%
6	120.0	4.4	0.2	29.7	2.0	0.0%
7	120.0	1.5	0.2	9.0	1.0	0.0%
8	120.0	1.8	0.1	3.9	1.0	0.0%
9	120.0	2.4	0.2	4.7	1.0	0.0%
10	120.0	1.0	0.1	3.9	1.0	0.0%
Average:	**120.0**	**2.5**	**0.2**	**11.0**	**1.2**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640904						
1	120.0	16.3	0.7	81.8	3.0	0.0%
2	120.0	19.0	0.6	93.4	3.0	0.0%
3	120.0	23.8	0.8	115.6	3.0	0.0%
4	120.0	23.1	0.7	119.6	3.0	0.0%
5	120.0	28.3	0.9	149.2	4.0	0.0%
6	120.0	23.5	0.8	131.2	4.0	0.0%
7	120.0	11.7	0.5	82.9	3.0	0.0%
8	120.0	21.1	0.7	95.8	3.0	0.0%
9	120.0	22.8	0.7	130.8	3.0	0.0%
10	120.0	16.2	0.7	100.2	3.0	0.0%
Average:	**120.0**	**20.6**	**0.7**	**110.1**	**3.2**	**0.0%**
SB T on GLENWOOD RD - Lane ID 33640901						
1	120.0	3.6	0.2	21.6	1.0	0.0%
2	120.0	2.0	0.1	0.8	1.0	0.0%
3	120.0	3.8	0.2	30.9	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on GLENWOOD RD - Lane ID 33640901						
4	120.0	0.2	0.1	1.6	1.0	0.0%
5	120.0	4.7	0.2	26.9	1.0	0.0%
6	120.0	3.7	0.2	33.6	1.0	0.0%
7	120.0	2.1	0.1	6.0	1.0	0.0%
8	120.0	2.2	0.2	10.0	1.0	0.0%
9	120.0	3.3	0.2	18.9	2.0	0.0%
10	120.0	1.2	0.2	8.1	1.0	0.0%
Average:	**120.0**	**2.7**	**0.2**	**15.8**	**1.1**	**0.0%**
WB T on 3RD ST - Lane ID 33640897						
1	120.0	1.7	0.1	0.2	0.0	0.0%
2	120.0	2.3	0.1	8.3	1.0	0.0%
3	120.0	3.4	0.1	8.5	1.0	0.0%
4	120.0	2.8	0.1	7.0	1.0	0.0%
5	120.0	3.4	0.1	32.0	1.0	0.0%
6	120.0	3.0	0.1	16.2	1.0	0.0%
7	120.0	1.4	0.1	5.4	1.0	0.0%
8	120.0	2.2	0.1	8.7	1.0	0.0%
9	120.0	1.8	0.1	7.1	1.0	0.0%
10	120.0	3.3	0.1	32.3	1.0	0.0%
Average:	**120.0**	**2.5**	**0.1**	**12.6**	**0.9**	**0.0%**
WB T on 3RD ST - Lane ID 33640898						
1	120.0	7.3	0.2	51.9	1.0	0.0%
2	120.0	5.3	0.2	46.0	2.0	0.0%
3	120.0	7.4	0.2	51.0	1.0	0.0%
4	120.0	2.8	0.2	27.0	1.0	0.0%
5	120.0	7.2	0.2	52.8	1.0	0.0%
6	120.0	8.0	0.3	59.6	1.0	0.0%
7	120.0	1.5	0.1	0.4	1.0	0.0%
8	120.0	8.1	0.3	53.7	2.0	0.0%
9	120.0	3.1	0.1	9.6	1.0	0.0%
10	120.0	7.2	0.2	57.1	1.0	0.0%
Average:	**120.0**	**5.8**	**0.2**	**40.9**	**1.2**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	9.4	0.4	49.7	2.0	0.0%
2	120.0	7.1	0.3	41.8	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
3	120.0	5.0	0.2	43.4	1.0	0.0%
4	120.0	4.1	0.2	16.5	1.0	0.0%
5	120.0	10.1	0.4	54.1	2.0	0.0%
6	120.0	8.7	0.2	65.6	1.0	0.0%
7	120.0	9.7	0.4	60.0	2.0	0.0%
8	120.0	6.0	0.2	18.9	1.0	0.0%
9	120.0	10.8	0.4	59.1	2.0	0.0%
10	120.0	9.3	0.4	46.2	2.0	0.0%
Average:	**120.0**	**8.0**	**0.3**	**45.5**	**1.5**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	2.7	0.1	0.0	0.0	0.0%
2	120.0	5.9	0.2	62.9	1.0	0.0%
3	120.0	2.6	0.1	0.9	0.0	0.0%
4	120.0	2.6	0.1	17.8	1.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	4.7	0.1	53.0	1.0	0.0%
7	120.0	4.1	0.1	58.1	1.0	0.0%
8	120.0	2.9	0.1	14.9	1.0	0.0%
9	120.0	5.1	0.1	56.0	1.0	0.0%
10	120.0	2.8	0.1	15.5	1.0	0.0%
Average:	**120.0**	**3.3**	**0.1**	**27.9**	**0.7**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	4.3	0.1	46.2	1.0	0.0%
2	120.0	9.5	0.2	70.1	1.0	0.0%
3	120.0	6.4	0.1	64.0	1.0	0.0%
4	120.0	8.7	0.2	69.8	1.0	0.0%
5	120.0	3.8	0.1	42.3	1.0	0.0%
6	120.0	8.4	0.2	69.5	1.0	0.0%
7	120.0	4.5	0.1	47.9	1.0	0.0%
8	120.0	6.8	0.2	68.6	1.0	0.0%
9	120.0	5.6	0.1	59.5	1.0	0.0%
10	120.0	3.8	0.1	42.9	1.0	0.0%
Average:	**120.0**	**6.2**	**0.1**	**58.1**	**1.0**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	14.1	0.7	47.2	2.0	0.0%
2	120.0	14.3	0.7	50.3	2.0	0.0%
3	120.0	15.5	0.7	54.9	2.0	0.0%
4	120.0	20.6	0.9	70.8	2.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
5	120.0	18.1	0.9	70.8	3.0	0.0%
6	120.0	16.6	0.7	66.3	2.0	0.0%
7	120.0	15.2	0.7	47.9	2.0	0.0%
8	120.0	13.4	0.6	55.0	2.0	0.0%
9	120.0	15.9	0.8	55.6	3.0	0.0%
10	120.0	18.1	0.9	63.9	2.0	0.0%
Average:	**120.0**	**16.2**	**0.8**	**58.3**	**2.2**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	7.9	0.4	41.2	2.0	0.0%
2	120.0	6.5	0.3	39.7	1.0	0.0%
3	120.0	9.5	0.4	46.9	2.0	0.0%
4	120.0	9.3	0.4	47.4	2.0	0.0%
5	120.0	7.7	0.4	43.8	2.0	0.0%
6	120.0	7.6	0.3	51.2	1.0	0.0%
7	120.0	8.1	0.3	42.6	1.0	0.0%
8	120.0	7.6	0.4	41.3	2.0	0.0%
9	120.0	11.9	0.5	50.4	2.0	0.0%
10	120.0	11.5	0.5	47.0	2.0	0.0%
Average:	**120.0**	**8.8**	**0.4**	**45.2**	**1.7**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	64.7	1.8	273.7	7.0	13.3%
2	120.0	24.4	0.9	160.0	4.0	0.0%
3	120.0	26.7	0.9	177.9	4.0	0.8%
4	120.0	19.8	0.7	129.0	4.0	0.8%
5	120.0	78.9	2.3	284.0	8.0	21.7%
6	120.0	20.3	0.7	82.9	3.0	1.7%
7	120.0	73.1	2.0	266.2	7.0	16.7%
8	120.0	31.7	1.0	196.5	4.0	2.5%
9	120.0	126.4	3.7	291.4	9.0	44.2%
10	120.0	38.6	1.3	179.8	6.0	3.3%
Average:	**120.0**	**50.5**	**1.5**	**204.1**	**5.6**	**10.5%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	23.4	0.8	94.8	3.0	0.0%
2	120.0	21.7	0.9	74.6	3.0	0.0%
3	120.0	19.2	0.8	76.7	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
4	120.0	18.5	0.7	77.0	2.0	0.0%
5	120.0	17.1	0.7	50.2	2.0	0.0%
6	120.0	19.8	0.9	70.8	3.0	0.0%
7	120.0	17.7	0.7	76.5	3.0	0.0%
8	120.0	13.2	0.6	50.6	2.0	0.0%
9	120.0	20.0	0.8	77.2	3.0	0.0%
10	120.0	16.6	0.8	67.8	2.0	0.0%
Average:	**120.0**	**18.7**	**0.8**	**71.6**	**2.5**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	13.8	0.6	63.4	2.0	0.0%
2	120.0	12.0	0.6	48.8	2.0	0.0%
3	120.0	18.6	0.8	59.6	2.0	0.0%
4	120.0	16.3	0.7	51.7	2.0	0.0%
5	120.0	21.9	0.9	91.5	3.0	0.0%
6	120.0	13.7	0.6	47.2	2.0	0.0%
7	120.0	15.6	0.7	72.6	2.0	0.0%
8	120.0	17.0	0.8	53.1	2.0	0.0%
9	120.0	17.5	0.7	73.1	2.0	0.0%
10	120.0	16.4	0.7	63.7	2.0	0.0%
Average:	**120.0**	**16.3**	**0.7**	**62.5**	**2.1**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	83.5	2.3	236.7	7.0	0.0%
2	120.0	179.9	4.6	608.8	15.0	0.0%
3	120.0	77.7	2.4	255.5	7.0	0.0%
4	120.0	77.7	2.2	226.3	7.0	0.0%
5	120.0	83.5	2.3	313.2	7.0	0.0%
6	120.0	112.9	3.1	369.6	10.0	0.0%
7	120.0	103.9	3.0	396.4	10.0	0.0%
8	120.0	74.8	2.2	258.5	7.0	0.0%
9	120.0	91.7	2.5	324.0	9.0	0.0%
10	120.0	116.6	3.2	349.6	10.0	0.0%
Average:	**120.0**	**100.2**	**2.8**	**333.9**	**8.9**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	64.4	2.0	238.7	7.0	0.0%
2	120.0	154.4	4.4	544.5	14.0	0.0%
3	120.0	77.8	2.3	238.9	7.0	0.0%
4	120.0	75.7	2.1	232.3	6.0	0.0%
5	120.0	79.5	2.3	320.0	7.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
6	120.0	107.9	2.9	379.4	9.0	0.0%
7	120.0	101.8	2.9	417.3	11.0	0.0%
8	120.0	65.6	2.1	207.4	6.0	0.0%
9	120.0	96.7	2.8	343.5	9.0	0.0%
10	120.0	101.4	2.9	352.1	9.0	0.0%
Average:	**120.0**	**92.5**	**2.7**	**327.4**	**8.5**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	252.6	6.7	715.1	19.0	3.3%
2	120.0	150.0	4.3	369.6	11.0	0.0%
3	120.0	129.3	3.6	494.3	13.0	0.0%
4	120.0	235.5	6.8	532.0	16.0	0.0%
5	120.0	326.8	8.6	772.6	21.0	5.8%
6	120.0	241.5	6.8	642.4	17.0	0.0%
7	120.0	292.3	7.7	702.6	19.0	1.7%
8	120.0	254.9	6.9	667.6	17.0	2.5%
9	120.0	387.3	10.5	756.1	22.0	4.2%
10	120.0	296.5	8.4	715.2	20.0	4.2%
Average:	**120.0**	**256.7**	**7.0**	**636.8**	**17.5**	**2.2%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	3.0	0.1	15.8	1.0	0.0%
2	120.0	3.1	0.1	16.6	1.0	0.0%
3	120.0	3.5	0.2	17.7	1.0	0.0%
4	120.0	8.9	0.2	64.4	1.0	0.0%
5	120.0	6.5	0.2	18.3	1.0	0.0%
6	120.0	4.7	0.2	39.2	1.0	0.0%
7	120.0	7.1	0.2	50.7	2.0	0.0%
8	120.0	4.0	0.2	17.1	1.0	0.0%
9	120.0	8.1	0.2	48.3	1.0	0.0%
10	120.0	9.9	0.3	76.6	2.0	0.0%
Average:	**120.0**	**5.9**	**0.2**	**36.5**	**1.2**	**0.0%**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	44.8	14.2	33.5	75.8	10
SEB T	33640840	BUCK RD	9.2	2.2	5.5	12.8	10
NWB T	33640926	BUCK RD	1.2	0.6	0.4	2.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	164.4	87.7	54.5	310.9	10
NB T	33640842	LIME CITY RD	23.1	5.6	15.6	33.8	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	1.1	0.5	0.4	2.1	10
WB T	33640858	BUCK RD	5.4	1.4	3.7	8.5	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.1	10
EB R	33640862	BUCK RD	0.2	0.5	0.0	1.4	10
WB T	33640946	BUCK RD	2.6	1.3	1.2	5.4	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	5.5	1.4	2.8	8.2	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	10.2	1.4	8.1	12.7	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.1	0.0	0.2	10
EB T	33640880	BUCK RD	8.0	1.7	4.8	10.0	10
EB T	33640881	BUCK RD	4.2	1.2	2.2	5.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	10.4	2.2	7.0	13.7	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	8.3	3.5	5.0	15.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2.5	0.7	1.4	3.4	10
WB T	33640898	3RD ST	5.8	2.4	1.5	8.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	1.5	0.6	0.8	2.7	10
EB T	33640909	BUCK RD	2.5	1.3	1.0	5.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	2.7	1.4	0.2	4.7	10
NB T	33640904	GLENWOOD RD	20.6	4.8	11.7	28.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	16.2	2.2	13.4	20.6	10
NB R	9799	NB I 75 TO WALES OFF RAMP	8.8	1.8	6.5	11.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	8.0	2.3	4.1	10.8	10
EB T	33573858	WALES RD	3.3	1.7	0.0	5.9	10
EB T	33573859	WALES RD	6.2	2.1	3.8	9.5	10
WB T	33634092	WALES RD	50.5	34.8	19.8	126.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	100.2	31.8	74.8	179.9	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	92.5	26.7	64.4	154.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	18.7	2.8	13.2	23.4	10
EB TR	33573865	WALES RD	16.3	2.8	12.0	21.9	10
WB L	33573866	WALES RD	256.7	76.8	129.3	387.3	10
WB T	33573867	WALES RD	5.9	2.6	3.0	9.9	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.3	0.4	1.0	2.1	10
SEB T	33640840	BUCK RD	0.3	0.1	0.2	0.4	10
NWB T	33640926	BUCK RD	0.1	0.1	0.0	0.1	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.8	2.9	2.1	10.6	10
NB T	33640842	LIME CITY RD	0.8	0.2	0.6	1.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640858	BUCK RD	0.2	0.0	0.1	0.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640946	BUCK RD	0.1	0.0	0.0	0.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.3	0.1	0.1	0.4	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.5	0.1	0.4	0.6	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.3	0.1	0.2	0.4	10
EB T	33640881	BUCK RD	0.2	0.1	0.1	0.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.3	0.0	0.2	0.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.3	0.1	0.2	0.5	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.1	0.0	0.1	0.1	10
WB T	33640898	3RD ST	0.2	0.1	0.1	0.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.1	0.0	0.1	0.1	10
EB T	33640909	BUCK RD	0.2	0.1	0.1	0.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.2	0.0	0.1	0.2	10
NB T	33640904	GLENWOOD RD	0.7	0.1	0.5	0.9	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.8	0.1	0.6	0.9	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.4	0.1	0.3	0.5	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.3	0.1	0.2	0.4	10
EB T	33573858	WALES RD	0.1	0.0	0.0	0.2	10
EB T	33573859	WALES RD	0.1	0.1	0.1	0.2	10
WB T	33634092	WALES RD	1.5	0.9	0.7	3.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	2.8	0.7	2.2	4.6	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	2.7	0.7	2.0	4.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.8	0.1	0.6	0.9	10
EB TR	33573865	WALES RD	0.7	0.1	0.6	0.9	10
WB L	33573866	WALES RD	7.0	2.0	3.6	10.5	10
WB T	33573867	WALES RD	0.2	0.1	0.1	0.3	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	223.3	73.0	142.9	374.0	10
SEB T	33640840	BUCK RD	60.5	14.5	39.6	88.0	10
NWB T	33640926	BUCK RD	0.1	0.2	0.0	0.6	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	429.0	177.7	175.3	781.7	10
NB T	33640842	LIME CITY RD	128.7	34.0	86.8	171.3	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.1	0.2	0.0	0.7	10
WB T	33640858	BUCK RD	38.7	14.2	18.0	66.3	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	10.1	21.4	0.0	68.3	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	32.3	11.5	18.3	46.6	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	63.5	6.1	56.8	74.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	44.6	15.0	21.5	71.8	10
EB T	33640881	BUCK RD	28.7	12.3	12.2	43.7	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	67.6	12.5	48.2	84.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	59.8	26.0	29.3	110.6	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	12.6	11.0	0.2	32.3	10
WB T	33640898	3RD ST	40.9	21.0	0.4	59.6	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	8.9	4.4	0.6	14.1	10
EB T	33640909	BUCK RD	11.0	11.2	3.9	34.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	15.8	12.1	0.8	33.6	10
NB T	33640904	GLENWOOD RD	110.1	22.7	81.8	149.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	58.3	9.0	47.2	70.8	10
NB R	9799	NB I 75 TO WALES OFF RAMP	45.2	4.0	39.7	51.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	45.5	16.5	16.5	65.6	10
EB T	33573858	WALES RD	27.9	26.4	0.0	62.9	10
EB T	33573859	WALES RD	58.1	11.9	42.3	70.1	10
WB T	33634092	WALES RD	204.1	71.7	82.9	291.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	333.9	112.7	226.3	608.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	327.4	104.3	207.4	544.5	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	71.6	13.2	50.2	94.8	10
EB TR	33573865	WALES RD	62.5	13.7	47.2	91.5	10
WB L	33573866	WALES RD	636.8	130.4	369.6	772.6	10
WB T	33573867	WALES RD	36.5	22.7	15.8	76.6	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	6.3	1.6	5.0	10.1	10
SEB T	33640840	BUCK RD	1.9	0.3	1.0	2.0	10
NWB T	33640926	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	14.9	5.6	7.0	26.0	10
NB T	33640842	LIME CITY RD	4.2	1.2	3.0	6.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640858	BUCK RD	1.0	0.0	1.0	1.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.3	0.5	0.0	1.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	1.4	0.5	1.0	2.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	2.8	0.4	2.0	3.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	1.7	0.5	1.0	2.0	10
EB T	33640881	BUCK RD	1.1	0.3	1.0	2.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	1.8	0.4	1.0	2.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	1.9	0.6	1.0	3.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.9	0.3	0.0	1.0	10
WB T	33640898	3RD ST	1.2	0.4	1.0	2.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.9	0.3	0.0	1.0	10
EB T	33640909	BUCK RD	1.2	0.4	1.0	2.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.1	0.3	1.0	2.0	10
NB T	33640904	GLENWOOD RD	3.2	0.4	3.0	4.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.2	0.4	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.7	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	1.5	0.5	1.0	2.0	10
EB T	33573858	WALES RD	0.7	0.5	0.0	1.0	10
EB T	33573859	WALES RD	1.0	0.0	1.0	1.0	10
WB T	33634092	WALES RD	5.6	2.1	3.0	9.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	8.9	2.6	7.0	15.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	8.5	2.5	6.0	14.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.5	0.5	2.0	3.0	10
EB TR	33573865	WALES RD	2.1	0.3	2.0	3.0	10
WB L	33573866	WALES RD	17.5	3.5	11.0	22.0	10
WB T	33573867	WALES RD	1.2	0.4	1.0	2.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640926	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640909	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640904	GLENWOOD RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.1	0.1	0.0	0.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.1	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	2.7	0.1	112.1	2.0	0.1	2.0
4	60.0	0.6	0.0	37.4	1.0	0.0	1.0
5	60.0	0.3	0.0	18.9	2.0	0.0	2.0
6	60.0	0.1	0.0	6.6	2.0	0.0	2.0
7	60.0	0.8	0.0	50.9	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.9	0.0	51.9	2.0	0.0	2.0
10	60.0	0.7	0.0	42.8	1.0	0.0	1.0
Average:	**60.0**	**0.6**	**0.0**	**32.1**	**1.1**	**0.0**	**1.1**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	7.1	0.3	103.3	5.0	0.3	5.0
2	60.0	2.5	0.1	59.6	2.0	0.1	2.0
3	60.0	4.3	0.2	99.5	5.0	0.2	5.0
4	60.0	1.2	0.1	36.6	2.0	0.1	2.0
5	60.0	1.5	0.1	73.3	3.0	0.1	3.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	2.3	0.1	51.0	2.0	0.1	2.0
7	60.0	0.2	0.0	9.7	1.0	0.0	1.0
8	60.0	1.9	0.1	51.3	3.0	0.1	3.0
9	60.0	0.4	0.0	24.1	1.0	0.0	1.0
10	60.0	3.2	0.2	70.7	3.0	0.2	3.0
Average:	**60.0**	**2.5**	**0.1**	**57.9**	**2.7**	**0.1**	**2.7**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	2.5	0.1	92.7	3.0	0.1	3.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.9	0.1	24.2	2.0	0.1	2.0
5	60.0	2.2	0.1	95.7	3.0	0.1	3.0
6	60.0	2.7	0.1	105.6	4.0	0.1	4.0
7	60.0	3.5	0.2	164.5	7.0	0.2	7.0
8	60.0	0.8	0.0	39.8	1.0	0.0	1.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.6	0.0	38.4	2.0	0.0	2.0
Average:	**60.0**	**1.3**	**0.1**	**56.1**	**2.2**	**0.1**	**2.2**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	35.5	1.2	407.5	13.0	1.2	13.0
2	60.0	34.7	1.0	393.8	7.0	1.0	7.0
3	60.0	29.3	1.0	470.2	14.0	1.0	14.0
4	60.0	27.6	0.8	331.5	7.0	0.8	7.0
5	60.0	101.9	2.8	572.9	13.0	2.8	13.0
6	60.0	40.5	1.2	383.2	10.0	1.2	10.0
7	60.0	27.2	0.8	304.2	8.0	0.8	8.0
8	60.0	33.5	0.9	442.0	10.0	0.9	10.0
9	60.0	15.4	0.4	256.1	5.0	0.4	5.0
10	60.0	105.9	2.9	428.3	12.0	2.9	12.0
Average:	**60.0**	**45.2**	**1.3**	**399.0**	**9.9**	**1.3**	**9.9**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	22.4	1.0	164.4	6.0	1.0	6.0
2	60.0	16.6	0.8	114.3	5.0	0.8	5.0
3	60.0	19.7	1.0	222.2	8.0	1.0	8.0
4	60.0	23.8	1.1	167.1	8.0	1.1	8.0
5	60.0	24.6	1.5	156.8	8.0	1.5	8.0
6	60.0	23.7	1.2	139.0	9.0	1.2	9.0
7	60.0	12.3	0.6	135.6	4.0	0.6	4.0
8	60.0	18.4	0.9	117.3	6.0	0.9	6.0
9	60.0	15.7	0.8	137.8	7.0	0.8	7.0
10	60.0	13.3	0.6	84.8	5.0	0.6	5.0
Average:	**60.0**	**19.1**	**1.0**	**143.9**	**6.6**	**1.0**	**6.6**
WB on BUCK RD							
1	60.0	4.7	0.2	99.4	2.0	0.2	2.0
2	60.0	4.9	0.1	73.9	1.0	0.1	1.0
3	60.0	7.7	0.3	103.1	2.0	0.3	2.0
4	60.0	3.0	0.1	60.6	2.0	0.1	2.0
5	60.0	6.7	0.3	73.5	4.0	0.3	4.0
6	60.0	10.9	0.3	98.6	3.0	0.3	3.0
7	60.0	4.8	0.2	70.1	2.0	0.2	2.0
8	60.0	4.6	0.2	91.9	3.0	0.2	3.0
9	60.0	10.3	0.3	105.1	4.0	0.3	4.0
10	60.0	4.7	0.2	54.2	2.0	0.2	2.0
Average:	**60.0**	**6.2**	**0.2**	**83.0**	**2.5**	**0.2**	**2.5**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	14.7	0.7	149.7	7.0	0.7	7.0
2	60.0	8.9	0.6	66.2	5.0	0.6	5.0
3	60.0	11.7	0.8	146.0	8.0	0.8	8.0
4	60.0	8.6	0.5	75.3	4.0	0.5	4.0
5	60.0	11.5	0.6	119.8	5.0	0.6	5.0
6	60.0	9.5	0.6	97.5	4.0	0.6	4.0
7	60.0	8.5	0.5	74.8	3.0	0.5	3.0
8	60.0	9.0	0.5	97.8	5.0	0.5	5.0
9	60.0	8.0	0.4	72.9	4.0	0.4	4.0
10	60.0	10.1	0.4	117.2	6.0	0.4	6.0
Average:	**60.0**	**10.1**	**0.6**	**101.7**	**5.1**	**0.6**	**5.1**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	17.5	0.7	150.3	4.0	0.7	4.0
2	60.0	17.7	0.6	226.8	5.0	0.6	5.0
3	60.0	26.2	0.9	243.7	7.0	0.9	7.0
4	60.0	22.1	0.8	161.7	9.0	0.8	9.0
5	60.0	26.7	0.9	168.4	5.0	0.9	5.0
6	60.0	31.1	0.9	253.0	7.0	0.9	7.0
7	60.0	23.5	0.8	352.8	6.0	0.8	6.0
8	60.0	20.3	0.6	151.7	8.0	0.6	8.0
9	60.0	18.9	0.7	183.0	6.0	0.7	6.0
10	60.0	11.9	0.5	202.2	6.0	0.5	6.0
Average:	**60.0**	**21.6**	**0.7**	**209.4**	**6.3**	**0.7**	**6.3**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.6	0.8	0.0	2.7	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.5	2.0	0.2	7.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.3	1.3	0.0	3.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	45.2	31.7	15.4	105.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	19.1	4.5	12.3	24.6	10
W	BUCK RD	6.2	2.6	3.0	10.9	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.1	2.1	8.0	14.7	10
SW	SB I 75 TO BUCK OFF RAMP	21.6	5.5	11.9	31.1	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.3	0.8	0.4	2.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.0	0.3	0.6	1.5	10
W	BUCK RD	0.2	0.1	0.1	0.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.6	0.1	0.4	0.8	10
SW	SB I 75 TO BUCK OFF RAMP	0.7	0.1	0.5	0.9	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.1	0.0	0.2	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.3	0.8	0.4	2.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.0	0.3	0.6	1.5	10
W	BUCK RD	0.2	0.1	0.1	0.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.6	0.1	0.4	0.8	10
SW	SB I 75 TO BUCK OFF RAMP	0.7	0.1	0.5	0.9	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	32.1	35.3	0.0	112.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	57.9	30.2	9.7	103.3	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	56.1	55.9	0.0	164.5	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	399.0	89.6	256.1	572.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	143.9	37.2	84.8	222.2	10
W	BUCK RD	83.0	18.7	54.2	105.1	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	101.7	30.5	66.2	149.7	10
SW	SB I 75 TO BUCK OFF RAMP	209.4	62.8	150.3	352.8	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.1	0.9	0.0	2.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.7	1.4	1.0	5.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.2	2.2	0.0	7.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	9.9	3.1	5.0	14.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.6	1.6	4.0	9.0	10
W	BUCK RD	2.5	1.0	1.0	4.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	5.1	1.5	3.0	8.0	10
SW	SB I 75 TO BUCK OFF RAMP	6.3	1.5	4.0	9.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.1	0.9	0.0	2.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.7	1.4	1.0	5.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	2.2	2.2	0.0	7.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	9.9	3.1	5.0	14.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	6.6	1.6	4.0	9.0	10
W	BUCK RD	2.5	1.0	1.0	4.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	5.1	1.5	3.0	8.0	10
SW	SB I 75 TO BUCK OFF RAMP	6.3	1.5	4.0	9.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
8:00 AM	1	11,817	36,899.4	660.6	104.1	25.1	6,046	3.1	3.4	59.6
8:00 AM	2	11,816	36,847.7	666.6	111.0	28.0	6,373	3.1	3.4	59.2
8:00 AM	3	11,813	36,872.2	658.1	102.3	22.4	5,897	3.1	3.3	59.6
8:00 AM	4	11,841	36,937.1	659.5	103.6	23.6	5,961	3.1	3.3	59.6
8:00 AM	5	11,784	36,767.7	678.0	123.8	39.7	7,531	3.1	3.5	59.1
8:00 AM	6	11,807	36,815.7	664.3	109.5	28.0	6,469	3.1	3.4	59.3
8:00 AM	7	11,830	36,917.6	674.2	117.6	34.6	6,920	3.1	3.4	59.1
8:00 AM	8	11,842	36,948.7	664.2	106.9	27.2	6,366	3.1	3.4	59.4
8:00 AM	9	11,751	36,715.0	686.3	132.8	36.5	6,777	3.1	3.5	58.9
8:00 AM	10	11,818	36,876.4	675.5	119.6	37.9	7,240	3.1	3.4	59.1
En Route Start	1	655	2,480.8	41.9	5.2	0.6	216	3.8	3.8	61.5
En Route Start	2	673	2,561.5	44.2	6.3	0.9	261	3.8	3.9	60.5
En Route Start	3	664	2,503.3	42.7	5.5	0.8	266	3.8	3.9	61.2
En Route Start	4	672	2,521.8	43.4	5.9	0.9	259	3.8	3.9	60.9
En Route Start	5	665	2,521.1	43.1	5.8	0.8	241	3.8	3.9	60.9
En Route Start	6	677	2,573.4	44.1	6.0	1.0	306	3.8	3.9	60.9
En Route Start	7	660	2,500.0	42.6	5.6	0.9	269	3.8	3.9	61.3
En Route Start	8	668	2,519.6	43.6	6.3	1.3	284	3.8	3.9	60.8
En Route Start	9	662	2,505.5	42.8	5.8	0.9	239	3.8	3.9	61.2
En Route Start	10	679	2,571.4	44.2	6.2	1.0	313	3.8	3.9	60.9
En Route End	1	713	1,323.0	24.8	5.4	2.6	367	1.9	2.1	61.6
En Route End	2	723	1,373.2	24.6	4.5	1.7	283	1.9	2.0	61.2
En Route End	3	715	1,345.2	24.4	4.6	1.7	302	1.9	2.0	60.7
En Route End	4	699	1,339.2	23.1	3.6	0.8	197	1.9	2.0	61.5
En Route End	5	745	1,389.4	26.8	6.3	2.9	466	1.9	2.2	59.0
En Route End	6	735	1,368.4	25.4	5.3	2.0	338	1.9	2.1	60.0
En Route End	7	702	1,314.3	23.7	4.5	1.8	312	1.9	2.0	61.2
En Route End	8	689	1,289.0	22.6	3.9	1.1	215	1.9	2.0	61.2
En Route End	9	734	1,344.5	30.7	11.0	3.5	402	1.8	2.5	59.9
En Route End	10	721	1,341.6	24.9	5.0	2.3	391	1.9	2.1	61.2
Missed	1	42	47.7	1.6	0.6	0.1	45	1.1	2.3	33.9
Missed	2	35	38.8	1.4	0.5	0.1	36	1.1	2.4	30.2
Missed	3	46	51.2	1.8	0.6	0.1	39	1.1	2.3	33.0
Missed	4	35	33.5	1.3	0.4	0.0	31	1.0	2.2	26.8
Missed	5	43	60.4	1.9	0.6	0.1	47	1.4	2.6	39.5
Missed	6	33	43.2	1.4	0.4	0.0	36	1.3	2.5	36.6
Missed	7	41	47.8	1.6	0.6	0.1	46	1.2	2.4	32.3

Missed	8	43	45.9	1.6	0.6	0.0	36	1.1	2.3	30.8
Missed	9	45	52.1	1.8	0.6	0.1	48	1.2	2.4	33.8
Missed	10	34	39.6	1.3	0.5	0.0	26	1.2	2.4	32.8
Unserved	1	3	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	2	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	3	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	4	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	--	--	--	--	--	--	--		--
Unserved	7	--	--	--	--	--	--	--		--
Unserved	8	--	--	--	--	--	--	--		--
Unserved	9	46	0.0	1.3	1.3	0.0	0	0.0	1.7	14.0
Unserved	10	1	0.0	0.0	0.0	0.0	0	0.0	0.0	--
8:00 AM	Avg	11,812	36,859.8	668.7	113.1	30.3	6,558	3.1	3.4	59.3
En Route Start	Avg	668	2,525.8	43.2	5.9	0.9	265	3.8	3.9	61.0
En Route End	Avg	718	1,342.8	25.1	5.4	2.0	327	1.9	2.1	60.8
Missed	Avg	40	46.0	1.6	0.5	0.1	39	1.2	2.4	33.0
Unserved	Avg	5	0.0	0.1	0.2	0.0	0	0.0	0.2	14.0

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	11,811.9	27.2	11,751.0	11,842.0	10
En Route Start	667.5	7.7	655.0	679.0	10
En Route End	717.6	17.6	689.0	745.0	10
Missed	39.7	4.9	33.0	46.0	10
Unserved	5.3	14.3	1.0	46.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	36,859.8	75.1	36,715.0	36,948.7	10
En Route Start	2,525.8	32.2	2,480.8	2,573.4	10
En Route End	1,342.8	29.6	1,289.0	1,389.4	10
Missed	46.0	7.7	33.5	60.4	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VHT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	668.7	9.3	658.1	686.3	10
En Route Start	43.2	0.8	41.9	44.2	10
En Route End	25.1	2.3	22.6	30.7	10
Missed	1.6	0.2	1.3	1.9	10
Unserved	0.1	0.4	0.0	1.3	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	113.1	10.0	102.3	132.8	10
En Route Start	5.9	0.4	5.2	6.3	10
En Route End	5.4	2.1	3.6	11.0	10
Missed	0.5	0.1	0.4	0.6	10
Unserved	0.1	0.4	0.0	1.3	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	30.3	6.3	22.4	39.7	10
En Route Start	0.9	0.2	0.6	1.3	10
En Route End	2.0	0.8	0.8	3.5	10
Missed	0.1	0.0	0.0	0.1	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	6,558.0	550.3	5,897.0	7,531.0	10
En Route Start	265.4	29.9	216.0	313.0	10
En Route End	327.3	83.7	197.0	466.0	10
Missed	39.0	7.4	26.0	48.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.1	0.0	3.1	3.1	10
En Route Start	3.8	0.0	3.8	3.8	10
En Route End	1.9	0.0	1.8	1.9	10
Missed	1.2	0.1	1.0	1.4	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	3.4	0.1	3.3	3.5	10
En Route Start	3.9	0.0	3.8	3.9	10
En Route End	2.1	0.2	2.0	2.5	10
Missed	2.4	0.1	2.2	2.6	10
Unserved	0.2	0.5	0.0	1.7	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 AM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
8:00 AM	59.3	0.3	58.9	59.6	10
En Route Start	61.0	0.3	60.5	61.5	10
En Route End	60.8	0.8	59.0	61.6	10
Missed	33.0	3.5	26.8	39.5	10
Unserved	1.4	4.4	14.0	14.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Overview

I 90 TO NB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4713**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

I 90 TO SB I 75 ON RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - SWB				**Segment: 10534**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - NEB				**Segment: 4720**
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4706**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4707**
	1	0.0	No	A
	2	0.0	No	A
	3	0.0	No	A
	4	0.0	No	A
	5	0.0	No	A
	6	0.0	No	A
	7	0.0	No	A
	8	0.0	No	A
	9	0.0	No	A
	10	0.0	No	A
	Average:	**0.0**	**No**	**A**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB				**Segment: 4708**
	1	12.1	No	B
	2	11.9	No	B
	3	12.1	No	B
	4	12.1	No	B
	5	12.1	No	B
	6	12.2	No	B
	7	12.2	No	B
	8	12.1	No	B
	9	12.2	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4708**
10	12.0	No	B
Average:	**12.1**	**No**	**B**
Basic - Between NB I 75 CD RAMP (NEB) and BUCK RD - NEB			**Segment: 4709**
1	12.1	No	B
2	11.9	No	B
3	12.1	No	B
4	12.1	No	B
5	12.1	No	B
6	12.2	No	B
7	12.2	No	B
8	12.1	No	B
9	12.2	No	B
10	12.0	No	B
Average:	**12.1**	**No**	**B**
Basic - Between NB I 75 TO BUCK OFF RAMP and RAMP - NEB			**Segment: 4698**
1	16.1	No	B
2	16.2	No	B
3	15.9	No	B
4	15.9	No	B
5	15.9	No	B
6	15.5	No	B
7	15.7	No	B
8	16.0	No	B
9	15.9	No	B
10	15.8	No	B
Average:	**15.9**	**No**	**B**
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4689**
1	14.5	No	B
2	14.2	No	B
3	14.9	No	B
4	14.5	No	B
5	14.5	No	B
6	14.3	No	B
7	14.5	No	B
8	14.6	No	B
9	14.5	No	B
10	15.4	No	B
Average:	**14.6**	**No**	**B**

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From BUCK TO NB I 75 ON RAMP (NB) - NEB			**Segment: 4690**
1	14.5	No	B
2	14.2	No	B
3	14.9	No	B
4	14.5	No	B
5	14.5	No	B
6	14.3	No	B
7	14.5	No	B
8	14.6	No	B
9	14.5	No	B
10	15.4	No	B
Average:	**14.6**	**No**	**B**
Basic - Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD - NEB			**Segment: 4691**
1	18.2	No	C
2	18.7	No	C
3	18.7	No	C
4	18.5	No	C
5	18.7	No	C
6	18.4	No	C
7	18.7	No	C
8	18.8	No	C
9	18.5	No	C
10	18.2	No	C
Average:	**18.5**	**No**	**C**
Diverge - To WALES RD - NEB			**Segment: 4692**
1	15.2	No	B
2	14.6	No	B
3	15.1	No	B
4	14.8	No	B
5	15.3	No	B
6	15.2	No	B
7	15.0	No	B
8	14.9	No	B
9	15.0	No	B
10	16.4	No	B
Average:	**15.2**	**No**	**B**
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
1	16.6	No	B
2	17.4	No	B
3	17.3	No	B

NB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP - NB			**Segment: 4680**
4	17.5	No	B
5	17.3	No	B
6	16.5	No	B
7	17.6	No	B
8	17.4	No	B
9	17.0	No	B
10	16.1	No	B
Average:	**17.1**	**No**	**B**
Merge - From WALES RD - NB			**Segment: 4670**
1	22.2	No	C
2	21.9	No	C
3	22.9	No	C
4	22.1	No	C
5	21.9	No	C
6	23.4	No	C
7	22.5	No	C
8	22.5	No	C
9	22.4	No	C
10	22.5	No	C
Average:	**22.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4671**
1	22.2	No	C
2	21.9	No	C
3	22.9	No	C
4	22.1	No	C
5	21.9	No	C
6	23.4	No	C
7	22.5	No	C
8	22.5	No	C
9	22.4	No	C
10	22.5	No	C
Average:	**22.4**	**No**	**C**
Merge - From WALES RD - NB			**Segment: 4672**
1	22.2	No	C
2	21.9	No	C
3	22.9	No	C
4	22.1	No	C
5	21.9	No	C
6	23.4	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Merge - From WALES RD - NB				**Segment: 4672**
	7	22.5	No	C
	8	22.5	No	C
	9	22.4	No	C
	10	22.5	No	C
	Average:	**22.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4673**
	1	28.5	No	D
	2	27.9	No	D
	3	24.9	No	C
	4	26.3	No	D
	5	24.8	No	C
	6	24.7	No	C
	7	24.9	No	C
	8	29.1	No	D
	9	25.0	No	C
	10	29.6	No	D
	Average:	**26.6**	**No**	**D**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4666**
	1	24.3	No	C
	2	22.2	No	C
	3	22.0	No	C
	4	21.6	No	C
	5	22.0	No	C
	6	21.6	No	C
	7	22.0	No	C
	8	21.5	No	C
	9	22.8	No	C
	10	23.8	No	C
	Average:	**22.4**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	1	20.0	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	22.5	No	C
	5	22.3	No	C
	6	22.4	No	C
	7	22.0	No	C
	8	20.9	No	C
	9	22.5	No	C

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4658**
	10	21.3	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4659**
	1	20.0	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	22.5	No	C
	5	22.3	No	C
	6	22.4	No	C
	7	22.0	No	C
	8	20.9	No	C
	9	22.5	No	C
	10	21.3	No	C
	Average:	**21.8**	**No**	**C**
Basic - Between WALES RD and NB I 75 (NB) - NB				**Segment: 4660**
	1	20.0	No	C
	2	22.5	No	C
	3	21.3	No	C
	4	22.5	No	C
	5	22.3	No	C
	6	22.4	No	C
	7	22.0	No	C
	8	20.9	No	C
	9	22.5	No	C
	10	21.3	No	C
	Average:	**21.8**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4646**
	1	22.0	No	C
	2	22.6	No	C
	3	21.8	No	C
	4	22.5	No	C
	5	21.6	No	C
	6	20.9	No	C
	7	22.6	No	C
	8	22.5	No	C
	9	21.8	No	C
	10	21.1	No	C
	Average:	**21.9**	**No**	**C**

NB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From WALES RD - NB				**Segment: 4647**
	1	22.0	No	C
	2	22.6	No	C
	3	21.8	No	C
	4	22.5	No	C
	5	21.6	No	C
	6	20.9	No	C
	7	22.6	No	C
	8	22.5	No	C
	9	21.8	No	C
	10	21.1	No	C
	Average:	**21.9**	**No**	**C**
Basic - From WALES RD - NB				**Segment: 4648**
	1	22.0	No	C
	2	22.6	No	C
	3	21.8	No	C
	4	22.5	No	C
	5	21.6	No	C
	6	20.9	No	C
	7	22.6	No	C
	8	22.5	No	C
	9	21.8	No	C
	10	21.1	No	C
	Average:	**21.9**	**No**	**C**

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 4712**
	1	9.0	No	A
	2	9.2	No	A
	3	9.1	No	A
	4	8.7	No	A
	5	9.4	No	A
	6	8.5	No	A
	7	9.2	No	A
	8	9.2	No	A
	9	8.8	No	A
	10	9.3	No	A
	Average:	**9.0**	**No**	**A**
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	1	12.9	No	B

NB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To NB I 75 CD RAMP (NEB) - NEB				**Segment: 10537**
	2	12.0	No	B
	3	13.2	No	B
	4	12.7	No	B
	5	12.4	No	B
	6	12.4	No	B
	7	12.5	No	B
	8	12.3	No	B
	9	12.3	No	B
	10	12.9	No	B
	Average:	**12.6**	**No**	**B**
Basic - From NB I 75 CD RAMP (NEB) - NEB				**Segment: 4714**
	1	2.7	No	A
	2	3.2	No	A
	3	2.7	No	A
	4	2.7	No	A
	5	2.9	No	A
	6	3.4	No	A
	7	3.0	No	A
	8	2.8	No	A
	9	3.0	No	A
	10	3.2	No	A
	Average:	**3.0**	**No**	**A**

NB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - EB				**Segment: 10536**
	1	7.0	No	A
	2	6.7	No	A
	3	7.4	No	A
	4	6.2	No	A
	5	5.5	No	A
	6	7.0	No	A
	7	6.2	No	A
	8	6.2	No	A
	9	6.5	No	A
	10	6.2	No	A
	Average:	**6.5**	**No**	**A**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 (SB) - SB				**Segment: 4654**
	1	15.3	No	B
	2	14.8	No	B
	3	14.3	No	B
	4	13.3	No	B
	5	15.9	No	B
	6	15.6	No	B
	7	15.0	No	B
	8	16.9	No	B
	9	16.6	No	B
	10	15.7	No	B
	Average:	**15.3**	**No**	**B**
Basic - To SB I 75 (SB) - SB				**Segment: 4655**
	1	22.0	No	C
	2	22.0	No	C
	3	23.6	No	C
	4	21.9	No	C
	5	22.0	No	C
	6	22.7	No	C
	7	21.9	No	C
	8	22.8	No	C
	9	22.5	No	C
	10	21.8	No	C
	Average:	**22.3**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 720533168**
	1	21.6	No	C
	2	21.5	No	C
	3	21.9	No	C
	4	22.5	No	C
	5	22.1	No	C
	6	21.9	No	C
	7	22.1	No	C
	8	22.3	No	C
	9	21.5	No	C
	10	22.4	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	1	21.6	No	C
	2	21.5	No	C
	3	21.9	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4656**
	4	22.5	No	C
	5	22.1	No	C
	6	21.9	No	C
	7	22.1	No	C
	8	22.3	No	C
	9	21.5	No	C
	10	22.4	No	C
	Average:	**22.0**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4661**
	1	22.6	No	C
	2	21.7	No	C
	3	21.6	No	C
	4	20.1	No	C
	5	22.2	No	C
	6	21.8	No	C
	7	21.9	No	C
	8	22.0	No	C
	9	20.7	No	C
	10	21.3	No	C
	Average:	**21.6**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4662**
	1	21.3	No	C
	2	22.8	No	C
	3	22.5	No	C
	4	23.0	No	C
	5	21.5	No	C
	6	22.6	No	C
	7	21.8	No	C
	8	21.1	No	C
	9	21.9	No	C
	10	22.1	No	C
	Average:	**22.1**	**No**	**C**
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	1	30.9	No	D
	2	30.1	No	D
	3	25.6	No	C
	4	30.7	No	D
	5	29.4	No	D
	6	26.4	No	D

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between SB I 75 (SB) and WALES RD - SB				**Segment: 4675**
	7	26.1	No	D
	8	31.9	No	D
	9	27.3	No	D
	10	29.5	No	D
	Average:	**28.8**	**No**	**D**
Diverge - To WALES RD - SB				**Segment: 4676**
	1	23.5	No	C
	2	22.5	No	C
	3	23.5	No	C
	4	22.9	No	C
	5	23.2	No	C
	6	23.9	No	C
	7	24.1	No	C
	8	24.7	No	C
	9	23.6	No	C
	10	22.9	No	C
	Average:	**23.5**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4677**
	1	23.5	No	C
	2	22.5	No	C
	3	23.5	No	C
	4	22.9	No	C
	5	23.2	No	C
	6	23.9	No	C
	7	24.1	No	C
	8	24.7	No	C
	9	23.6	No	C
	10	22.9	No	C
	Average:	**23.5**	**No**	**C**
Diverge - To WALES RD - SB				**Segment: 4678**
	1	23.5	No	C
	2	22.5	No	C
	3	23.5	No	C
	4	22.9	No	C
	5	23.2	No	C
	6	23.9	No	C
	7	24.1	No	C
	8	24.7	No	C
	9	23.6	No	C

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To WALES RD - SB				**Segment: 4678**
	10	22.9	No	C
	Average:	**23.5**	**No**	**C**
Basic - Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP - SWB				**Segment: 4684**
	1	18.4	No	C
	2	17.9	No	B
	3	17.5	No	B
	4	17.7	No	B
	5	17.8	No	B
	6	18.5	No	C
	7	17.6	No	B
	8	18.3	No	C
	9	17.9	No	B
	10	18.7	No	C
	Average:	**18.0**	**No**	**C**
Merge - From WALES RD - SWB				**Segment: 4693**
	1	16.3	No	B
	2	17.2	No	B
	3	17.3	No	B
	4	17.2	No	B
	5	17.2	No	B
	6	17.8	No	B
	7	17.0	No	B
	8	17.3	No	B
	9	17.4	No	B
	10	17.5	No	B
	Average:	**17.2**	**No**	**B**
Basic - Between WALES RD and BUCK RD - SWB				**Segment: 4694**
	1	21.6	No	C
	2	20.9	No	C
	3	21.1	No	C
	4	20.6	No	C
	5	21.0	No	C
	6	21.1	No	C
	7	21.2	No	C
	8	21.0	No	C
	9	20.6	No	C
	10	21.2	No	C
	Average:	**21.0**	**No**	**C**

SB I 75

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Diverge - To BUCK RD - SWB				**Segment: 4695**
	1	16.6	No	B
	2	18.0	No	B
	3	18.2	No	B
	4	18.6	No	B
	5	17.6	No	B
	6	18.0	No	B
	7	17.7	No	B
	8	18.3	No	B
	9	18.0	No	B
	10	18.3	No	B
	Average:	**17.9**	**No**	**B**
Diverge - To BUCK RD - SWB				**Segment: 4696**
	1	16.6	No	B
	2	18.0	No	B
	3	18.2	No	B
	4	18.6	No	B
	5	17.6	No	B
	6	18.0	No	B
	7	17.7	No	B
	8	18.3	No	B
	9	18.0	No	B
	10	18.3	No	B
	Average:	**17.9**	**No**	**B**
Basic - Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP - SWB				**Segment: 4703**
	1	18.6	No	C
	2	18.3	No	C
	3	18.2	No	C
	4	17.8	No	B
	5	18.5	No	C
	6	18.3	No	C
	7	17.9	No	B
	8	18.6	No	C
	9	17.7	No	B
	10	18.0	No	B
	Average:	**18.2**	**No**	**C**
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB				**Segment: 4711**
	1	17.5	No	B
	2	17.7	No	B
	3	17.4	No	B

SB I 75

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - Between BUCK RD and SB I 75 CD RAMP (SWB) - SWB			**Segment: 4711**
4	17.7	No	B
5	17.2	No	B
6	17.8	No	B
7	17.6	No	B
8	17.7	No	B
9	17.5	No	B
10	18.0	No	C
Average:	**17.6**	**No**	**B**
Basic - SWB			**Segment: 4717**
1	18.9	No	C
2	19.2	No	C
3	19.0	No	C
4	18.7	No	C
5	19.4	No	C
6	19.0	No	C
7	18.9	No	C
8	19.0	No	C
9	18.9	No	C
10	18.8	No	C
Average:	**19.0**	**No**	**C**

SB I 75 CD RAMP

Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4715**
1	16.8	No	B
2	18.9	No	C
3	20.2	No	C
4	19.4	No	C
5	21.6	No	C
6	18.2	No	C
7	20.9	No	C
8	18.7	No	C
9	17.7	No	B
10	17.9	No	B
Average:	**19.0**	**No**	**C**
Basic - To SB I 75 CD RAMP (SWB) - SWB			**Segment: 4716**
1	10.3	No	A
2	9.1	No	A
3	10.2	No	A
4	9.1	No	A

SB I 75 CD RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - To SB I 75 CD RAMP (SWB) - SWB				**Segment: 4716**
	5	8.2	No	A
	6	9.0	No	A
	7	9.0	No	A
	8	9.6	No	A
	9	10.8	No	A
	10	9.2	No	A
	Average:	**9.5**	**No**	**A**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 4718**
	1	11.0	No	B
	2	10.4	No	A
	3	12.2	No	B
	4	12.1	No	B
	5	11.1	No	B
	6	12.6	No	B
	7	14.0	No	B
	8	11.8	No	B
	9	11.1	No	B
	10	12.0	No	B
	Average:	**11.8**	**No**	**B**
Basic - From SB I 75 CD RAMP (SWB) - SWB				**Segment: 10535**
	1	6.3	No	A
	2	6.4	No	A
	3	6.0	No	A
	4	6.3	No	A
	5	6.2	No	A
	6	6.1	No	A
	7	5.9	No	A
	8	6.1	No	A
	9	6.1	No	A
	10	5.8	No	A
	Average:	**6.1**	**No**	**A**

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	1	6.6	No	A
	2	6.6	No	A
	3	6.3	No	A
	4	6.7	No	A
	5	6.9	No	A

SB I 75 TO I 90 OFF RAMP

	Run	Density (pc/mi/ln)	Over Capacity	Level of Service
Basic - From SB I 75 CD RAMP (SWB) - EB				**Segment: 4719**
	6	6.4	No	A
	7	6.8	No	A
	8	6.1	No	A
	9	6.3	No	A
	10	6.4	No	A
	Average:	**6.5**	**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: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Density

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	12.1	0.1	11.9	12.2	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	12.1	0.1	11.9	12.2	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	15.9	0.2	15.5	16.2	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	14.6	0.3	14.2	15.4	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	14.6	0.3	14.2	15.4	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	18.5	0.2	18.2	18.8	10
4692	NE	Diverge	To WALES RD	15.2	0.5	14.6	16.4	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	17.1	0.5	16.1	17.6	10
4670	N	Merge	From WALES RD	22.4	0.5	21.9	23.4	10
4671	N	Merge	From WALES RD	22.4	0.5	21.9	23.4	10
4672	N	Merge	From WALES RD	22.4	0.5	21.9	23.4	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	26.6	2.0	24.7	29.6	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	22.4	1.0	21.5	24.3	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	21.8	0.9	20.0	22.5	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	21.8	0.9	20.0	22.5	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	21.8	0.9	20.0	22.5	10
4646	N	Basic	From WALES RD	21.9	0.6	20.9	22.6	10
4647	N	Basic	From WALES RD	21.9	0.6	20.9	22.6	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	21.9	0.6	20.9	22.6	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	9.0	0.3	8.5	9.4	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	12.6	0.4	12.0	13.2	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	3.0	0.2	2.7	3.4	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		6.5	0.5	5.5	7.4	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	15.3	1.1	13.3	16.9	10
4655	S	Basic	To SB I 75 (SB)	22.3	0.6	21.8	23.6	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.4	21.5	22.5	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	22.0	0.4	21.5	22.5	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	21.6	0.7	20.1	22.6	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	22.1	0.7	21.1	23.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	28.8	2.3	25.6	31.9	10
4676	S	Diverge	To WALES RD	23.5	0.6	22.5	24.7	10
4677	S	Diverge	To WALES RD	23.5	0.6	22.5	24.7	10
4678	S	Diverge	To WALES RD	23.5	0.6	22.5	24.7	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	18.0	0.4	17.5	18.7	10
4693	SW	Merge	From WALES RD	17.2	0.4	16.3	17.8	10
4694	SW	Basic	Between WALES RD and BUCK RD	21.0	0.3	20.6	21.6	10
4695	SW	Diverge	To BUCK RD	17.9	0.6	16.6	18.6	10
4696	SW	Diverge	To BUCK RD	17.9	0.6	16.6	18.6	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	18.2	0.3	17.7	18.6	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	17.6	0.2	17.2	18.0	10
4717	SW	Basic		19.0	0.2	18.7	19.4	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	19.0	1.5	16.8	21.6	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	9.5	0.8	8.2	10.8	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	11.8	1.0	10.4	14.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	6.1	0.2	5.8	6.4	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	6.5	0.3	6.1	6.9	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - VgtC

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Freeway Segment LOS - Over Capacity

I 90 TO NB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4713	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

I 90 TO SB I 75 ON RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10534	SW	Basic		0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4720	NE	Basic		0.0	0.0	0.0	0.0	10
4706	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4707	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4708	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4709	NE	Basic	Between NB I 75 CD RAMP (NEB) and BUCK RD	0.0	0.0	0.0	0.0	10
4698	NE	Basic	Between NB I 75 TO BUCK OFF RAMP and RAMP	0.0	0.0	0.0	0.0	10
4689	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4690	NE	Merge	From BUCK TO NB I 75 ON RAMP (NB)	0.0	0.0	0.0	0.0	10
4691	NE	Basic	Between BUCK TO NB I 75 ON RAMP (NB) and WALES RD	0.0	0.0	0.0	0.0	10
4692	NE	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4680	N	Basic	Between NB I 75 TO WALES OFF RAMP and WALES TO NB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4670	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4671	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4672	N	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4673	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4666	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4658	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4659	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4660	N	Basic	Between WALES RD and NB I 75 (NB)	0.0	0.0	0.0	0.0	10
4646	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10
4647	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4648	N	Basic	From WALES RD	0.0	0.0	0.0	0.0	10

NB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4712	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
10537	NE	Basic	To NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10
4714	NE	Basic	From NB I 75 CD RAMP (NEB)	0.0	0.0	0.0	0.0	10

NB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
10536	E	Basic		0.0	0.0	0.0	0.0	10

SB I 75

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4654	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
4655	S	Basic	To SB I 75 (SB)	0.0	0.0	0.0	0.0	10
720533168	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4656	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4661	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4662	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4675	S	Basic	Between SB I 75 (SB) and WALES RD	0.0	0.0	0.0	0.0	10
4676	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4677	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4678	S	Diverge	To WALES RD	0.0	0.0	0.0	0.0	10
4684	SW	Basic	Between SB I 75 TO WALES OFF RAMP and WALES TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4693	SW	Merge	From WALES RD	0.0	0.0	0.0	0.0	10
4694	SW	Basic	Between WALES RD and BUCK RD	0.0	0.0	0.0	0.0	10
4695	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4696	SW	Diverge	To BUCK RD	0.0	0.0	0.0	0.0	10
4703	SW	Basic	Between SB I 75 TO BUCK OFF RAMP and BUCK TO SB I 75 ON RAMP	0.0	0.0	0.0	0.0	10
4711	SW	Basic	Between BUCK RD and SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4717	SW	Basic		0.0	0.0	0.0	0.0	10

SB I 75 CD RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4715	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4716	SW	Basic	To SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
4718	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10
10535	SW	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

SB I 75 TO I 90 OFF RAMP

Segment ID	Direction	Analysis Type	Location	Average	Std Dev	Minimum	Maximum	# Samples
4719	E	Basic	From SB I 75 CD RAMP (SWB)	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,990.0	5.14	9.3	A
2	2,007.0	4.91	8.8	A
3	1,993.0	5.25	9.5	A
4	1,996.0	5.21	9.4	A
5	1,993.0	5.16	9.3	A
6	1,995.0	5.06	9.1	A
7	1,993.0	4.90	8.9	A
8	2,002.0	5.26	9.5	A
9	2,011.0	5.23	9.4	A
10	1,997.0	4.96	8.9	A
Average:	**1,997.7**	**5.11**	**9.2**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,183.0	2.61	4.3	A
2	2,181.0	2.34	3.9	A
3	2,182.0	2.58	4.2	A
4	2,177.0	2.61	4.3	A
5	2,174.0	2.42	4.0	A
6	2,160.0	2.47	4.1	A
7	2,194.0	2.70	4.4	A
8	2,193.0	2.56	4.2	A
9	2,178.0	2.48	4.1	A
10	2,166.0	2.31	3.8	A
Average:	**2,178.8**	**2.51**	**4.1**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,767.0	3.69	7.5	A
2	1,779.0	4.10	8.3	A
3	1,780.0	4.05	8.2	A
4	1,771.0	4.22	8.6	A
5	1,778.0	4.28	8.7	A
6	1,764.0	4.32	8.8	A
7	1,776.0	4.05	8.2	A

8	1,778.0	3.69	7.5	A
9	1,786.0	4.18	8.4	A
10	1,755.0	3.95	8.1	A
Average:	**1,773.4**	**4.05**	**8.2**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,359.0	9.50	14.5	B
2	2,362.0	9.67	14.7	B
3	2,354.0	11.17	17.1	C
4	2,359.0	10.32	15.7	C
5	2,366.0	12.71	19.3	C
6	2,345.0	15.24	23.4	C
7	2,367.0	8.33	12.7	B
8	2,369.0	9.33	14.2	B
9	2,365.0	9.24	14.1	B
10	2,351.0	9.00	13.8	B
Average:	**2,359.7**	**10.45**	**16.0**	**C**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	5.1	0.1	4.9	5.3	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	2.5	0.1	2.3	2.7	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	4.1	0.2	3.7	4.3	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	10.5	2.1	8.3	15.2	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
6	BUCK RD & LIME CITY RD	Roundabout	9.2	0.3	8.8	9.5	10
16	NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD	Roundabout	4.1	0.2	3.8	4.4	10
26	SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD	Roundabout	8.2	0.4	7.5	8.8	10
34	W 3RD ST, GLENWOOD RD & BUCK RD	Roundabout	16.0	3.2	12.7	23.4	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Overview

BUCK RD & LIME CITY RD -- ROUNDABOUT NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB T on LIME CITY RD: Lane ID 33640842				
1	382.0	1.28	12.1	B
2	383.0	1.20	11.3	B
3	379.0	1.17	11.1	B
4	384.0	1.33	12.4	B
5	385.0	1.15	10.8	B
6	384.0	1.26	11.9	B
7	383.0	1.35	12.7	B
8	388.0	1.30	12.1	B
9	386.0	1.26	11.8	B
10	383.0	1.22	11.5	B
Average:	**383.0**	**1.25**	**11.8**	**B**
NWB T on BUCK RD: Lane ID 33640836				
1	331.0	0.64	6.9	A
2	336.0	0.59	6.3	A
3	335.0	0.62	6.7	A
4	337.0	0.58	6.1	A
5	327.0	0.58	6.4	A
6	332.0	0.61	6.7	A
7	332.0	0.63	6.8	A
8	331.0	0.63	6.8	A
9	341.0	0.60	6.3	A
10	334.0	0.62	6.7	A
Average:	**333.0**	**0.61**	**6.6**	**A**
NWB T on BUCK RD: Lane ID 33640926				
1	237.0	0.30	4.6	A
2	241.0	0.34	5.0	A
3	238.0	0.30	4.5	A
4	238.0	0.31	4.6	A
5	238.0	0.30	4.5	A
6	237.0	0.33	5.0	A
7	240.0	0.29	4.3	A
8	242.0	0.32	4.8	A
9	239.0	0.32	4.8	A
10	238.0	0.30	4.5	A
Average:	**238.0**	**0.31**	**4.7**	**A**

BUCK RD & LIME CITY RD -- ROUNDABOUT — NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SEB T on BUCK RD: Lane ID 33640840				
1	670.0	2.23	12.0	B
2	671.0	2.06	11.1	B
3	666.0	2.48	13.4	B
4	667.0	2.28	12.3	B
5	674.0	2.42	12.9	B
6	670.0	2.14	11.5	B
7	668.0	1.89	10.2	B
8	670.0	2.31	12.4	B
9	675.0	2.32	12.4	B
10	666.0	2.06	11.2	B
Average:	**669.0**	**2.22**	**11.9**	**B**
SWB T on LIME CITY RD: Lane ID 33640838				
1	370.0	0.69	6.7	A
2	376.0	0.72	6.9	A
3	375.0	0.68	6.6	A
4	370.0	0.73	7.1	A
5	369.0	0.71	6.9	A
6	372.0	0.71	6.9	A
7	370.0	0.75	7.3	A
8	371.0	0.70	6.8	A
9	370.0	0.73	7.1	A
10	376.0	0.75	7.2	A
Average:	**371.0**	**0.72**	**7.0**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT — NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640861				
1	74.0	0.00	0.0	A
2	78.0	0.00	0.0	A
3	76.0	0.00	0.0	A
4	73.0	0.00	0.0	A
5	70.0	0.00	0.0	A
6	74.0	0.00	0.0	A
7	71.0	0.00	0.0	A
8	71.0	0.00	0.0	A
9	75.0	0.00	0.0	A
10	76.0	0.00	0.0	A
Average:	**73.0**	**0.00**	**0.0**	**A**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB R on BUCK RD: Lane ID 33640862				
1	502.0	0.00	0.0	A
2	495.0	0.00	0.0	A
3	498.0	0.00	0.0	A
4	501.0	0.00	0.0	A
5	506.0	0.00	0.0	A
6	501.0	0.00	0.0	A
7	504.0	0.00	0.0	A
8	513.0	0.00	0.0	A
9	499.0	0.00	0.0	A
10	489.0	0.00	0.0	A
Average:	**500.0**	**0.00**	**0.0**	**A**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9841				
1	163.0	0.27	5.9	A
2	163.0	0.25	5.6	A
3	159.0	0.23	5.3	A
4	160.0	0.29	6.5	A
5	159.0	0.25	5.6	A
6	158.0	0.26	5.9	A
7	162.0	0.31	6.9	A
8	162.0	0.26	5.8	A
9	160.0	0.28	6.2	A
10	162.0	0.25	5.5	A
Average:	**160.0**	**0.27**	**5.9**	**A**
NEB T on NB I 75 TO BUCK OFF RAMP: Lane ID 9842				
1	696.0	1.58	8.2	A
2	694.0	1.34	7.0	A
3	694.0	1.55	8.1	A
4	695.0	1.57	8.2	A
5	695.0	1.44	7.5	A
6	697.0	1.48	7.6	A
7	698.0	1.60	8.2	A
8	697.0	1.57	8.1	A
9	697.0	1.46	7.6	A
10	697.0	1.33	6.9	A
Average:	**696.0**	**1.49**	**7.7**	**A**
WB R on BUCK RD: Lane ID 9833				
1	288.0	0.31	3.8	A
2	295.0	0.33	4.1	A

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 16

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	291.0	0.32	4.0	A
4	294.0	0.33	4.1	A
5	291.0	0.31	3.8	A
6	287.0	0.31	3.9	A
7	293.0	0.34	4.1	A
8	289.0	0.32	4.0	A
9	288.0	0.31	3.9	A
10	293.0	0.33	4.1	A
Average:	**290.0**	**0.32**	**4.0**	**A**
WB T on BUCK RD: Lane ID 33640858				
1	270.0	0.31	4.2	A
2	276.0	0.28	3.7	A
3	284.0	0.33	4.2	A
4	266.0	0.28	3.8	A
5	262.0	0.28	3.9	A
6	265.0	0.30	4.1	A
7	274.0	0.32	4.2	A
8	267.0	0.28	3.8	A
9	267.0	0.28	3.7	A
10	275.0	0.28	3.6	A
Average:	**270.0**	**0.29**	**3.9**	**A**
WB T on BUCK RD: Lane ID 33640946				
1	190.0	0.14	2.6	A
2	180.0	0.13	2.6	A
3	180.0	0.14	2.8	A
4	188.0	0.13	2.6	A
5	191.0	0.14	2.6	A
6	178.0	0.12	2.4	A
7	192.0	0.14	2.6	A
8	194.0	0.13	2.4	A
9	192.0	0.15	2.7	A
10	174.0	0.13	2.6	A
Average:	**185.0**	**0.14**	**2.6**	**A**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640880				
1	225.0	1.06	17.0	C
2	236.0	1.21	18.5	C

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	231.0	1.34	21.0	C
4	222.0	1.21	19.6	C
5	232.0	1.25	19.4	C
6	228.0	1.31	20.7	C
7	230.0	1.23	19.3	C
8	227.0	1.18	18.8	C
9	236.0	1.24	18.9	C
10	233.0	1.27	19.6	C
Average:	**230.0**	**1.23**	**19.3**	**C**
EB T on BUCK RD: Lane ID 33640881				
1	545.0	1.84	12.2	B
2	543.0	2.18	14.5	B
3	543.0	1.97	13.1	B
4	547.0	2.27	14.9	B
5	548.0	2.25	14.8	B
6	552.0	2.19	14.3	B
7	534.0	2.02	13.6	B
8	551.0	1.79	11.7	B
9	545.0	2.11	13.9	B
10	542.0	2.03	13.5	B
Average:	**545.0**	**2.07**	**13.7**	**B**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9835				
1	325.0	0.67	7.5	A
2	329.0	0.60	6.6	A
3	329.0	0.63	6.9	A
4	328.0	0.63	7.0	A
5	333.0	0.68	7.3	A
6	327.0	0.71	7.8	A
7	327.0	0.68	7.5	A
8	331.0	0.62	6.7	A
9	327.0	0.72	7.9	A
10	320.0	0.55	6.2	A
Average:	**327.0**	**0.65**	**7.1**	**A**
SWB T on SB I 75 TO BUCK OFF RAMP: Lane ID 9836				
1	121.0	0.12	3.4	A
2	119.0	0.10	3.1	A
3	122.0	0.10	3.0	A
4	124.0	0.11	3.1	A
5	122.0	0.11	3.2	A

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD -- ROUNDABOUT

NODE: 26

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	121.0	0.10	3.0	A
7	120.0	0.12	3.5	A
8	121.0	0.10	3.0	A
9	128.0	0.12	3.3	A
10	119.0	0.10	3.0	A
Average:	**121.0**	**0.11**	**3.2**	**A**
WB T on BUCK RD: Lane ID 33640877				
1	391.0	0.00	0.0	A
2	383.0	0.00	0.0	A
3	387.0	0.00	0.0	A
4	386.0	0.00	0.0	A
5	386.0	0.00	0.0	A
6	379.0	0.00	0.0	A
7	400.0	0.00	0.0	A
8	385.0	0.00	0.0	A
9	383.0	0.00	0.0	A
10	380.0	0.00	0.0	A
Average:	**386.0**	**0.00**	**0.0**	**A**
WB T on BUCK RD: Lane ID 33640878				
1	160.0	0.00	0.0	A
2	169.0	0.00	0.0	A
3	168.0	0.00	0.0	A
4	164.0	0.00	0.0	A
5	157.0	0.00	0.0	A
6	157.0	0.00	0.0	A
7	165.0	0.00	0.0	A
8	163.0	0.00	0.0	A
9	167.0	0.00	0.0	A
10	161.0	0.00	0.0	A
Average:	**163.0**	**0.00**	**0.0**	**A**

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT

NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on BUCK RD: Lane ID 33640908				
1	564.0	0.60	3.9	A
2	559.0	0.61	3.9	A
3	544.0	0.58	3.8	A
4	545.0	0.59	3.9	A
5	557.0	0.54	3.5	A
6	554.0	0.60	3.9	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	559.0	0.56	3.6	A
8	560.0	0.56	3.6	A
9	558.0	0.54	3.5	A
10	537.0	0.52	3.5	A
Average:	**553.0**	**0.57**	**3.7**	**A**
EB T on BUCK RD: Lane ID 33640909				
1	633.0	0.53	3.0	A
2	633.0	0.50	2.8	A
3	646.0	0.56	3.1	A
4	654.0	0.57	3.1	A
5	646.0	0.54	3.0	A
6	644.0	0.53	3.0	A
7	641.0	0.54	3.0	A
8	648.0	0.56	3.1	A
9	639.0	0.50	2.8	A
10	649.0	0.56	3.1	A
Average:	**643.0**	**0.54**	**3.0**	**A**
NB T on GLENWOOD RD: Lane ID 33640904				
1	362.0	2.48	24.7	C
2	362.0	1.43	14.3	B
3	365.0	1.97	19.5	C
4	362.0	2.62	26.1	D
5	360.0	2.35	23.5	C
6	360.0	2.25	22.5	C
7	359.0	1.64	16.4	C
8	364.0	2.31	22.8	C
9	360.0	1.83	18.3	C
10	362.0	1.58	15.7	C
Average:	**361.0**	**2.05**	**20.4**	**C**
SB T on GLENWOOD RD: Lane ID 33640901				
1	182.0	0.22	4.4	A
2	180.0	0.22	4.3	A
3	181.0	0.25	5.0	A
4	180.0	0.25	4.9	A
5	182.0	0.21	4.2	A
6	179.0	0.23	4.5	A
7	180.0	0.23	4.7	A
8	179.0	0.20	4.0	A
9	181.0	0.25	5.0	A
10	180.0	0.23	4.6	A

W 3RD ST, GLENWOOD RD & BUCK RD -- ROUNDABOUT NODE: 34

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	**180.0**	**0.23**	**4.6**	**A**
WB T on 3RD ST: Lane ID 33640897				
1	246.0	2.17	31.7	D
2	265.0	2.75	37.4	E
3	251.0	3.09	44.4	E
4	231.0	2.52	39.2	E
5	262.0	3.45	47.4	E
6	251.0	4.67	67.0	F
7	247.0	1.88	27.4	D
8	250.0	1.97	28.4	D
9	253.0	2.19	31.2	D
10	269.0	2.10	28.0	D
Average:	**252.0**	**2.68**	**38.2**	**E**
WB T on 3RD ST: Lane ID 33640898				
1	372.0	3.49	33.8	D
2	363.0	4.16	41.2	E
3	367.0	4.71	46.2	E
4	387.0	3.77	35.1	E
5	359.0	5.62	56.4	F
6	357.0	6.97	70.3	F
7	381.0	3.48	32.9	D
8	368.0	3.73	36.5	E
9	374.0	3.92	37.8	E
10	354.0	4.00	40.7	E
Average:	**368.0**	**4.39**	**43.1**	**E**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Total Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.6	0.0	0.6	0.6	10
SWB T	33640838	LIME CITY RD	0.7	0.0	0.7	0.8	10
SEB T	33640840	BUCK RD	2.2	0.2	1.9	2.5	10
NB T	33640842	LIME CITY RD	1.3	0.1	1.2	1.4	10
NWB T	33640926	BUCK RD	0.3	0.0	0.3	0.3	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.3	0.0	0.3	0.3	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.3	0.0	0.2	0.3	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	1.5	0.1	1.3	1.6	10
WB T	33640858	BUCK RD	0.3	0.0	0.3	0.3	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.1	0.0	0.1	0.2	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.6	0.1	0.6	0.7	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.1	0.0	0.1	0.1	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	1.2	0.1	1.1	1.3	10
EB T	33640881	BUCK RD	2.1	0.2	1.8	2.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2.7	0.9	1.9	4.7	10
WB T	33640898	3RD ST	4.4	1.1	3.5	7.0	10
SB T	33640901	GLENWOOD RD	0.2	0.0	0.2	0.3	10
NB T	33640904	GLENWOOD RD	2.0	0.4	1.4	2.6	10
EB T	33640908	BUCK RD	0.6	0.0	0.5	0.6	10
EB T	33640909	BUCK RD	0.5	0.0	0.5	0.6	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Roundabout LOS by Lane - Avg Control Delay

BUCK RD & LIME CITY RD — NODE: 6

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	6.6	0.3	6.1	6.9	10
SWB T	33640838	LIME CITY RD	7.0	0.2	6.6	7.3	10
SEB T	33640840	BUCK RD	11.9	0.9	10.2	13.4	10
NB T	33640842	LIME CITY RD	11.8	0.6	10.8	12.7	10
NWB T	33640926	BUCK RD	4.7	0.2	4.3	5.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	4.0	0.1	3.8	4.1	10
NEB T	9841	NB I 75 TO BUCK OFF RAMP	5.9	0.5	5.3	6.9	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	7.7	0.5	6.9	8.2	10
WB T	33640858	BUCK RD	3.9	0.2	3.6	4.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	2.6	0.1	2.4	2.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	7.1	0.6	6.2	7.9	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	3.2	0.2	3.0	3.5	10
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	19.3	1.1	17.0	21.0	10
EB T	33640881	BUCK RD	13.7	1.1	11.7	14.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Lane	Lane ID	Street Name	Average	Std Dev	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	38.2	12.3	27.4	67.0	10
WB T	33640898	3RD ST	43.1	11.8	32.9	70.3	10
SB T	33640901	GLENWOOD RD	4.6	0.3	4.0	5.0	10
NB T	33640904	GLENWOOD RD	20.4	4.1	14.3	26.1	10
EB T	33640908	BUCK RD	3.7	0.2	3.5	3.9	10
EB T	33640909	BUCK RD	3.0	0.1	2.8	3.1	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Overview

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB T on LIME CITY RD - Lane ID 33640842						
1	120.0	24.2	0.9	95.0	3.0	0.0%
2	120.0	25.7	0.9	101.6	4.0	0.0%
3	120.0	17.8	0.7	88.5	3.0	0.0%
4	120.0	19.2	0.7	100.8	4.0	0.0%
5	120.0	17.7	0.7	86.7	3.0	0.0%
6	120.0	23.5	0.8	98.2	4.0	0.0%
7	120.0	19.8	0.7	103.8	4.0	0.0%
8	120.0	22.6	0.8	128.3	4.0	0.0%
9	120.0	24.1	0.8	118.0	4.0	0.0%
10	120.0	16.5	0.6	86.7	3.0	0.0%
Average:	**120.0**	**21.1**	**0.8**	**100.8**	**3.6**	**0.0%**
NWB T on BUCK RD - Lane ID 33640836						
1	120.0	8.7	0.3	48.5	2.0	0.0%
2	120.0	5.4	0.3	20.3	1.0	0.0%
3	120.0	7.7	0.3	53.5	2.0	0.0%
4	120.0	5.3	0.2	42.3	2.0	0.0%
5	120.0	5.9	0.2	42.7	1.0	0.0%
6	120.0	6.2	0.2	46.2	1.0	0.0%
7	120.0	5.9	0.2	40.9	2.0	0.0%
8	120.0	6.5	0.3	48.0	1.0	0.0%
9	120.0	3.2	0.2	18.2	1.0	0.0%
10	120.0	6.6	0.3	46.8	2.0	0.0%
Average:	**120.0**	**6.1**	**0.3**	**40.7**	**1.5**	**0.0%**
NWB T on BUCK RD - Lane ID 33640926						
1	120.0	2.4	0.1	15.7	1.0	0.0%
2	120.0	2.8	0.1	16.5	1.0	0.0%
3	120.0	2.7	0.1	16.1	1.0	0.0%
4	120.0	0.8	0.1	0.5	0.0	0.0%
5	120.0	0.9	0.1	0.6	0.0	0.0%
6	120.0	4.9	0.2	21.9	1.0	0.0%
7	120.0	1.1	0.1	9.6	1.0	0.0%
8	120.0	1.8	0.1	12.8	1.0	0.0%
9	120.0	1.1	0.1	12.4	1.0	0.0%
10	120.0	1.9	0.1	11.7	1.0	0.0%

BUCK RD & LIME CITY RD — NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NWB T on BUCK RD - Lane ID 33640926						
Average:	**120.0**	**2.0**	**0.1**	**11.8**	**0.8**	**0.0%**
SEB T on BUCK RD - Lane ID 33640840						
1	120.0	35.1	1.1	159.9	5.0	0.0%
2	120.0	28.8	1.0	139.0	5.0	0.0%
3	120.0	36.1	1.2	203.1	7.0	0.0%
4	120.0	30.9	1.1	131.6	5.0	0.0%
5	120.0	39.3	1.3	193.6	5.0	0.0%
6	120.0	29.9	1.0	141.9	4.0	0.0%
7	120.0	32.8	1.2	163.8	6.0	0.0%
8	120.0	32.6	1.2	157.6	6.0	0.0%
9	120.0	33.3	1.1	163.1	5.0	0.0%
10	120.0	28.9	1.0	155.0	6.0	0.0%
Average:	**120.0**	**32.8**	**1.1**	**160.9**	**5.4**	**0.0%**
SWB T on LIME CITY RD - Lane ID 33640838						
1	120.0	5.2	0.2	30.9	1.0	0.0%
2	120.0	2.8	0.1	19.8	1.0	0.0%
3	120.0	5.2	0.2	43.8	1.0	0.0%
4	120.0	5.4	0.2	48.7	2.0	0.0%
5	120.0	7.1	0.2	62.9	2.0	0.0%
6	120.0	8.4	0.3	69.7	2.0	0.0%
7	120.0	7.1	0.3	51.9	2.0	0.0%
8	120.0	5.9	0.2	56.4	1.0	0.0%
9	120.0	3.9	0.2	16.9	1.0	0.0%
10	120.0	5.7	0.2	39.9	2.0	0.0%
Average:	**120.0**	**5.7**	**0.2**	**44.1**	**1.5**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB R on BUCK RD - Lane ID 33640861						
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
EB R on BUCK RD - Lane ID 33640862						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9841						
1	120.0	2.0	0.1	17.2	1.0	0.0%
2	120.0	3.2	0.2	18.3	1.0	0.0%
3	120.0	2.1	0.1	17.9	1.0	0.0%
4	120.0	2.7	0.2	17.1	1.0	0.0%
5	120.0	1.9	0.1	15.8	1.0	0.0%
6	120.0	2.7	0.1	18.0	1.0	0.0%
7	120.0	3.6	0.1	17.5	1.0	0.0%
8	120.0	2.6	0.1	18.3	1.0	0.0%
9	120.0	2.9	0.2	19.0	1.0	0.0%
10	120.0	3.0	0.1	17.9	1.0	0.0%
Average:	**120.0**	**2.7**	**0.1**	**17.7**	**1.0**	**0.0%**
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
1	120.0	12.0	0.6	73.3	3.0	0.0%
2	120.0	9.9	0.5	54.0	3.0	0.0%
3	120.0	18.0	0.8	94.0	4.0	0.0%
4	120.0	17.8	0.8	96.8	4.0	0.0%
5	120.0	12.3	0.6	74.5	3.0	0.0%
6	120.0	12.5	0.6	70.8	3.0	0.0%
7	120.0	17.0	0.8	89.7	4.0	0.0%
8	120.0	15.6	0.7	98.8	3.0	0.0%
9	120.0	12.2	0.6	75.3	3.0	0.0%
10	120.0	9.8	0.5	64.9	3.0	0.0%
Average:	**120.0**	**13.7**	**0.7**	**79.2**	**3.3**	**0.0%**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NEB T on NB I 75 TO BUCK OFF RAMP - Lane ID 9842						
WB R on BUCK RD - Lane ID 9833						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	1.1	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	0.9	0.0	0.0	0.0	0.0%
5	120.0	1.3	0.1	0.7	0.0	0.0%
6	120.0	0.1	0.0	0.0	0.0	0.0%
7	120.0	1.7	0.0	0.0	0.0	0.0%
8	120.0	1.4	0.1	0.9	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.9**	**0.0**	**0.2**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640858						
1	120.0	4.2	0.1	18.3	1.0	0.0%
2	120.0	1.7	0.1	0.0	0.0	0.0%
3	120.0	2.4	0.1	16.9	1.0	0.0%
4	120.0	1.9	0.0	0.0	0.0	0.0%
5	120.0	2.8	0.1	17.5	1.0	0.0%
6	120.0	5.2	0.1	38.5	1.0	0.0%
7	120.0	4.1	0.1	17.8	1.0	0.0%
8	120.0	3.1	0.1	17.6	1.0	0.0%
9	120.0	1.1	0.1	0.7	0.0	0.0%
10	120.0	2.2	0.1	16.8	1.0	0.0%
Average:	**120.0**	**2.9**	**0.1**	**14.4**	**0.7**	**0.0%**
WB T on BUCK RD - Lane ID 33640946						
1	120.0	0.6	0.0	0.0	0.0	0.0%
2	120.0	1.2	0.0	0.0	0.0	0.0%
3	120.0	0.6	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.3	0.0	0.0	0.0	0.0%
6	120.0	0.8	0.0	0.0	0.0	0.0%
7	120.0	1.2	0.0	0.0	0.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.2	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0%**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640880						
1	120.0	18.7	0.7	82.0	3.0	0.0%
2	120.0	24.3	0.9	101.2	3.0	0.0%
3	120.0	27.4	1.1	85.8	3.0	0.0%
4	120.0	27.4	1.1	106.4	3.0	0.0%
5	120.0	29.3	1.1	106.1	4.0	0.0%
6	120.0	22.6	0.9	103.3	3.0	0.0%
7	120.0	21.4	0.9	78.1	3.0	0.0%
8	120.0	16.0	0.7	72.5	2.0	0.0%
9	120.0	24.2	1.0	102.4	3.0	0.0%
10	120.0	22.4	1.0	74.4	3.0	0.0%
Average:	**120.0**	**23.4**	**0.9**	**91.2**	**3.0**	**0.0%**
EB T on BUCK RD - Lane ID 33640881						
1	120.0	29.6	1.2	151.0	5.0	0.0%
2	120.0	37.7	1.5	163.7	5.0	0.0%
3	120.0	36.8	1.4	183.9	6.0	0.0%
4	120.0	48.4	1.7	193.0	6.0	0.0%
5	120.0	38.7	1.5	175.9	6.0	0.0%
6	120.0	26.0	1.1	138.8	4.0	0.0%
7	120.0	31.1	1.3	141.7	5.0	0.0%
8	120.0	24.6	1.0	121.1	4.0	0.0%
9	120.0	38.7	1.4	176.0	5.0	0.0%
10	120.0	30.2	1.2	158.2	5.0	0.0%
Average:	**120.0**	**34.2**	**1.3**	**160.3**	**5.1**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9835						
1	120.0	10.4	0.3	65.8	2.0	0.0%
2	120.0	8.0	0.3	60.3	1.0	0.0%
3	120.0	12.2	0.3	90.2	2.0	0.0%
4	120.0	10.7	0.3	81.5	2.0	0.0%
5	120.0	10.1	0.3	67.1	2.0	0.0%
6	120.0	9.0	0.2	65.7	1.0	0.0%
7	120.0	13.4	0.4	72.0	2.0	0.0%
8	120.0	10.9	0.3	71.1	2.0	0.0%
9	120.0	9.0	0.3	57.6	2.0	0.0%
10	120.0	7.4	0.3	48.1	1.0	0.0%
Average:	**120.0**	**10.1**	**0.3**	**67.9**	**1.7**	**0.0%**
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
1	120.0	0.2	0.0	0.0	0.0	0.0%
2	120.0	0.3	0.0	0.0	0.0	0.0%

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SWB T on SB I 75 TO BUCK OFF RAMP - Lane ID 9836						
3	120.0	0.2	0.0	0.0	0.0	0.0%
4	120.0	0.2	0.0	0.0	0.0	0.0%
5	120.0	0.2	0.0	0.0	0.0	0.0%
6	120.0	1.3	0.0	0.0	0.0	0.0%
7	120.0	0.2	0.0	0.0	0.0	0.0%
8	120.0	0.1	0.0	0.0	0.0	0.0%
9	120.0	0.4	0.0	0.0	0.0	0.0%
10	120.0	0.1	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640877						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.4	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**
WB T on BUCK RD - Lane ID 33640878						
1	120.0	0.0	0.0	0.0	0.0	0.0%
2	120.0	0.0	0.0	0.0	0.0	0.0%
3	120.0	0.0	0.0	0.0	0.0	0.0%
4	120.0	0.0	0.0	0.0	0.0	0.0%
5	120.0	0.0	0.0	0.0	0.0	0.0%
6	120.0	0.0	0.0	0.0	0.0	0.0%
7	120.0	0.0	0.0	0.0	0.0	0.0%
8	120.0	0.0	0.0	0.0	0.0	0.0%
9	120.0	0.0	0.0	0.0	0.0	0.0%
10	120.0	0.0	0.0	0.0	0.0	0.0%
Average:	**120.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0%**

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
1	120.0	3.1	0.2	17.7	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on BUCK RD - Lane ID 33640908						
2	120.0	2.9	0.2	15.5	1.0	0.0%
3	120.0	2.9	0.1	12.5	1.0	0.0%
4	120.0	2.6	0.2	13.4	1.0	0.0%
5	120.0	3.2	0.1	18.4	1.0	0.0%
6	120.0	5.5	0.2	14.0	1.0	0.0%
7	120.0	2.1	0.1	7.2	1.0	0.0%
8	120.0	0.9	0.1	0.0	0.0	0.0%
9	120.0	2.8	0.2	12.9	1.0	0.0%
10	120.0	0.7	0.1	8.3	1.0	0.0%
Average:	**120.0**	**2.7**	**0.2**	**12.0**	**0.9**	**0.0%**
EB T on BUCK RD - Lane ID 33640909						
1	120.0	2.9	0.1	0.6	1.0	0.0%
2	120.0	1.2	0.1	0.0	0.0	0.0%
3	120.0	2.6	0.2	18.7	1.0	0.0%
4	120.0	2.0	0.1	1.8	1.0	0.0%
5	120.0	0.8	0.1	0.0	1.0	0.0%
6	120.0	1.1	0.1	0.0	1.0	0.0%
7	120.0	1.2	0.1	0.4	1.0	0.0%
8	120.0	2.6	0.1	5.8	1.0	0.0%
9	120.0	1.6	0.1	6.8	1.0	0.0%
10	120.0	0.9	0.1	0.0	0.0	0.0%
Average:	**120.0**	**1.7**	**0.1**	**3.4**	**0.8**	**0.0%**
NB T on GLENWOOD RD - Lane ID 33640904						
1	120.0	62.3	2.0	348.6	9.0	0.0%
2	120.0	26.5	1.3	115.5	4.0	0.0%
3	120.0	42.1	1.6	173.4	5.0	0.0%
4	120.0	63.7	2.2	247.0	7.0	0.0%
5	120.0	48.1	1.8	165.8	6.0	0.8%
6	120.0	44.4	1.6	181.2	6.0	0.0%
7	120.0	27.3	1.1	124.2	4.0	0.0%
8	120.0	48.0	1.8	170.1	6.0	0.0%
9	120.0	29.7	1.3	132.0	4.0	0.0%
10	120.0	31.5	1.3	142.1	5.0	0.0%
Average:	**120.0**	**42.4**	**1.6**	**180.0**	**5.6**	**0.1%**
SB T on GLENWOOD RD - Lane ID 33640901						
1	120.0	1.1	0.1	1.7	1.0	0.0%
2	120.0	1.4	0.1	0.8	1.0	0.0%
3	120.0	0.2	0.1	0.0	1.0	0.0%

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB T on GLENWOOD RD - Lane ID 33640901						
4	120.0	3.0	0.2	3.9	1.0	0.0%
5	120.0	0.8	0.1	0.0	0.0	0.0%
6	120.0	1.4	0.1	3.8	1.0	0.0%
7	120.0	0.9	0.1	1.3	1.0	0.0%
8	120.0	0.5	0.0	0.0	0.0	0.0%
9	120.0	4.9	0.2	35.1	2.0	0.0%
10	120.0	1.2	0.1	0.0	1.0	0.0%
Average:	**120.0**	**1.5**	**0.1**	**4.7**	**0.9**	**0.0%**
WB T on 3RD ST - Lane ID 33640897						
1	120.0	52.9	1.7	203.8	5.0	0.0%
2	120.0	62.5	2.3	207.4	7.0	0.0%
3	120.0	77.2	2.6	224.7	8.0	0.0%
4	120.0	61.9	2.0	212.0	6.0	0.0%
5	120.0	67.1	2.4	212.2	7.0	0.0%
6	120.0	120.5	3.8	338.6	9.0	0.0%
7	120.0	37.7	1.5	122.8	4.0	0.0%
8	120.0	35.1	1.5	124.7	5.0	0.0%
9	120.0	41.7	1.6	147.6	5.0	0.0%
10	120.0	38.4	1.6	148.8	6.0	0.0%
Average:	**120.0**	**59.5**	**2.1**	**194.3**	**6.2**	**0.0%**
WB T on 3RD ST - Lane ID 33640898						
1	120.0	71.9	2.6	219.3	7.0	0.0%
2	120.0	105.3	3.3	272.6	9.0	0.0%
3	120.0	117.2	3.9	324.3	11.0	0.0%
4	120.0	79.0	2.8	277.5	8.0	0.0%
5	120.0	131.3	4.2	334.6	10.1	0.0%
6	120.0	159.3	5.1	424.0	13.0	0.0%
7	120.0	77.0	2.6	237.4	7.0	0.0%
8	120.0	94.5	3.3	288.1	8.0	0.0%
9	120.0	79.4	2.7	249.4	8.0	0.0%
10	120.0	104.2	3.3	300.8	9.0	0.0%
Average:	**120.0**	**101.9**	**3.4**	**292.8**	**9.0**	**0.0%**

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
1	120.0	3.9	0.2	19.1	1.0	0.0%
2	120.0	2.7	0.1	17.5	1.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB L on WALES RD - Lane ID 33573857						
3	120.0	4.4	0.2	48.8	1.0	0.0%
4	120.0	6.4	0.3	45.7	1.0	0.0%
5	120.0	4.9	0.2	19.5	1.0	0.0%
6	120.0	3.5	0.2	16.9	1.0	0.0%
7	120.0	3.7	0.1	22.8	1.0	0.0%
8	120.0	2.0	0.1	15.4	1.0	0.0%
9	120.0	4.1	0.1	17.7	1.0	0.0%
10	120.0	3.0	0.1	18.4	1.0	0.0%
Average:	**120.0**	**3.9**	**0.2**	**24.2**	**1.0**	**0.0%**
EB T on WALES RD - Lane ID 33573858						
1	120.0	0.9	0.0	0.0	0.0	0.0%
2	120.0	1.0	0.1	0.0	0.0	0.0%
3	120.0	1.4	0.0	0.0	0.0	0.0%
4	120.0	1.1	0.0	0.0	0.0	0.0%
5	120.0	1.9	0.0	0.0	0.0	0.0%
6	120.0	0.7	0.0	0.0	0.0	0.0%
7	120.0	1.0	0.1	0.0	0.0	0.0%
8	120.0	1.0	0.0	0.0	0.0	0.0%
9	120.0	0.7	0.0	0.0	0.0	0.0%
10	120.0	0.9	0.0	0.0	0.0	0.0%
Average:	**120.0**	**1.1**	**0.0**	**0.0**	**0.0**	**0.0%**
EB T on WALES RD - Lane ID 33573859						
1	120.0	1.7	0.1	0.0	0.0	0.0%
2	120.0	2.4	0.1	0.6	0.0	0.0%
3	120.0	0.9	0.0	0.0	0.0	0.0%
4	120.0	0.9	0.0	0.0	0.0	0.0%
5	120.0	1.6	0.0	0.0	0.0	0.0%
6	120.0	1.2	0.0	0.0	0.0	0.0%
7	120.0	2.4	0.0	0.0	0.0	0.0%
8	120.0	3.5	0.1	15.2	1.0	0.0%
9	120.0	2.3	0.1	0.0	0.0	0.0%
10	120.0	2.6	0.1	0.8	0.0	0.0%
Average:	**120.0**	**2.0**	**0.1**	**1.7**	**0.1**	**0.0%**
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
1	120.0	19.1	0.9	65.0	3.0	0.0%
2	120.0	25.0	1.1	77.5	3.0	0.0%
3	120.0	21.7	1.0	64.7	2.0	0.0%
4	120.0	19.7	0.9	66.8	3.0	0.0%

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
NB LTR on NB I 75 TO WALES OFF RAMP - Lane ID 9798						
5	120.0	15.4	0.7	59.7	2.0	0.0%
6	120.0	20.2	0.9	70.7	3.0	0.0%
7	120.0	21.2	1.0	68.4	3.0	0.0%
8	120.0	17.1	0.8	65.4	3.0	0.0%
9	120.0	18.9	0.9	72.9	2.0	0.0%
10	120.0	19.6	0.9	67.5	3.0	0.0%
Average:	**120.0**	**19.8**	**0.9**	**67.9**	**2.7**	**0.0%**
NB R on NB I 75 TO WALES OFF RAMP - Lane ID 9799						
1	120.0	5.5	0.3	20.9	1.0	0.0%
2	120.0	8.3	0.4	45.0	2.0	0.0%
3	120.0	7.6	0.3	44.7	2.0	0.0%
4	120.0	5.4	0.3	27.8	1.0	0.0%
5	120.0	6.1	0.3	26.0	1.0	0.0%
6	120.0	7.5	0.4	43.0	2.0	0.0%
7	120.0	6.1	0.3	38.5	1.0	0.0%
8	120.0	6.0	0.3	26.5	1.0	0.0%
9	120.0	7.0	0.3	36.1	1.0	0.0%
10	120.0	7.0	0.3	45.0	2.0	0.0%
Average:	**120.0**	**6.7**	**0.3**	**35.4**	**1.4**	**0.0%**
WB T on WALES RD - Lane ID 33634092						
1	120.0	28.1	1.0	181.7	5.0	1.7%
2	120.0	19.5	0.8	118.7	4.0	0.0%
3	120.0	36.1	1.2	200.8	5.0	4.2%
4	120.0	29.1	1.1	174.3	5.0	1.7%
5	120.0	30.7	1.1	194.8	5.0	0.8%
6	120.0	54.4	1.8	264.9	7.0	10.8%
7	120.0	20.0	0.8	122.5	4.0	1.7%
8	120.0	24.7	1.1	131.7	4.0	0.0%
9	120.0	29.6	1.1	153.2	5.0	1.7%
10	120.0	42.4	1.5	248.3	6.0	6.7%
Average:	**120.0**	**31.5**	**1.2**	**179.1**	**5.0**	**2.9%**

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
1	120.0	9.8	0.5	47.6	2.0	0.0%
2	120.0	11.8	0.6	45.4	2.0	0.0%
3	120.0	11.7	0.5	45.7	2.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
EB T on WALES RD - Lane ID 33573864						
4	120.0	11.7	0.6	45.1	2.0	0.0%
5	120.0	11.3	0.6	43.8	2.0	0.0%
6	120.0	10.2	0.5	46.8	2.0	0.0%
7	120.0	8.6	0.5	43.8	2.0	0.0%
8	120.0	14.6	0.5	68.8	2.0	0.0%
9	120.0	9.0	0.5	44.7	2.0	0.0%
10	120.0	10.1	0.5	42.6	2.0	0.0%
Average:	**120.0**	**10.9**	**0.5**	**47.4**	**2.0**	**0.0%**
EB TR on WALES RD - Lane ID 33573865						
1	120.0	12.3	0.6	53.3	2.0	0.0%
2	120.0	11.4	0.6	48.5	2.0	0.0%
3	120.0	13.2	0.7	49.6	2.0	0.0%
4	120.0	9.1	0.5	41.7	2.0	0.0%
5	120.0	7.8	0.4	42.4	2.0	0.0%
6	120.0	9.1	0.5	47.9	2.0	0.0%
7	120.0	10.7	0.6	43.0	2.0	0.0%
8	120.0	13.3	0.6	56.5	2.0	0.0%
9	120.0	11.5	0.6	47.2	2.0	0.0%
10	120.0	7.3	0.4	37.7	2.0	0.0%
Average:	**120.0**	**10.6**	**0.6**	**46.8**	**2.0**	**0.0%**
SB L on SB I 75 TO WALES OFF RAMP - Lane ID 9791						
1	120.0	40.2	1.5	139.2	4.0	0.0%
2	120.0	48.8	1.4	160.5	4.0	0.0%
3	120.0	49.2	1.5	184.5	5.0	0.0%
4	120.0	51.4	1.7	173.6	5.0	0.0%
5	120.0	48.1	1.6	183.5	5.0	0.0%
6	120.0	40.1	1.4	164.8	5.0	0.0%
7	120.0	55.7	1.8	168.9	4.0	0.0%
8	120.0	48.1	1.5	155.9	4.0	0.0%
9	120.0	47.0	1.6	179.0	5.0	0.0%
10	120.0	53.1	1.7	180.2	5.0	0.0%
Average:	**120.0**	**48.2**	**1.6**	**169.0**	**4.6**	**0.0%**
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
1	120.0	45.4	1.5	175.3	5.0	0.0%
2	120.0	45.1	1.4	146.9	5.0	0.0%
3	120.0	45.2	1.5	164.3	5.0	0.0%
4	120.0	57.3	1.7	190.4	5.0	0.0%
5	120.0	48.9	1.5	168.4	5.0	0.0%

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	95th Percentile Length (ft)	95th Percentile Num Queued	Spillback Rate (%)
SB LTR on SB I 75 TO WALES OFF RAMP - Lane ID 54297						
6	120.0	43.3	1.4	158.3	4.0	0.0%
7	120.0	52.4	1.7	195.6	5.0	0.0%
8	120.0	49.9	1.5	159.9	5.0	0.0%
9	120.0	42.2	1.5	144.8	4.0	0.0%
10	120.0	50.0	1.6	155.2	4.0	0.0%
Average:	**120.0**	**48.0**	**1.5**	**165.9**	**4.7**	**0.0%**
WB L on WALES RD - Lane ID 33573866						
1	120.0	104.6	3.3	311.1	10.0	0.0%
2	120.0	130.0	4.1	366.0	12.0	0.0%
3	120.0	141.2	4.3	471.7	14.0	0.0%
4	120.0	104.0	3.2	316.1	9.0	0.0%
5	120.0	196.7	5.9	526.5	15.0	0.0%
6	120.0	181.7	5.4	569.7	16.0	0.0%
7	120.0	69.8	2.2	370.5	11.0	0.0%
8	120.0	57.6	1.9	251.4	8.0	0.0%
9	120.0	84.5	2.5	312.8	9.0	0.0%
10	120.0	123.2	3.8	478.4	15.0	0.0%
Average:	**120.0**	**119.3**	**3.7**	**397.4**	**11.9**	**0.0%**
WB T on WALES RD - Lane ID 33573867						
1	120.0	0.4	0.0	0.0	0.0	0.0%
2	120.0	1.3	0.1	15.8	1.0	0.0%
3	120.0	3.0	0.1	16.8	1.0	0.0%
4	120.0	2.4	0.1	0.0	0.0	0.0%
5	120.0	4.2	0.2	19.8	1.0	0.0%
6	120.0	7.0	0.2	49.2	2.0	0.0%
7	120.0	0.1	0.0	0.0	0.0	0.0%
8	120.0	1.2	0.1	0.0	0.0	0.0%
9	120.0	0.6	0.0	0.0	0.0	0.0%
10	120.0	2.5	0.1	15.5	1.0	0.0%
Average:	**120.0**	**2.3**	**0.1**	**11.7**	**0.6**	**0.0%**

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	6.1	1.5	3.2	8.7	10
SEB T	33640840	BUCK RD	32.8	3.4	28.8	39.3	10
NWB T	33640926	BUCK RD	2.0	1.2	0.8	4.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	5.7	1.6	2.8	8.4	10
NB T	33640842	LIME CITY RD	21.1	3.3	16.5	25.7	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.9	0.5	0.1	1.7	10
WB T	33640858	BUCK RD	2.9	1.3	1.1	5.2	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.6	0.4	0.0	1.2	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	2.7	0.5	1.9	3.6	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	13.7	3.1	9.8	18.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.1	0.0	0.4	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	23.4	4.1	16.0	29.3	10
EB T	33640881	BUCK RD	34.2	7.2	24.6	48.4	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	10.1	1.8	7.4	13.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.3	0.4	0.1	1.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	59.5	25.8	35.1	120.5	10
WB T	33640898	3RD ST	101.9	27.9	71.9	159.3	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	2.7	1.3	0.7	5.5	10
EB T	33640909	BUCK RD	1.7	0.8	0.8	2.9	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	1.5	1.4	0.2	4.9	10
NB T	33640904	GLENWOOD RD	42.4	13.7	26.5	63.7	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	19.8	2.6	15.4	25.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	6.7	1.0	5.4	8.3	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	3.9	1.2	2.0	6.4	10
EB T	33573858	WALES RD	1.1	0.4	0.7	1.9	10
EB T	33573859	WALES RD	2.0	0.8	0.9	3.5	10
WB T	33634092	WALES RD	31.5	10.6	19.5	54.4	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	48.2	5.0	40.1	55.7	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	48.0	4.6	42.2	57.3	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	10.9	1.7	8.6	14.6	10
EB TR	33573865	WALES RD	10.6	2.2	7.3	13.3	10
WB L	33573866	WALES RD	119.3	45.2	57.6	196.7	10
WB T	33573867	WALES RD	2.3	2.1	0.1	7.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Avg Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.3	0.1	0.2	0.3	10
SEB T	33640840	BUCK RD	1.1	0.1	1.0	1.3	10
NWB T	33640926	BUCK RD	0.1	0.0	0.1	0.2	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.2	0.1	0.1	0.3	10
NB T	33640842	LIME CITY RD	0.8	0.1	0.6	0.9	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.1	10
WB T	33640858	BUCK RD	0.1	0.0	0.0	0.1	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.1	0.0	0.1	0.2	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.7	0.1	0.5	0.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.9	0.2	0.7	1.1	10
EB T	33640881	BUCK RD	1.3	0.2	1.0	1.7	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.3	0.0	0.2	0.4	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	2.1	0.7	1.5	3.8	10
WB T	33640898	3RD ST	3.4	0.8	2.6	5.1	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.2	0.1	0.1	0.2	10
EB T	33640909	BUCK RD	0.1	0.0	0.1	0.2	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.1	0.1	0.0	0.2	10
NB T	33640904	GLENWOOD RD	1.6	0.4	1.1	2.2	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.9	0.1	0.7	1.1	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.3	0.0	0.3	0.4	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.2	0.1	0.1	0.3	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.1	10
EB T	33573859	WALES RD	0.1	0.1	0.0	0.1	10
WB T	33634092	WALES RD	1.2	0.3	0.8	1.8	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	1.6	0.1	1.4	1.8	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	1.5	0.1	1.4	1.7	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.5	0.0	0.5	0.6	10
EB TR	33573865	WALES RD	0.6	0.1	0.4	0.7	10
WB L	33573866	WALES RD	3.7	1.3	1.9	5.9	10
WB T	33573867	WALES RD	0.1	0.1	0.0	0.2	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Queue

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	40.7	11.9	18.2	53.5	10
SEB T	33640840	BUCK RD	160.9	22.6	131.6	203.1	10
NWB T	33640926	BUCK RD	11.8	6.8	0.5	21.9	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	44.1	17.5	16.9	69.7	10
NB T	33640842	LIME CITY RD	100.8	13.5	86.7	128.3	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.2	0.3	0.0	0.9	10
WB T	33640858	BUCK RD	14.4	11.7	0.0	38.5	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	17.7	0.9	15.8	19.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	79.2	14.9	54.0	98.8	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	91.2	13.9	72.5	106.4	10
EB T	33640881	BUCK RD	160.3	22.5	121.1	193.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	67.9	11.9	48.1	90.2	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	194.3	64.0	122.8	338.6	10
WB T	33640898	3RD ST	292.8	58.7	219.3	424.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	12.0	5.5	0.0	18.4	10
EB T	33640909	BUCK RD	3.4	5.9	0.0	18.7	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	4.7	10.8	0.0	35.1	10
NB T	33640904	GLENWOOD RD	180.0	70.1	115.5	348.6	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	67.9	4.9	59.7	77.5	10
NB R	9799	NB I 75 TO WALES OFF RAMP	35.4	9.3	20.9	45.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	24.2	12.3	15.4	48.8	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	1.7	4.8	0.0	15.2	10
WB T	33634092	WALES RD	179.1	50.2	118.7	264.9	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	169.0	14.3	139.2	184.5	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	165.9	17.0	144.8	195.6	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	47.4	7.7	42.6	68.8	10
EB TR	33573865	WALES RD	46.8	5.7	37.7	56.5	10
WB L	33573866	WALES RD	397.4	106.8	251.4	569.7	10
WB T	33573867	WALES RD	11.7	15.7	0.0	49.2	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Percentile Num Queued

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	1.5	0.5	1.0	2.0	10
SEB T	33640840	BUCK RD	5.4	0.8	4.0	7.0	10
NWB T	33640926	BUCK RD	0.8	0.4	0.0	1.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	1.5	0.5	1.0	2.0	10
NB T	33640842	LIME CITY RD	3.6	0.5	3.0	4.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640858	BUCK RD	0.7	0.5	0.0	1.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	1.0	0.0	1.0	1.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	3.3	0.5	3.0	4.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	3.0	0.5	2.0	4.0	10
EB T	33640881	BUCK RD	5.1	0.7	4.0	6.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	1.7	0.5	1.0	2.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	6.2	1.5	4.0	9.0	10
WB T	33640898	3RD ST	9.0	1.9	7.0	13.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.9	0.3	0.0	1.0	10
EB T	33640909	BUCK RD	0.8	0.4	0.0	1.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.9	0.6	0.0	2.0	10
NB T	33640904	GLENWOOD RD	5.6	1.6	4.0	9.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	2.7	0.5	2.0	3.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	1.4	0.5	1.0	2.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	1.0	0.0	1.0	1.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.1	0.3	0.0	1.0	10
WB T	33634092	WALES RD	5.0	0.9	4.0	7.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	4.6	0.5	4.0	5.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	4.7	0.5	4.0	5.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	2.0	0.0	2.0	2.0	10
EB TR	33573865	WALES RD	2.0	0.0	2.0	2.0	10
WB L	33573866	WALES RD	11.9	2.9	8.0	16.0	10
WB T	33573867	WALES RD	0.6	0.7	0.0	2.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Lane Queue by Intersection - Spillback Rate

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NWB T	33640836	BUCK RD	0.0	0.0	0.0	0.0	10
SEB T	33640840	BUCK RD	0.0	0.0	0.0	0.0	10
NWB T	33640926	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD & LIME CITY RD — NODE: 6

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	33640838	LIME CITY RD	0.0	0.0	0.0	0.0	10
NB T	33640842	LIME CITY RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB R	9833	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640858	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640861	BUCK RD	0.0	0.0	0.0	0.0	10
EB R	33640862	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640946	BUCK RD	0.0	0.0	0.0	0.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NEB T	9841	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
NEB T	9842	NB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640877	BUCK RD	0.0	0.0	0.0	0.0	10
WB T	33640878	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640880	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640881	BUCK RD	0.0	0.0	0.0	0.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SWB T	9835	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10
SWB T	9836	SB I 75 TO BUCK OFF RAMP	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
WB T	33640897	3RD ST	0.0	0.0	0.0	0.0	10
WB T	33640898	3RD ST	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33640908	BUCK RD	0.0	0.0	0.0	0.0	10
EB T	33640909	BUCK RD	0.0	0.0	0.0	0.0	10

W 3RD ST, GLENWOOD RD & BUCK RD — NODE: 34

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB T	33640901	GLENWOOD RD	0.0	0.0	0.0	0.0	10
NB T	33640904	GLENWOOD RD	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NB LTR	9798	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
NB R	9799	NB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, NB I 75 TO WALES OFF RAMP & WALES TO NB I 75 ON RAMP — NODE: 9333

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB L	33573857	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573858	WALES RD	0.0	0.0	0.0	0.0	10
EB T	33573859	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33634092	WALES RD	0.0	0.0	0.0	0.1	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
SB L	9791	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10
SB LTR	54297	SB I 75 TO WALES OFF RAMP	0.0	0.0	0.0	0.0	10

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples

WALES RD, SB I 75 TO WALES OFF RAMP & WALES TO SB I 75 ON RAMP — NODE: 4881

Movements	Lane ID	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
EB T	33573864	WALES RD	0.0	0.0	0.0	0.0	10
EB TR	33573865	WALES RD	0.0	0.0	0.0	0.0	10
WB L	33573866	WALES RD	0.0	0.0	0.0	0.0	10
WB T	33573867	WALES RD	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Overview

BUCK RD — NODE: 18

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.2	0.0	14.9	1.0	0.0	1.0
4	60.0	2.3	0.1	92.2	2.0	0.1	2.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	1.3	0.0	77.1	1.0	0.0	1.0
7	60.0	1.5	0.0	55.3	1.0	0.0	1.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.5**	**0.0**	**24.0**	**0.5**	**0.0**	**0.5**

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	22.2	0.9	225.5	9.0	0.9	9.0
2	60.0	35.8	1.4	234.6	11.0	1.4	11.0
3	60.0	26.4	1.0	206.3	9.0	1.0	9.0
4	60.0	34.2	1.4	225.5	9.0	1.4	9.0
5	60.0	20.5	0.9	219.1	9.0	0.9	9.0

BUCK RD — NODE: 25

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
6	60.0	25.7	1.1	191.1	9.0	1.1	9.0
7	60.0	27.6	1.1	193.2	6.0	1.1	6.0
8	60.0	17.9	0.8	172.5	7.0	0.8	7.0
9	60.0	24.8	1.0	165.9	9.0	1.0	9.0
10	60.0	22.8	1.0	230.9	9.0	1.0	9.0
Average:	**60.0**	**25.8**	**1.1**	**206.5**	**8.7**	**1.1**	**8.7**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	1.0	0.1	35.8	1.0	0.1	1.0
2	60.0	0.0	0.0	0.6	1.0	0.0	1.0
3	60.0	1.2	0.1	40.3	2.0	0.1	2.0
4	60.0	1.2	0.1	70.3	4.0	0.1	4.0
5	60.0	1.0	0.1	26.0	2.0	0.1	2.0
6	60.0	1.6	0.1	96.7	3.0	0.1	3.0
7	60.0	0.6	0.0	19.1	1.0	0.0	1.0
8	60.0	0.8	0.1	37.9	2.0	0.1	2.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.7	0.1	29.3	2.0	0.1	2.0
Average:	**60.0**	**0.8**	**0.1**	**35.6**	**1.8**	**0.1**	**1.8**
WB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0

BUCK RD — NODE: 32

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

BUCK RD — NODE: 720419538

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	0.0	0.0	0.0	0.0	0.0	0.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	0.0	0.0	0.0	0.0	0.0	0.0
4	60.0	0.0	0.0	0.0	0.0	0.0	0.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.0	0.0	0.0	0.0	0.0	0.0
7	60.0	0.0	0.0	0.0	0.0	0.0	0.0
8	60.0	0.0	0.0	0.0	0.0	0.0	0.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
WB on BUCK RD							
1	60.0	1.2	0.1	47.2	2.0	0.1	2.0
2	60.0	0.0	0.0	0.0	0.0	0.0	0.0
3	60.0	1.6	0.1	92.0	3.0	0.1	3.0
4	60.0	0.1	0.0	8.3	1.0	0.0	1.0
5	60.0	0.0	0.0	0.0	0.0	0.0	0.0
6	60.0	0.9	0.1	35.5	2.0	0.1	2.0
7	60.0	1.3	0.1	42.8	3.0	0.1	3.0
8	60.0	0.1	0.0	7.8	1.0	0.0	1.0
9	60.0	0.0	0.0	0.0	0.0	0.0	0.0
10	60.0	1.1	0.1	44.9	2.0	0.1	2.0
Average:	**60.0**	**0.6**	**0.1**	**27.9**	**1.4**	**0.1**	**1.4**

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
NEB on NB I 75 TO BUCK OFF RAMP							
1	60.0	35.3	1.4	165.6	7.0	1.4	7.0
2	60.0	21.5	1.0	171.1	7.0	1.0	7.0
3	60.0	27.9	1.2	254.3	8.0	1.2	8.0
4	60.0	24.3	1.0	219.0	8.0	1.0	8.0
5	60.0	21.1	1.0	143.1	7.0	1.0	7.0
6	60.0	26.9	1.2	143.3	7.0	1.2	7.0
7	60.0	30.1	1.3	189.5	7.0	1.3	7.0
8	60.0	33.9	1.4	230.4	8.0	1.4	8.0
9	60.0	22.9	1.0	222.5	6.0	1.0	6.0
10	60.0	25.6	1.1	157.9	6.0	1.1	6.0
Average:	**60.0**	**27.0**	**1.2**	**189.7**	**7.1**	**1.2**	**7.1**
WB on BUCK RD							
1	60.0	2.3	0.1	92.8	2.0	0.1	2.0
2	60.0	1.0	0.1	17.5	1.0	0.1	1.0
3	60.0	3.6	0.1	71.8	3.0	0.1	3.0
4	60.0	2.9	0.1	91.6	2.0	0.1	2.0
5	60.0	1.8	0.1	40.4	3.0	0.1	3.0
6	60.0	2.7	0.1	74.6	2.0	0.1	2.0
7	60.0	8.4	0.3	108.6	2.0	0.3	2.0
8	60.0	1.5	0.1	22.9	2.0	0.1	2.0
9	60.0	2.1	0.1	59.3	1.0	0.1	1.0
10	60.0	0.0	0.0	0.0	0.0	0.0	0.0
Average:	**60.0**	**2.6**	**0.1**	**58.0**	**1.8**	**0.1**	**1.8**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
EB on BUCK RD							
1	60.0	37.1	1.9	272.0	12.0	1.9	12.0
2	60.0	41.4	2.1	281.1	14.0	2.1	14.0
3	60.0	30.2	1.5	173.6	9.0	1.5	9.0
4	60.0	36.3	1.9	203.9	10.0	1.9	10.0
5	60.0	34.1	1.8	265.6	13.0	1.8	13.0
6	60.0	30.9	1.8	237.1	9.0	1.8	9.0
7	60.0	34.0	2.0	239.7	9.0	2.0	9.0
8	60.0	27.3	1.6	122.5	8.0	1.6	8.0
9	60.0	40.4	2.2	212.4	9.0	2.2	9.0
10	60.0	33.4	1.8	165.1	9.0	1.8	9.0
Average:	**60.0**	**34.5**	**1.9**	**217.3**	**10.2**	**1.9**	**10.2**

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

		LONGEST BRANCH				ALL BRANCHES	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Vehicles Queued	Avg Total Queued	Max Total Queued
SWB on SB I 75 TO BUCK OFF RAMP							
1	60.0	19.7	0.5	163.8	4.0	0.5	4.0
2	60.0	10.9	0.4	145.6	3.0	0.4	3.0
3	60.0	21.7	0.6	184.2	4.0	0.6	4.0
4	60.0	12.8	0.5	196.3	5.0	0.5	5.0
5	60.0	11.9	0.4	137.0	3.0	0.4	3.0
6	60.0	17.3	0.5	196.6	5.0	0.5	5.0
7	60.0	11.4	0.4	203.4	6.0	0.4	6.0
8	60.0	15.1	0.5	201.0	6.0	0.5	6.0
9	60.0	20.1	0.6	213.5	7.0	0.6	7.0
10	60.0	8.0	0.3	86.7	3.0	0.3	3.0
Average:	**60.0**	**14.9**	**0.5**	**172.8**	**4.6**	**0.5**	**4.6**

ABOUT SPILLBACK QUEUES

Spillback queues begin at the front bumper of the first vehicle in queue on a link. From there, the queue can branch as a tree in different directions as it spills upstream through intersections. The various branches of the spillback queue will extend beyond the originating link and superlink boundaries until the back of the queue is reached on every branch in the tree.

- Average/Maximum Queue Length: Distance from the front bumper of the first queued vehicle to the back bumper of the last queued vehicle for the longest branch
- Average/Maximum Vehicles Queued: Number of vehicles queued in all lanes for the longest branch

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.5	0.8	0.0	2.3	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	25.8	5.7	17.9	35.8	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.8	0.5	0.0	1.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.6	0.6	0.0	1.6	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	27.0	4.9	21.1	35.3	10
W	BUCK RD	2.6	2.3	0.0	8.4	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	34.5	4.4	27.3	41.4	10
SW	SB I 75 TO BUCK OFF RAMP	14.9	4.6	8.0	21.7	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.1	0.2	0.8	1.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.2	0.2	1.0	1.4	10
W	BUCK RD	0.1	0.1	0.0	0.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.9	0.2	1.5	2.2	10
SW	SB I 75 TO BUCK OFF RAMP	0.5	0.1	0.3	0.6	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Avg Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.0	0.0	0.0	0.1	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.1	0.2	0.8	1.4	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.1	0.0	0.0	0.1	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.1	0.1	0.0	0.1	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	1.2	0.2	1.0	1.4	10
W	BUCK RD	0.1	0.1	0.0	0.3	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.9	0.2	1.5	2.2	10
SW	SB I 75 TO BUCK OFF RAMP	0.5	0.1	0.3	0.6	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Queue

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	24.0	36.5	0.0	92.2	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	206.5	24.7	165.9	234.6	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	35.6	29.6	0.0	96.7	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	27.9	30.1	0.0	92.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	189.7	39.5	143.1	254.3	10
W	BUCK RD	58.0	36.4	0.0	108.6	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	217.3	51.8	122.5	281.1	10
SW	SB I 75 TO BUCK OFF RAMP	172.8	39.7	86.7	213.5	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Num Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.5	0.7	0.0	2.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.7	1.3	6.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.8	1.1	0.0	4.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.4	1.2	0.0	3.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	7.1	0.7	6.0	8.0	10
W	BUCK RD	1.8	0.9	0.0	3.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.2	2.0	8.0	14.0	10
SW	SB I 75 TO BUCK OFF RAMP	4.6	1.4	3.0	7.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Spillback Queue by Intersection - Max Total Queued

BUCK RD — NODE: 18

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	0.5	0.7	0.0	2.0	10

BUCK RD — NODE: 25

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	8.7	1.3	6.0	11.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 32

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	1.8	1.1	0.0	4.0	10
W	BUCK RD	0.0	0.0	0.0	0.0	10

BUCK RD — NODE: 720419538

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	0.0	0.0	0.0	0.0	10
W	BUCK RD	1.4	1.2	0.0	3.0	10

NB I 75 TO BUCK OFF RAMP, BUCK TO NB I 75 ON RAMP & BUCK RD — NODE: 16

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
NE	NB I 75 TO BUCK OFF RAMP	7.1	0.7	6.0	8.0	10
W	BUCK RD	1.8	0.9	0.0	3.0	10

SB I 75 TO BUCK OFF RAMP, BUCK TO SB I 75 ON RAMP & BUCK RD — NODE: 26

Direction	Street Name	Average	Std Deviation	Minimum	Maximum	# Samples
E	BUCK RD	10.2	2.0	8.0	14.0	10
SW	SB I 75 TO BUCK OFF RAMP	4.6	1.4	3.0	7.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Overview

Interval	Run	Number of Trips	Vehicle Miles Traveled (VMT)	Veh Hours Traveled (VHT)	Total Delay (hr)	Total Stopped Time (hr)	Total Number of Stops	Avg Trip Length (mi)	Avg Travel Time (min)	Avg Speed (mph)
4:00 PM	1	12,234	37,064.7	662.9	97.6	21.4	5,902	3.0	3.3	59.4
4:00 PM	2	12,230	37,069.0	664.4	100.1	23.0	6,094	3.0	3.3	59.4
4:00 PM	3	12,216	37,061.1	667.2	102.2	25.0	6,510	3.0	3.3	59.2
4:00 PM	4	12,209	37,011.2	664.4	100.2	23.1	6,240	3.0	3.3	59.3
4:00 PM	5	12,227	37,067.4	671.2	106.1	27.3	6,840	3.0	3.3	59.0
4:00 PM	6	12,236	37,081.5	676.3	113.0	31.3	7,227	3.0	3.3	58.8
4:00 PM	7	12,219	37,034.4	660.4	95.5	19.8	5,757	3.0	3.2	59.4
4:00 PM	8	12,208	37,024.6	659.8	95.3	19.9	5,720	3.0	3.2	59.5
4:00 PM	9	12,235	37,092.6	662.9	97.7	20.8	5,812	3.0	3.3	59.4
4:00 PM	10	12,206	36,951.3	661.7	99.3	22.1	6,080	3.0	3.3	59.3
En Route Start	1	651	2,457.7	41.9	5.3	0.8	247	3.8	3.9	61.2
En Route Start	2	694	2,626.1	45.3	6.2	0.9	297	3.8	3.9	60.4
En Route Start	3	668	2,555.4	43.9	5.8	0.8	247	3.8	3.9	60.7
En Route Start	4	682	2,597.1	45.1	6.3	0.9	270	3.8	4.0	60.1
En Route Start	5	672	2,559.8	43.8	5.7	1.0	310	3.8	3.9	61.1
En Route Start	6	650	2,451.2	41.8	5.3	0.7	227	3.8	3.9	60.9
En Route Start	7	666	2,519.6	43.3	5.7	0.9	256	3.8	3.9	60.8
En Route Start	8	672	2,531.1	43.3	5.6	0.9	270	3.8	3.9	61.0
En Route Start	9	659	2,490.8	42.4	5.4	0.9	276	3.8	3.9	61.2
En Route Start	10	668	2,565.5	43.4	5.3	0.7	241	3.8	3.9	61.4
En Route End	1	703	1,318.8	23.3	3.9	1.2	287	1.9	2.0	61.5
En Route End	2	709	1,378.1	23.8	3.5	0.7	216	1.9	2.0	61.6
En Route End	3	721	1,321.8	23.7	4.2	1.4	304	1.8	2.0	61.3
En Route End	4	730	1,383.9	24.9	4.3	1.3	294	1.9	2.0	60.4
En Route End	5	717	1,313.4	24.4	4.8	1.9	383	1.8	2.0	60.2
En Route End	6	707	1,330.7	23.5	3.7	1.2	224	1.9	2.0	61.8
En Route End	7	713	1,335.0	24.1	4.3	1.4	336	1.9	2.0	60.6
En Route End	8	721	1,346.4	24.2	4.1	1.3	311	1.9	2.0	60.9
En Route End	9	711	1,304.4	23.3	3.9	1.0	273	1.8	2.0	61.1
En Route End	10	741	1,384.9	26.0	5.4	2.0	438	1.9	2.1	59.9
Missed	1	21	32.5	0.9	0.3	0.0	20	1.5	2.6	42.4
Missed	2	21	36.8	0.9	0.3	0.0	13	1.8	2.7	47.0
Missed	3	22	30.7	0.9	0.3	0.0	26	1.4	2.5	38.0
Missed	4	18	22.8	0.7	0.2	0.0	18	1.3	2.4	34.6
Missed	5	15	14.4	0.5	0.2	0.0	5	1.0	2.1	27.1
Missed	6	14	21.1	0.6	0.2	0.0	11	1.5	2.6	41.1
Missed	7	26	30.7	1.0	0.3	0.0	19	1.2	2.3	36.1

Missed	8	26	34.8	1.0	0.3	0.0	24	1.3	2.4	40.1
Missed	9	14	17.5	0.6	0.2	0.0	6	1.2	2.4	34.2
Missed	10	13	21.6	0.5	0.1	0.0	7	1.7	2.5	49.1
Unserved	1	--	--	--	--	--	--	--		--
Unserved	2	--	--	--	--	--	--	--		--
Unserved	3	--	--	--	--	--	--	--		--
Unserved	4	--	--	--	--	--	--	--		--
Unserved	5	--	--	--	--	--	--	--		--
Unserved	6	--	--	--	--	--	--	--		--
Unserved	7	1	0.0	0.0	0.0	0.0	0	0.0	0.0	10.0
Unserved	8	--	--	--	--	--	--	--		--
Unserved	9	--	--	--	--	--	--	--		--
Unserved	10	--	--	--	--	--	--	--		--
4:00 PM	Avg	12,222	37,045.8	665.1	100.7	23.4	6,218	3.0	3.3	59.3
En Route Start	Avg	668	2,535.4	43.4	5.6	0.8	264	3.8	3.9	60.9
En Route End	Avg	717	1,341.7	24.1	4.2	1.3	307	1.9	2.0	60.9
Missed	Avg	19	26.3	0.8	0.2	0.0	15	1.4	2.5	39.0
Unserved	Avg	0	0.0	0.0	0.0	0.0	0	0.0	0.0	10.0

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Num Trips

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	12,222.0	11.9	12,206.0	12,236.0	10
En Route Start	668.2	13.3	650.0	694.0	10
En Route End	717.3	11.5	703.0	741.0	10
Missed	19.0	4.9	13.0	26.0	10
Unserved	0.1	0.3	1.0	1.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VMT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	37,045.8	41.9	36,951.3	37,092.6	10
En Route Start	2,535.4	57.1	2,451.2	2,626.1	10
En Route End	1,341.7	30.3	1,304.4	1,384.9	10
Missed	26.3	7.7	14.4	36.8	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - VHT

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	665.1	5.2	659.8	676.3	10
En Route Start	43.4	1.2	41.8	45.3	10
En Route End	24.1	0.8	23.3	26.0	10
Missed	0.8	0.2	0.5	1.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Delay

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	100.7	5.4	95.3	113.0	10
En Route Start	5.6	0.4	5.3	6.3	10
En Route End	4.2	0.6	3.5	5.4	10
Missed	0.2	0.1	0.1	0.3	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Stopped Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	23.4	3.6	19.8	31.3	10
En Route Start	0.8	0.1	0.7	1.0	10
En Route End	1.3	0.4	0.7	2.0	10
Missed	0.0	0.0	0.0	0.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Total Num Stops

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	6,218.2	500.0	5,720.0	7,227.0	10
En Route Start	264.1	25.7	227.0	310.0	10
En Route End	306.6	67.2	216.0	438.0	10
Missed	14.9	7.6	5.0	26.0	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Trip Length

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.0	0.0	3.0	3.0	10
En Route Start	3.8	0.0	3.8	3.8	10
En Route End	1.9	0.0	1.8	1.9	10
Missed	1.4	0.2	1.0	1.8	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Travel Time

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	3.3	0.0	3.2	3.3	10
En Route Start	3.9	0.0	3.9	4.0	10
En Route End	2.0	0.0	2.0	2.1	10
Missed	2.5	0.2	2.1	2.7	10
Unserved	0.0	0.0	0.0	0.0	10

Project: Prop Dbl Roundabout with Expansion
Scenario: 2048 PM Peak
Run(s): Batch (10 runs)
Simulated: Various
Time: 16:00:00 - 17:00:00
Interval: Summary
Selection: --

Trip Statistics Report - Avg Speed

Interval	Average	Standard Deviation	Minimum	Maximum	Number of Samples
4:00 PM	59.3	0.2	58.8	59.5	10
En Route Start	60.9	0.4	60.1	61.4	10
En Route End	60.9	0.6	59.9	61.8	10
Missed	39.0	6.5	27.1	49.1	10
Unserved	1.0	3.2	10.0	10.0	10

Appendix D
Project Costs Analyses

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE:	5/1/2025
DGL PROJECT NO.	22217
ESTIMATOR:	AMW
CHECKED BY:	CML

ALTERNATIVE 2 - DDI

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		ROADWAY					
201	201E11000	CLEARING AND GRUBBING		1	LS	$10,000.00	$10,000.00
202	202E23000	PAVEMENT REMOVED		24,410	SY	$9.00	$219,690.00
202	202E30000	WALK REMOVED		220	SF	$1.60	$352.00
202	202E32000	CURB REMOVED		3,990	FT	$4.00	$15,960.00
202	202E35100	PIPE REMOVED, 24" AND UNDER		4,150	FT	$17.50	$72,625.00
202	202E35200	PIPE REMOVED, OVER 24"		500	FT	$30.00	$15,000.00
202	202E38000	GUARDRAIL REMOVED		3,600	FT	$3.50	$12,600.00
202	202E58000	MANHOLE REMOVED		2	EACH	$1,100.00	$2,200.00
202	202E58100	CATCH BASIN REMOVED		10	EACH	$500.00	$5,000.00
203	203E10000	EXCAVATION		28,775	CY	$13.60	$391,340.00
203	203E20000	EMBANKMENT		84,669	CY	$15.00	$1,270,035.00
204	204E10000	SUBGRADE COMPACTION		16,871	SY	$1.50	$25,306.50
204	204E45000	PROOF ROLLING		8	HOUR	$275.00	$2,200.00
606	606E15050	GUARDRAIL, TYPE MGS		1,375	FT	$50.00	$68,750.00
622	622E10100	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1		900	FT	$125.00	$112,500.00
						ROADWAY SUBTOTAL =	**$2,223,558.50**
		EROSION CONTROL					
601	601E21050	TIED CONCRETE BLOCK MAT, TYPE 1		70	SY	$105.00	$7,350.00
659	659E00100	SOIL ANALYSIS TEST		2	EACH	$70.00	$140.00
659	659E00300	TOPSOIL		2,042	CY	$20.00	$40,840.00
659	659E10000	SEEDING AND MULCHING		18,900	SY	$0.45	$8,505.00
659	659E14000	REPAIR SEEDING AND MULCHING		919	SY	$1.00	$919.00
659	659E20000	COMMERCIAL FERTILIZER		3	TON	$625.00	$1,562.50
659	659E31000	LIME		3.8	ACRE	$30.00	$114.60
659	659E35000	WATER		100.0	MGAL	$3.75	$375.00
670	670E00500	SLOPE EROSION PROTECTION		42,000.0	SY	$2.00	$84,000.00
832	832E30000	EROSION CONTROL		1.0	EACH	$275,000.00	$275,000.00
832	832E15000	STORM WATER POLLUTION PREVENTION PLAN		1.0	LS	$10,000.00	$10,000.00
832	832E15002	STORM WATER POLLUTION PREVENTION INSPECTIONS		1.0	LS	$5,000.00	$5,000.00
832	832E15010	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		1.0	LS	$5,000.00	$5,000.00
						EROSION CONTROL SUBTOTAL =	**$438,806.10**
		DRAINAGE					
602	602E20000	CONCRETE MASONRY		4	CY	$2,000.00	$8,000.00
605	605E13300	6" UNCLASSIFIED PIPE UNDERDRAINS		5,309	FT	$9.00	$47,781.00
611	611E05900	15" CONDUIT, TYPE B		1,300	FT	$107.00	$139,100.00
611	611E98180	CATCH BASIN, NO. 3A		18	EACH	$4,200.00	$75,600.00
611	611E98370	CATCH BASIN, NO. 6		2	EACH	$4,000.00	$8,000.00
611	611E98634	CATCH BASIN RECONSTRUCTED TO GRADE		10	EACH	$1,000.00	$10,000.00
611	611E99660	MANHOLE RECONSTRUCTED TO GRADE		10	EACH	$1,100.00	$11,000.00

DGL

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE:	5/1/2025
DGL PROJECT NO.	22217
ESTIMATOR:	AMW
CHECKED BY:	CML

ALTERNATIVE 2 - DDI

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
						DRAINAGE SUBTOTAL =	$299,481.00
		PAVEMENT					
254	254E01000	PAVEMENT PLANING, ASPHALT CONCRETE		3,628	SY	$2.30	$8,344.40
301	301E56000	ASPHALT CONCRETE BASE, PG64-22, (449)		2,812	CY	$130.00	$365,560.00
304	304E20000	AGGREGATE BASE		4,062	CY	$65.00	$264,030.00
407	407E10000	TACK COAT		2,827	GAL	$2.00	$5,654.00
442	442E10000	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)		855	CY	$275.00	$235,125.00
442	442E10100	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		1,234	CY	$250.00	$308,500.00
452	452E12050	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		156	SY	$150.00	$23,400.00
609	609E57000	8" CONCRETE TRAFFIC ISLAND	SPLITTER ISLAND	966	SY	$150.00	$144,900.00
609	609E12001	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN		5,309	FT	$35.00	$185,815.00
609	609E26000	CURB, TYPE 6		4,195	FT	$20.00	$83,900.00
823	823E20000	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)		400	CY	$300.00	$120,000.00
860	860E10000	THINLAY ASPHALT CONCRETE, TYPE MED	SHARED-USE PATH	222	CY	$300.00	$66,600.00
						PAVEMENT SUBTOTAL =	$1,811,828.40
		STRUCTURES					
		BRIDGE (TWIN STRUCTURES)		1	LS	$14,208,000.00	$14,208,000.00
						BRIDGES SUBTOTAL =	$14,208,000.00
		TRAFFIC CONTROL					
		SIGNING		1	LS	$ 500,000.00	$500,000.00
		PAVEMENT MARKING		1	LS	$ 100,000.00	$100,000.00
		SIGNAL & ITS		1	LS	$ 850,000.00	$850,000.00
						TC/ITS SUBTOTAL =	$1,450,000.00
		UTILITIES					
625	625E31506	PULL BOX REMOVED AND REPLACED		3	EACH	$ 1,310.00	$3,930.00
625	625E31510	PULL BOX REMOVED		1	EACH	$ 266.00	$266.00
						TC/ITS SUBTOTAL =	$4,196.00
		LANDSCAPING					
		LANDSCAPING		1		$ 150,000.00	$150,000.00
						TC/ITS SUBTOTAL =	$150,000.00
		MAINTENANCE OF TRAFFIC					
		MAINTAINING TRAFFIC ITEMS (PAVEMENT/WATER/SIGNING)		1		$1,272,808.72	$1,272,808.72
						MOT SUBTOTAL =	$1,272,808.72
		LIGHTING					
		LIGHTING		1.00	LS	$900,000.00	$900,000.00
						LIGHTING SUBTOTAL =	$900,000.00
		MISCELLANEOUS					
614	614E11000	MAINTAINING TRAFFIC		1.00	LS	$161,290.00	$161,290.00

DGL

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE:	5/1/2025
DGL PROJECT NO.	22217
ESTIMATOR:	AMW
CHECKED BY:	CML

ALTERNATIVE 2 - DDI

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
624	624E10000	MOBILIZATION		1.00	LS	$1,162,998.44	$1,162,998.44
623	623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING		1.00	LS	$200,000.00	$200,000.00
619	619E16020	FIELD OFFICE, TYPE C		1.00	LS	$140,000.00	$140,000.00
						MISC SUBTOTAL =	**$1,664,288.44**
						CONSTRUCTION SUBTOTAL	**$24,423,000.00**
		35% CONSTRUCTION CONTINGENCY					$8,548,000.00
		RIGHT OF WAY ACQUISITION					NOT INCLUDED
		INFLATION (17.9%)					$5,902,000.00
						TOTAL OPINION OF PROBABLE CONSTRUCTION COST	**$38,873,000.00**

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE:	4/30/2025
DGL PROJECT NO.	22217
ESTIMATOR:	AMW
CHECKED BY:	CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		ROADWAY					
201	201E11000	CLEARING AND GRUBBING		1	LS	$10,000.00	$10,000.00
202	202E23000	PAVEMENT REMOVED		24,410	SY	$9.00	$219,690.00
202	202E30000	WALK REMOVED		220	SF	$1.60	$352.00
202	202E32000	CURB REMOVED		3,990	FT	$4.00	$15,960.00
202	202E35100	PIPE REMOVED, 24" AND UNDER		4,150	FT	$17.50	$72,625.00
202	202E35200	PIPE REMOVED, OVER 24"		525	FT	$30.00	$15,750.00
202	202E38000	GUARDRAIL REMOVED		3,600	FT	$3.50	$12,600.00
202	202E58000	MANHOLE REMOVED		2	EACH	$1,100.00	$2,200.00
202	202E58100	CATCH BASIN REMOVED		10	EACH	$500.00	$5,000.00
203	203E10000	EXCAVATION		40,000	CY	$13.60	$544,000.00
203	203E20000	EMBANKMENT		85,000	CY	$15.00	$1,275,000.00
204	204E10000	SUBGRADE COMPACTION		30,000	SY	$1.50	$45,000.00
204	204E45000	PROOF ROLLING		15	HOUR	$275.00	$4,125.00
606	606e15050	GUARDRAIL, TYPE MGS		1,375	FT	$50.00	$68,750.00
622	622E10100	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1		475	FT	$125.00	$59,375.00
						ROADWAY SUBTOTAL =	**$2,350,427.00**
		EROSION CONTROL					
601	601E21050	TIED CONCRETE BLOCK MAT, TYPE 1		70	SY	$105.00	$7,350.00
659	659E00100	SOIL ANALYSIS TEST		2	EACH	$70.00	$140.00
659	659E00300	TOPSOIL		1,697	CY	$20.00	$33,940.00
659	659E10000	SEEDING AND MULCHING		15,850	SY	$0.90	$14,265.00
659	659E14000	REPAIR SEEDING AND MULCHING		2,000	SY	$1.00	$2,000.00
659	659E20000	COMMERCIAL FERTILIZER		2	TON	$625.00	$1,287.50
659	659E31000	LIME		3.5	ACRE	$30.00	$105.00
659	659E35000	WATER		83.0	MGAL	$3.75	$311.25
670	670E00500	SLOPE EROSION PROTECTION		42,000.0	SY	$2.00	$84,000.00
832	832E30000	EROSION CONTROL		1.0	EACH	$275,000.00	$275,000.00
832	832E15000	STORM WATER POLLUTION PREVENTION PLAN		1.0	LS	$10,000.00	$10,000.00
832	832E15002	STORM WATER POLLUTION PREVENTION INSPECTIONS		1.0	LS	$5,000.00	$5,000.00
832	832E15010	STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE		1.0	LS	$5,000.00	$5,000.00
						EROSION CONTROL SUBTOTAL =	**$438,398.75**
		DRAINAGE					
602	602E20000	CONCRETE MASONRY		16	CY	$2,000.00	$32,000.00
605	605E13300	6" UNCLASSIFIED PIPE UNDERDRAINS		3,900	FT	$9.00	$35,100.00
611	611e05900	15" CONDUIT, TYPE B		2,000	FT	$96.00	$192,000.00
611	611e98150	CATCH BASIN, NO. 3		10	EACH	$5,100.00	$51,000.00
611	611E98180	CATCH BASIN, NO. 3A		18	EACH	$4,200.00	$75,600.00
611	611E98370	CATCH BASIN, NO. 6		2	EACH	$4,000.00	$8,000.00
611	611E98634	CATCH BASIN RECONSTRUCTED TO GRADE		10	EACH	$1,435.00	$14,350.00
611	611E99660	MANHOLE RECONSTRUCTED TO GRADE		10	EACH	$2,060.00	$20,600.00
						DRAINAGE SUBTOTAL =	**$428,650.00**

DGL

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE: 4/30/2025
DGL PROJECT NO. 22217
ESTIMATOR: AMW
CHECKED BY: CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		PAVEMENT					
254	254E01000	PAVEMENT PLANING, ASPHALT CONCRETE		3,966	SY	$2.30	$9,121.80
301	301E56000	ASPHALT CONCRETE BASE, PG64-22, (449)		2,910	CY	$130.00	$378,300.00
304	304E20000	AGGREGATE BASE		4,990	CY	$65.00	$324,350.00
407	407E10000	TACK COAT		9,358	GAL	$2.00	$18,716.00
442	442e10000	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)		893	CY	$275.00	$245,575.00
442	442E10100	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)		1,288	CY	$250.00	$322,000.00
452	452E12050	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		71	SY	$125.00	$8,875.00
609	609E57000	8" CONCRETE TRAFFIC ISLAND	, SPLITTER ISLAND	1,120	SY	$125.00	$140,000.00
609	609E57000	8" CONCRETE TRAFFIC ISLAND	, TRUCK APRON	1,519	SY	$125.00	$189,875.00
609	609E12001	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN		3,900	FT	$35.00	$136,500.00
609	609E26000	CURB, TYPE 6		3,100	FT	$20.00	$62,000.00
609	609E31001	COMBINATION CURB AND GUTTER, TYPE 9, AS PER PLAN		1,250	FT	$35.00	$43,750.00
823	823e20000	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	SHARED-USE PATH	342	CY	$300.00	$102,600.00
860	860e10000	THINLAY ASPHALT CONCRETE, TYPE MED	SHARED-USE PATH	190	CY	$300.00	$57,000.00
						PAVEMENT SUBTOTAL =	**$2,038,662.80**
		STRUCTURES					
		BRIDGE -REDECK AND WIDEN EXITING		1	LS	$8,586,000.00	$8,586,000.00
						BRIDGES SUBTOTAL =	**$8,586,000.00**
		TRAFFIC CONTROL					
		SIGNING		1	LS	$ 500,000.00	$ 500,000.00
		PAVEMENT MARKING		1	LS	$ 100,000.00	$ 100,000.00
632	632E90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN		2	EACH	$ 5,000.00	$ 10,000.00
						TC/ITS SUBTOTAL =	**$ 610,000.00**
		UTILITIES					
625	625E31506	PULL BOX REMOVED AND REPLACED		3	EACH	$ 1,310.00	$ 3,930.00
625	625E31510	PULL BOX REMOVED		1	EACH	$ 266.00	$ 266.00
						UTILITIES SUBTOTAL =	**$ 4,196.00**
		LANDSCAPING					
		LANDSCAPING		1	LS	$ 75,000.00	$ 75,000.00
						LANDSCAPING SUBTOTAL =	**$ 75,000.00**
		MAINTENANCE OF TRAFFIC					
		MAINTAINING TRAFFIC ITEMS (PAVEMENT/WATER/SIGNING)		1.00	LS	$900,000.00	$900,000.00
						MOT SUBTOTAL =	**$900,000.00**
		LIGHTING					
		LIGHTING		1.00	LS	$750,000.00	$ 750,000.00
						LIGHTING SUBTOTAL =	**$ 750,000.00**

OPINION OF PROBABLE PROJECT COST

BUCK ROAD FEASIBILITY STUDY

LOCATION: Rossford, Ohio
BASIS FOR ESTIMATE: [x] CONCEPTUAL [ ] PRELIMINARY [ ] FINAL

DATE:	4/30/2025
DGL PROJECT NO.	22217
ESTIMATOR:	AMW
CHECKED BY:	CML

ALTERNATIVE 3 - ROUNDABOUT

ODOT SECTION	ITEM NO.	DESCRIPTION	SUPPL. DESC.	QUANT.	UNIT	UNIT AMOUNT BID HISTORY	TOTAL AMOUNT BID HISTORY
		MISCELLANEOUS					
624	624E10000	MOBILIZATION		1.00	LS	$826,066.73	$826,066.73
623	623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING		1.00	LS	$200,000.00	$200,000.00
619	619E16020	FIELD OFFICE, TYPE C		1.00	LS	$140,000.00	$140,000.00
						MISC SUBTOTAL =	**$1,166,066.73**
						CONSTRUCTION SUBTOTAL	**$17,347,000.00**
		35% CONSTRUCTION CONTINGENCY					$6,071,000.00
		RIGHT OF WAY ACQUISITION					NOT INCLUDED
		ESCALATION FACTOR (17.9%)					$4,192,000.00
						TOTAL OPINION OF PROBABLE PROJECT COST	**$27,610,000.00**

Appendix E
Alternatives Matrix

Alternatives	Traffic Operations	Safety Analysis	Maintenance of Traffic	Right-of-Way Requirements	Utilities	Environmental Analysis	Estimated Construction Costs
No Build	• LOS F for WB (both terminal intersections) & NB traffic in the 2048 AM Peaks	• Predicted crash frequency of 9.5 crashes per year	• No Changes	• No Right-of-Way Impacts	• No Changes	• No Changes	• None
ALTERNATIVE 1: DIVERGING DIAMOND INTERCHANGE	• LOS B for all approaches to the interchange in the 2048 AM & PM Peaks	• Predicted crash frequency of 8.8 crashes per year • Injury crashes *decreased* by 0.5 crashes per year.	• Phased Construction	• Temporary Right-of-Way expected	• No Impacts	• No Impacts	• 2028 Estimated Project Cost = $38,873,000
ALTERNATIVE 3: ROUNDABOUT INTERCHANGE	• LOS A for all approaches to the interchange during both Peak Hours except for at SB I-75 during the PM Peak (LOS C)	• Predicted crash frequency of 4.5 crashes per year • Injury crashes *decreased* by 1.5 crashes per year.	• Phased Construction	• Temporary Right-of-Way expected	• No Impacts	• No Impacts	• 2028 Estimated Project Cost = $27,610,000

Alternatives Evaluation Matrix									
Alternative	Description	Project Need	Key Issues						
		Traffic Operations	Reduce the total number of injury crashes (Pred. Crash Freq.)	Reduce the total number of crashes (Expected Crash Freq.)	Maintenance of Traffic During Construction	Right-of-Way Requirements	Utilities	Environmental Analysis	Estimated Construction Costs
No Build	Signal	LOS E	No Reduction (2.3)	No Reduction (12.0/9.5)	N/A	N/A	N/A	N/A	N/A
1	DDI	LOS B	-22% (1.8)	-27% (8.8)	Phased Construction	Temporary Easements	None	No Issues	$38,873,000 B:C = 0.68
3	Roundabout	LOS A	-65% (0.8)	-63% (4.5)	Phased Construction	Temporary Easements	None	No Issues	$27,610,000 B:C = 1.30
Good	Fair	Poor							

Appendix F
Preliminary Layouts

####

MODEL: Unnamed Plan - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 12/22/2025 TIME: 3:10:00 PM USER: CMS
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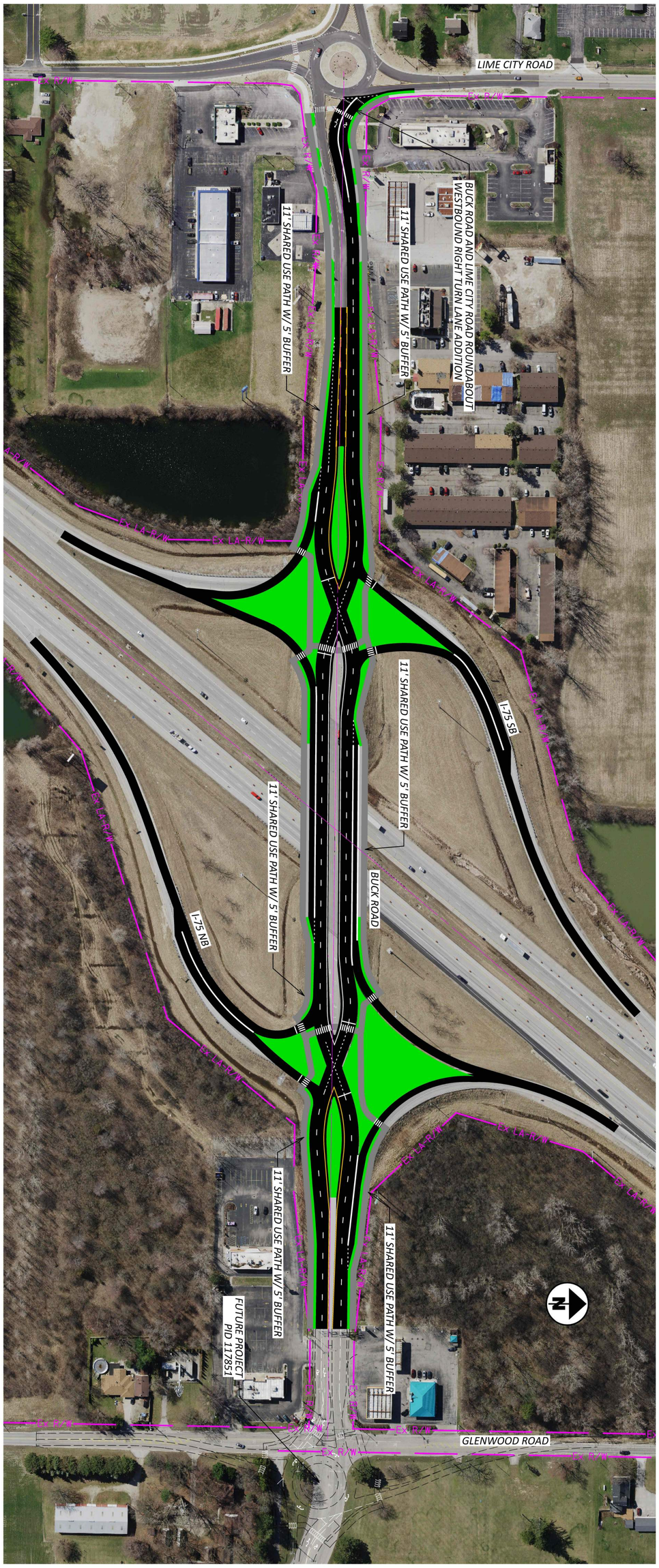

SHEET P.0 | TOTAL 0	PROJECT ID 22217	REVIEWER CML 12-22-25	DESIGNER ANW	DESIGN AGENCY DGL CONSULTING ENGINEERS	BUCK ROAD FEASIBILITY STUDY DDI INTERCHANGE ALTERNATIVE

HORIZONTAL SCALE IN FEET
0 100
50 200

####

MODEL: Unnamed Plan-3 - Plan 4 PAPERSIZE: 34x22 (in.) DATE: 12/22/2025 TIME: 3:11:14 PM USER: CMS
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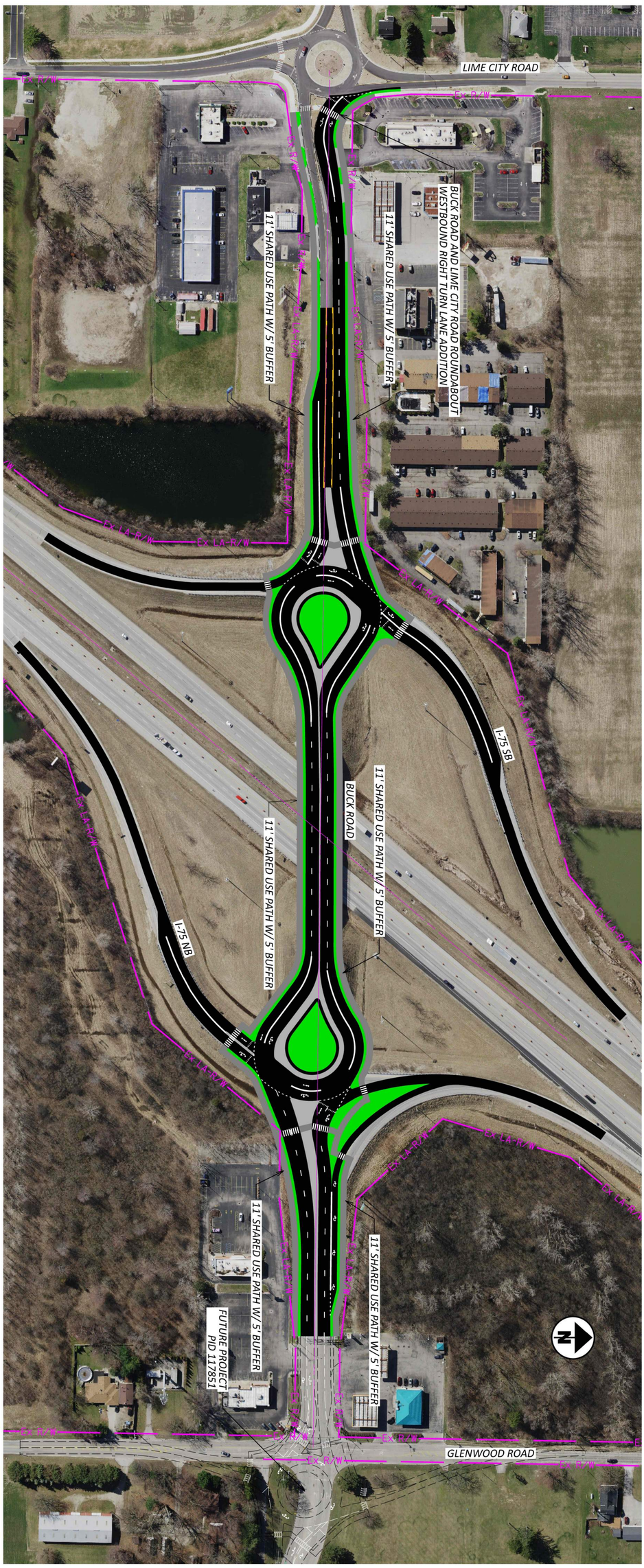

SHEET P.0 / TOTAL 0	PROJECT ID 22217	REVIEWER CML 04-16-25	DESIGNER ANW	DESIGN AGENCY DGL CONSULTING ENGINEERS	BUCK ROAD FEASIBILITY STUDY ROUNDABOUT INTERCHANGE ALTERNATIVE

HORIZONTAL SCALE IN FEET
0 100
50 200